



ANNUAL REPORT



**Roads and Traffic
Authority**
www.rta.nsw.gov.au

Vision

Meeting the needs of the people of NSW, by providing a safe, efficient road system within a totally integrated and planned transport solution for NSW.

contents

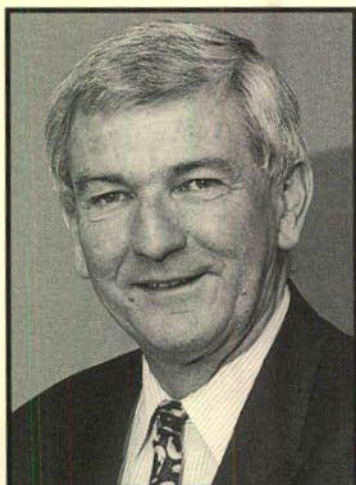


Mission

Manage road related transport infrastructure and provide safe and efficient access to the road network for the people of NSW.

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CHIEF EXECUTIVE'S STATEMENT



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

The past year has presented some significant challenges for the RTA and I am proud of the way the organisation has responded to these challenges. Increasing demands on the road system and the need to minimise the potential adverse environmental and social impacts of the State's road network have required smarter and more efficient work than ever before. These challenges have been met by working as a coherent organisation, increasingly focusing on integrated planning, and retaining a commitment to provide quality customer service at all levels of the organisation.

The benefits arising out of recent organisational improvements and the development of 'The Journey Ahead' RTA Strategic Plan 1998-2003 has helped move the RTA forward and achieve positive results throughout 1997-98.

Recorded fatalities on NSW roads in 1997 were again reduced from the previous year, and were at their lowest since 1949. Accidents and fatalities among vulnerable road user groups (motorcyclists, pedestrians and cyclists) were down an average 10% on 1996. This highlights the effectiveness of specifically targeted road safety campaigns. These road safety outcomes are especially encouraging. At present, the target of less than 500 fatalities per annum on NSW roads by 2000, is on track.

Managing road network loads and traffic flows will continue to be one of the biggest challenges for the RTA. Throughout the year, average peak travel times were maintained at 1996-97 levels on a road network that has had to handle up to 3.5 million vehicles a day. With road user demands set to increase further into the next century, the RTA will be continuing to work with other Government agencies, private industry and the community to increase transport choices and provide greater ease of access to public transport, particularly in the Sydney, Newcastle and Wollongong areas.

In this light I am pleased to report on the success of one of the key traffic management trials conducted earlier this year for the Royal Easter Show, at its new Homebush site. Special event traffic management strategies were designed to encourage public transport use, and with record crowds in attendance, their effectiveness was highlighted by over 80% of visitors to the Show arriving by bus or train. This result has provided encouragement for the development of effective traffic management strategies for the Sydney 2000 Olympic Games.

Quality customer service is a key component of all RTA activities, and through the 1997 RTA Continuous Improvement Priorities Program, high benchmark standards for ongoing achievement in this area were established. 1997-98 saw reduced average waiting times in registries, the introduction of EFTPOS, while retaining a high proportion of customers rating motor registry service as 'good to very good'. Faster and more reliable information to all road users and the public about traffic conditions, travel times and safety information is another way in which service is being improved.

The importance of effective maintenance and development of the State Road network as core business was reflected in the total RTA expenditure of \$1.38 billion on roads over the 1997-98 financial year. In undertaking this significant investment, the RTA is committed to sound financial management and maximising the return on public funds.

Thirty-six, \$1 million-plus capital works projects were completed, of which more than 88% were completed within 10% of their prescribed time and budgets. Continued improvement in these project management outcomes will be a chief priority in the years ahead.

To protect the environment and still meet community and stakeholder service expectations, the RTA must continue to improve with innovation and efficiencies in all operations and planning. In 1997-98, a commitment to ecologically sustainable development has seen RTA Environmental R&D programs worth over \$500,000 undertaken, including research into alternative fuels, air quality investigations, water run off systems, bio-diversity and road user movement studies. Total RTA environmental management initiatives are now guided by an overall Environmental Policy.

Work continued over the year developing and improving the RTA's renowned traffic signalling system, SCATS. The international success and adoption of the SCATS system, plus maintenance program sales contributed over \$8.5 million in revenue to the organisation in 1997-98.

The RTA is continuing with the significant progress achieved by its change management program. Organisational improvement has been attained by the completion of a substantial structural review, based on flatter structures. This has resulted in consistency and the elimination of duplication.

Of course, none of these achievements would have been possible without the continued support of RTA stakeholders, Government and commercial partners, and above all, the loyalty, commitment and involvement of RTA staff.



RON CHRISTIE

Chief Executive

30 October 1998

WHERE TO FIND US

Internet

<http://www.rta.nsw.gov.au>

Head Office

Centennial Plaza
260 Elizabeth Street
Surry Hills 2010
PO Box K198, Haymarket 1238
DX 13 Sydney
Telephone (02) 9218 6888
Facsimile (02) 9218 6286

MOTOR REGISTRIES

For information on vehicle registration, drivers' licences, motor registry locations and opening hours call **132213** from anywhere in NSW.

Sydney Operations Directorate

Ground Floor, 83 Flushcombe Road,
Blacktown 2148
PO Box 558, Blacktown 2148
DX 8120 Blacktown
Telephone (02) 9831 0911
Facsimile (02) 9831 0926
Monday-Friday 8.30am-5.00pm

RTA Technology

52-56 Rothschild Avenue
Rosebery 2018
PO Box K198
Haymarket 1238
DX 13 Sydney
Telephone (02) 9218 6888

Country Operations Directorate

Hunter Region

59 Darby Street, Newcastle 2300
Locked Bag 30, Newcastle 2300
DX 7813 Newcastle
Telephone (02) 4924 0240
Facsimile (02) 4924 0344
Monday-Friday 8.30am-5.00pm

Northern Region

31 Victoria Street, Grafton 2460
PO Box 576, Grafton 2460
DX 7610 Grafton
Telephone (02) 6640 1300
Facsimile (02) 6640 1301
Monday-Friday 8.30am-5.00pm

Southern Region

71-77 Kembla Street, Wollongong
East 2500
PO Box 477, Wollongong East 2520
DX 5178 Wollongong
Telephone (02) 4221 2460
Facsimile (02) 4227 3705
Monday-Friday 8.30am-5.00pm

South Western Region

1 Simmon Street, Wagga Wagga 2650
PO Box 484, Wagga Wagga 2650
DX 5407 Wagga Wagga
Telephone (02) 6938 1111
Facsimile (02) 6938 1183
Monday-Friday 8.30am-5.00pm

Western Region

51-55 Currajong Street, Parkes 2870
PO Box 334, Parkes 2870
DX 20256 Parkes
Telephone (02) 6862 8444
Facsimile (02) 6862 8414
Monday-Friday 8.30am-5.00pm

Goulburn Major Projects Office

211 Bourke Street, Goulburn 2580
PO Box 183, Goulburn 2580
DX 5362 Goulburn
Telephone (02) 4827 3737
Facsimile (02) 4827 3744
Monday-Friday 8.30am-5.00pm

Newcastle Major Projects Office

47 Darby Street, Newcastle 2300
Locked Bag 30, Newcastle 2300
DX 7813 Newcastle
Telephone (02) 4924 0240
Facsimile (02) 4929 5271
Monday-Friday 8.30am-5.00pm

Grafton Major Projects Office

21 Princes Street, Grafton 2460
PO Box 546, Grafton 2460
DX 7610 Grafton
Telephone (02) 6640 1000
Facsimile (02) 6640 1001
Monday-Friday 8.30am-5.00pm

Pacific Highway Development Office

21 Princes Street, Grafton 2460
PO Box 546, Grafton 2460
DX 7610 Grafton
Telephone (02) 6640 1000
Facsimile (02) 6640 1001
Monday-Friday 8.30am-5.00pm

WHO WE ARE AND WHAT WE DO

HISTORY

The Roads and Traffic Authority (RTA) was established on 16 January 1989, under the *Transport Administration Act 1988*, through an amalgamation of the former Department of Main Roads, Department of Motor Transport and the Traffic Authority.

LEGISLATION

The main Acts of Parliament we administer are the *Transport Administration Act 1988*, the *Roads Act 1993*, the *Traffic Act 1909*, the *Motor Vehicles Taxation Act 1988*, and the *Road Transport (Heavy Vehicles Registration Charges) Act 1995*.

RESPONSIBILITIES

The RTA is responsible for promoting road safety and traffic management, driver licensing and vehicle registration. It is also responsible for the maintenance and development of the National Highway and State Road network in NSW. It provides funding assistance to Local Councils for Regional Roads and to a limited extent, for Local Roads.

The RTA manages the operations, maintenance and enhancement of 17,620 km of State Roads including National Highways. It also manages 2,971 km of Regional Roads and Local Roads in the unincorporated area of NSW where there are no Local Councils. The RTA assists Local Councils in managing 18,429 km of Regional Roads and, to a limited extent, Local Roads, through funding and other support.

Roads in which the RTA has an interest include 4,116 bridges and major culverts, 10 tunnels, nine ferries and traffic facilities such as traffic lights, roundabouts, signs and linemarking.

ASSETS

The RTA manages one of Australia's largest asset portfolios. The replacement value of the road, bridge and traffic infrastructure it looks after is \$40.9 billion, including the value of land under roads. Property, plant, equipment, private sector provided infrastructure and other non current assets are valued at \$2.4 billion.

The RTA's annual total Roads Program is approximately \$2.1 billion which is principally provided from road user charges.

The RTA employs more than 6,600 staff in more than 200 offices throughout NSW, including 128 motor registries.

CUSTOMERS

The RTA has a vast and varied range of customers, including individuals, private organisations, community and road transport groups, Local Councils and State and Federal Government agencies.

The owners of 4.1 million vehicles and 4 million drivers in NSW generate some 75,000 transactions a day and 60,000 telephone calls a week.

ORGANISATION CHART AND SENIOR MANAGEMENT



GOVERNMENT PRIORITIES FOR THE RTA

The RTA focuses its strategies and programs on delivering the priorities of the NSW Government. It aims to meet the transport needs of the NSW community, who as motorists, cyclists, pedestrians, public transport users and commercial vehicle operators are our key customers. The RTA is caring for the environment during every stage of its work, and continues to deliver better value for money to the community.

The Government's priorities for the RTA during 1996-2001 are to:

- ensure the RTA plays its part in the integration of road and transport planning;
- make NSW roads the safest in the world;
- improve the efficiency of road related public transport;
- create a customer focus, especially in the areas of traffic management, registry services and community consultation;
- focus the provision of all services on World Best Practice;
- reduce administrative expenditure to improve service delivery;
- provide road related transport infrastructure and an appropriate regulatory framework which meets the needs of State and Regional development;
- ensure that the road asset is properly maintained, at minimum whole of life cost;
- minimise adverse impacts on natural and built environments;
- provide advice to the Government on ways to address the increasing demand for road travel, including alternatives to road building; and
- pursue and develop opportunities in overseas markets for competitive products and services.

RESEARCH & DEVELOPMENT (R&D)

The RTA links its R&D Program with its three core business areas. In carrying out its extensive R&D activities, the RTA continues to utilise and promote strong alliances and partnerships with industry, national bodies, academia, and other state and international road agencies.

During the past twelve months, the RTA through its R&D Program funded 41 separate projects with an overall expenditure of \$3.5 million. These projects included research into alternative fuels, air quality, water quality, fauna underpasses, pavement performance, urban design of roads, and bus priority and passenger information systems.

R&D ALLIANCES AND PARTNERS

Throughout 1997-98, the RTA continued its strong involvement in national and international co-operative research through agencies such as Austroads, Organisation for Economic Co-operation and Development and the Permanent International Association of Road Congress.

The RTA's involvement with Austroads included management of the national Business Systems Program and staff representation on R&D project teams. The RTA also provided significant input to the development of the Austroads 1998-2001 Strategic Plan, and contributed to the development of new national research and development strategies for road user, traffic management and asset management.

Work with Austroads allows national R&D funds to be pooled to allow exchange of information, identify best practice, eliminate duplication and provide efficiency gains through consistent standards and practice across Australia and New Zealand.

Industry performance indicators were also developed to allow the RTA to benchmark its performance against other road agencies on road system quality standards, social and environmental issues and agency customer service.

GOVERNMENT PRIORITIES FOR THE RTA

CONTINUOUS IMPROVEMENT

Guarantee of Service - Consumer Response

The RTA strives to continually improve all its operations and structures to meet increasing community expectations. Continuous improvement at the RTA has focused on being able to effectively tailor and deliver services to meet the expectations of its numerous and diverse customers.

Quality customer service is a cornerstone of the RTA Continuous Improvement Plan 1996-2001 and the companion document, the RTA Continuous Improvement Priorities 1997. The latter document is reviewed annually and focuses on identifying, managing and continuously improving the processes that deliver services to RTA customers.

The RTA Commitment to Service brochure identifies and defines the high quality customer service standards of the organisation. It provides RTA customers with information on service standards, office locations and telephone numbers, how to contact the RTA and how to make enquiries, suggestions, compliments or complaints.

As part of the RTA Guarantee of Service, all customers are encouraged to provide feedback on service they receive from the RTA. Suggestions, compliments or complaints can be made at any RTA

office by completing a Customer Feedback Form. This feedback is recorded in the Customer Feedback Register and any action required is dealt with promptly by the appropriate RTA office.

Assisted by customer feedback from customer service research, the following initiatives are being implemented by the RTA as part of its continuous improvement program:

- motor registry staff are being given further training in improving customer service techniques;
- echo loop detectors are being installed in all motor registries to assist hearing impaired customers;
- EFTPOS is being introduced into all motor registries;
- business and residential owners are being consulted to determine the best times to carry out road works in front of their premises, to minimise inconvenience; and
- more information on road works and traffic delays in the Sydney area is being made available to motorists and road users.

Throughout 1998-99 these initiatives will continue to be a high priority, along with further strategies to enhance customer service across the State.



Roads Minister, Carl Scully, third from right, with staff of Moree Motor Registry, where two Aboriginal Customer Service Officers commenced work in July 1998.

GOVERNMENT PRIORITIES FOR THE RTA

MANAGEMENT AND ACTIVITIES

During the past twelve months, the RTA incorporated its Continuous Improvement Priorities 1997 into all RTA Directorate business plans. These priorities emphasised the key strategies contained in The RTA Continuous Improvement Plan 1996-2001 and reflected a consistent, organisational approach to the achievement of organisational improvements over the next five years. The main themes in the priorities outlined for 1997-98 were customer service and process improvement through team work.

Highlights of the 1997-98 Continuous Improvement Program included:

- RTA Technology Directorate attaining an achievement level in the Australian Quality Awards;
- commitment to an organisational self assessment of all Directorates, based on the Australian Quality Award criteria;
- commencement of a review of the RTA's Quality Assurance Manual;
- expansion of Workplace Operations Teams across the RTA;
- inclusion of continuous improvement competencies in relevant competency based training modules;
- continuation of the RTA Staff Reward and Recognition Scheme;
- expansion of a commercialisation program, now operating in all Directorates, to achieve a more commercially focused organisation;
- expansion of the team briefing process across the RTA; and
- completion of a high level process map of the RTA.

RTA SERVICE COMPETITION POLICY

The RTA has recently introduced a Service Competition Policy consistent with the NSW Government Service Competition Guidelines to ensure that the people of NSW, as customers and funders of the programs provided by Government, receive maximum service and value for money arising from all RTA activities.

During 1997-98, the RTA's accounting and reporting system was revised to enable the level of competitiveness of its service delivery to be monitored consistently. A survey, designed by the Office of the Council on the Cost of Government, has been initiated to monitor the implementation of the policy.



Aboriginal Liaison Officer, Mary-Lou Buck, received an Equity award in the RTA Staff Awards for her continued efforts to involve Aboriginal communities in the development phase of road projects. She is pictured with RTA Chief Executive Ron Christie, left, Roads Minister, Carl Scully and the Director of ODEOP, Carol Davies.

1997-98 HIGHLIGHTS

DRIVER AND VEHICLE POLICY AND REGULATION

- Average waiting times and transaction times for customers were reduced in motor registries and a high proportion of customers rating service as 'good or very good' was retained.
- EFTPOS was introduced in motor registries.
- A new Olympic number plate was launched.
- The 'Trucksafe' scheme was developed to exempt accredited operators, with rigorous vehicle maintenance programs, from annual heavy vehicle inspections.
- Safe-T-Cam technology was used to target enforcement action against errant heavy vehicle operators.
- The 'Three strikes and you're out' speeding heavy vehicle package and increased penalties for load restraint offences were introduced.
- Developed a new package of penalties for serious driving offences, with particular attention on repeat offenders.
- A further nine Local Council agencies were linked to the DRIVES computer network.
- Won national agreement on driving hour regulations.
- NSW became the first Australian State to implement national registration law.

ROAD SAFETY

- Road accident fatalities on NSW roads were significantly reduced in 1997, within a number of key road user groups, including:
 - motorcycle fatalities down by 24% on the previous year (the lowest total since 1966);
 - pedestrian fatalities down by 12% (the lowest total since records began in the 1930s); and
 - passenger fatalities down by 6% (the second lowest total since 1949).
- Among vulnerable road users (pedestrians, motorcyclists and pedal cyclists) fatalities in 1997 were down by 12% and serious injuries were down by 4% on 1996.
- The RTA Blackspot Program resulted in the building and installation of numerous safety improvements at high risk locations across NSW.
- Major new rest areas were opened at strategic locations on NSW highways.
- The RTA Authorised Restraint Fitting Stations scheme was expanded with almost 130 fitting stations operating and 46 new fitters trained.
- The success of the double demerit points scheme over holiday periods continued in 1997-98 with reduced driver infringements, fatalities and serious casualties during holiday periods on NSW roads.
- Alcohol involvement in serious casualty crashes recorded its lowest level since information on alcohol involvement for serious casualties was first collected in 1976.
- 'Think before you cross' pedestrian safety campaign was implemented across NSW supported by television and transit advertising.
- The Local Government Road Safety Program was strengthened with over 60 Council road safety officers active in developing and implementing community based road safety programs.
- A graduate road safety program developed jointly with the University of New England attracted 93 students from NSW and interstate.
- The Safer Routes to School Program enrolled over 100,000 students in 663 schools, and delivered 51,000 individual maps and surveys to local participating families.

1997-98 HIGHLIGHTS

TRAFFIC MANAGEMENT

- RTA traffic management programs and initiatives maintained average peak travel times on the NSW road network in the face of substantial increases in road user demands.
- Key point closed circuit television coverage was expanded in high volume traffic areas to monitor and improve traffic flows.
- Construction began on the new Transport Management Centre.
- A series of new special event traffic management strategies were trialed at the Royal Easter Show, held for the first time at Homebush. These resulted in more than 80% of visitors to the Show using public transport.
- Public education programs were implemented to improve driver behaviour and road user awareness, including cyclist and pedestrian safety.
- 260 extra traffic school zones were established throughout NSW enhancing pedestrian amenity and safety around schools.
- Four new cycleway projects were completed in Sydney and five in regional NSW. Bicycle facilities were provided as part of 26 major new road projects across the State.
- An improved approach to RTA guidance signposting was developed.
- Public information available to motorists and road users, on road works and traffic delays in the Sydney area, was being expanded.

ROAD NETWORK INFRASTRUCTURE

- \$834 million of State and Commonwealth funds were spent on road development works.
- Work commenced on the Eastern Distributor with significant progress being made and tunnelling well advanced.
- Achievements in the second year of the 10 year, \$2.2 billion Pacific Highway Upgrading Program, included the opening of bypasses at Taree and Brunswick Heads, two duplication projects - Herons Creek and Bangalow Bypass - and six widening or overtaking lane projects.
- Major State-funded works completed include improvements to the Great Western Highway, Nelson Bay Road, and projects for the Western Sydney Roads program including widening of the M4, Abbott Road, Sunnyside Road and Old Windsor Road, and the overpass at the intersection of Homebush Bay Drive.
- Commonwealth Government funded National Highways program works completed included the F3 Freeway (Sydney-Newcastle) dual carriageways at Ourimbah; Stage 1 of Bookham Bypass on the Hume Highway; and Stage 2 (southbound carriageway) on the Federal Highway at Lake George.
- Work continued on the \$20.7 million sealing program on the Kidman Way (between Hillston and Bourke) as a Road of National Importance.
- \$543 million was spent on maintaining the network of State Roads and National Highways and contributing to Local Government's maintenance of Regional and Local Roads.
- Recorded improvements in 'ride quality' on specific State-funded NSW roads were consistent with the increased value of the road assets.
- Major (over \$1 million) projects were completed, with a total expenditure of \$244 million, of which more than 88% were completed within planned or within 10% over planned duration and cost.
- A five year \$129 million Timber Bridge Program to restore or replace 140 timber bridges across country NSW commenced.

1997-98 HIGHLIGHTS

ENVIRONMENTAL MANAGEMENT

- Environmental R&D programs worth over \$500,000 included research into alternative fuels, air quality investigations, water run off systems, bio-diversity and road user movement studies.
- An Environmental Policy was developed to guide total RTA environmental management initiatives.
- Major environmental impact statements were developed and exhibited for Coopersnook Bypass and Ballina Bypass on the Pacific Highway.
- An Environmental Management Plan was prepared for joint assessment and management of Kosciuszko Road and the Snowy Mountains Highway.
- A Sydney Harbour Bridge Conservation Management Plan was produced to guide heritage and operational management of the Bridge.
- Noise mitigation programs were extended through the Government Noise Abatement Program.
- A Roadside Corridor Assessment Project was established providing details of ecological values and management needs for selected roadside corridor areas.
- An inspection and maintenance program for petrol emission monitoring was developed, and the RTA supported the Greater Western Sydney and Liverpool Council Natural Gas Vehicle Project.
- The RTA was awarded a 1998 National Trust Commendation for the development of its reference heritage database.
- Stress laminated timber decking was used to reduce bridge maintenance costs and conserve old growth forest timber.

FINANCIAL OVERVIEW

TOTAL ROADS PROGRAM

Total Roads Program expenditure for 1997-98 was \$2,055 million. This was \$135 million less than the Budget, mainly due to a reduction in Commonwealth funding and the effect of the High Court ruling on business franchise fees, as discussed below. In achieving this result, the RTA met Government commitments to specific initiatives, including the Western Sydney Roads and Transport Program, the Pacific Highway Upgrading Program and the Blue Mountains programs.

FUNDING SOURCES

Of the funding received during 1997-98, State sources contributed some \$1,591 million, as shown in Figure 1. This total was approximately \$31 million more than 1996-97. The RTA received from the Commonwealth Government, \$244 million for National Highways in NSW, \$75 million for Roads of National Importance, \$12 million for accident blackspot treatments and \$8 million under the *Interstate Road Transport Act, 1985*.

BUSINESS FRANCHISE FEES

The RTA's revenue from petroleum products business franchise licence fees was lost when, in August 1997, the High Court ruled that such fees were invalid.

However, arrangements were entered into between the States and the Commonwealth whereby the Commonwealth increased the rate of excise duty on fuel and agreed to pay the States the amount collected, less an administration fee. As a result of the changed circumstances an amount of \$512 million was received in 1997-98, against an initial budget of \$579 million.

An amendment to the *Road Improvement (Special Funding) Act* has been enacted to ensure that funds will continue to be available for the 3x3 Program under the above arrangements.

M4/M5 CASHBACK SCHEME

The scheme is administered by the RTA and commenced on 1 January 1997. This was the first full financial year where drivers of NSW privately registered vehicles using the M4 and M5 Motorways were eligible under the M4/M5 Cashback Scheme to receive a refund on tolls they paid on these roads. During the year, 149,807 claims were processed at a total cost, including administration, of \$24.2 million. At 30 June 1998, there were 146,254 cards linked to 66,346 Cashback accounts registered with the motorway companies. This scheme is funded from consolidated revenue.

RISK MANAGEMENT POLICIES

The RTA continues to use risk management principles to minimise exposure to financial loss and ensure effective program delivery. The use of risk assessments is expanding to include areas such as the implementation of Government programs and the RTA entering into agreements with other agencies and the private sector for joint delivery of specific projects.

Interest rates on the RTA's debt are a mixture of fixed and floating rates. The RTA manages this risk exposure by buying and selling Treasury Corporation (T Corp) semi-government bonds in the physical market. All physical transactions related to the RTA's semi-government debt are handled by T Corp.

Debt and cash management strategies continued to be enhanced during the year, and resulted in performance indicators for the investments portfolio equating to, and the semi-government debt portfolio exceeding, the relevant benchmarks set by T Corp.

In March 1997, the Minister approved a debt reduction strategy which will see the RTA's semi-government debt portfolio repaid by June 2020, in accordance with the provisions of the *General Government Debt Elimination Act, 1995*.

FINANCIAL OVERVIEW

PROPERTY MANAGEMENT

The RTA's property portfolio is reviewed at regular intervals. Property deemed surplus to current and future requirements for road construction and related purposes was disposed of, in accordance with Government policy. The revenue raised by the sale of surplus property was used to improve the State's road network infrastructure.

Further details regarding land disposal are provided in Appendix 13.

FINANCIAL MANAGEMENT

During the year, several strategies to improve financial management were initiated. These included the review and enhancement of service level agreements between internal clients and service providers, implementation of an integrated financial reporting framework, adoption of commercial budgeting and monthly income and expenditure statements for all Directorates, and the provision of a comprehensive training program for management and staff on the application of business principles and practices in the RTA.

GROUP AUDIT

Group Audit provided senior management and other customers with support through the provision of a high quality, cost effective auditing service.

The audit plan provided for coverage across the full spectrum of RTA activities including financial, operational, engineering and information technology. In addition, Group Audit provided management with both a corruption prevention and investigation service.

Finance

	Note	Result 94-95	Result 95-96	Result 96-97	Target 97-98	Result 97-98	Target 98-99
Financial Performance Indicators							
Debt Servicing Cost as % of Roads Program (%)	2	6.1	6.5	6.8	7.1	7.1	5.7
Asset Sales (\$M)	3	38.0	24.2	16.1	18.1	31.5	35.9
Interest earned							
- Hourglass Facility	4	7.2	7.7	6.8	5.1	5.0	N/A
- Other	5		8.4	6.6	5.1	5.2	N/A

General Notes

N/A = Not Available

1 All dollar amounts reported in nominal terms.

2 The RTA is a non-profit oriented entity funded through State and Commonwealth Budgets. Many standard financial ratios are therefore not applicable.

The Branch maintained its quality system accreditation.

Further details of Group Audit functions are provided in Appendix 7.

RTA FINANCIAL PERFORMANCE

A summary of the RTA's financial performance in 1997-98, as compared to previous years, is shown in the table below.

Figure 1

Source of Funds 1997-98 \$2,055M

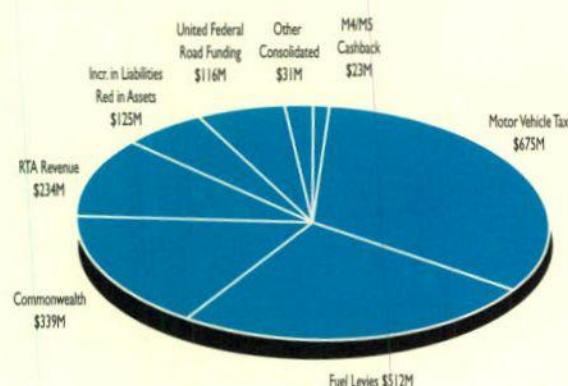
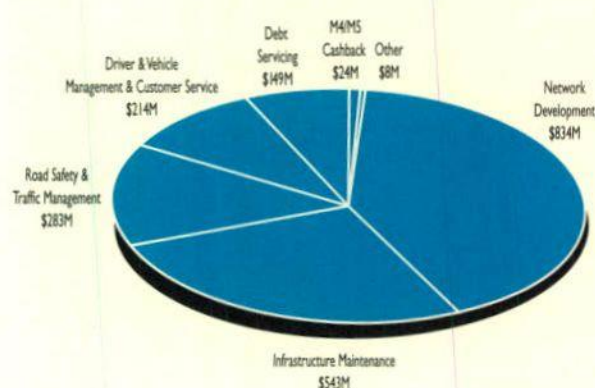


Figure 2

Expenditure 1997-98 \$2,055M



ROAD NETWORK INFRASTRUCTURE

In 1997-98, total RTA expenditure on the maintenance and development of the State Road Network was \$1.377 billion.

In recognition of the 'Whole of Government' approach taken in transport planning, the RTA undertook ongoing liaison with a broad number of agencies and specialist providers in carrying out its role as custodian of the State road network.

Achievements recorded by the RTA Road Network Infrastructure Directorate for the 1997-98 period, in relation to established performance criteria, are recorded below.

INCREASED COMMUNITY SATISFACTION WITH ROAD DEVELOPMENT AND MAINTENANCE ACTIVITIES

Measures of overall community attitudes towards RTA performance over 1997-98 remained broadly similar to previous year levels, although a slight decrease was observed in the community satisfaction with the maintenance of Sydney roads.

The six-year trend shows general community satisfaction with both maintenance and development of the network. The most recent survey conducted by the RTA, in June 1998, identified a number of specific areas for improvement, including:

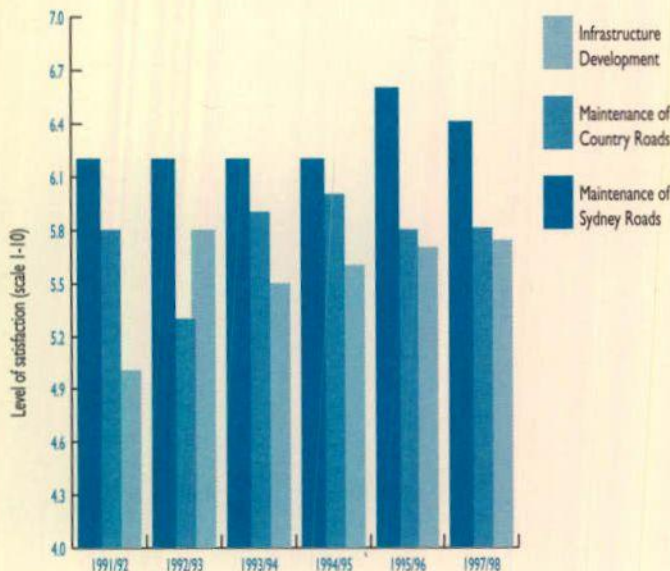
- minimisation of air pollution from vehicle emissions;
- maintenance of country and Sydney roads;
- minimisation of traffic disruption from road works; and
- development of a total plan to link roads and public transport.

The RTA will address these issues in various ways, including:

- announcement of a Vehicle Emissions Inspection and Maintenance Program;
- continuation of the focus on higher maintenance standards for key routes in both Sydney and country areas; and
- revision of the RTA's Traffic Control at Work Sites manual, expected to be released during October 1998.

Figure 3

Community Satisfaction with RNI activity



Note: No community attitude survey was undertaken during 1996-97

IMPROVED LIAISON WITH LOCAL GOVERNMENT

The RTA and the Local Government and Shires Associations' Liaison Committee met each quarter throughout 1997-98, completed reviews of several Local Government funding programs and managed a jointly-run project to benchmark road maintenance.

Liaison also occurred at a local level through several RTA Local Government regional consultative committees established to promote joint aims, resource sharing and collective action.

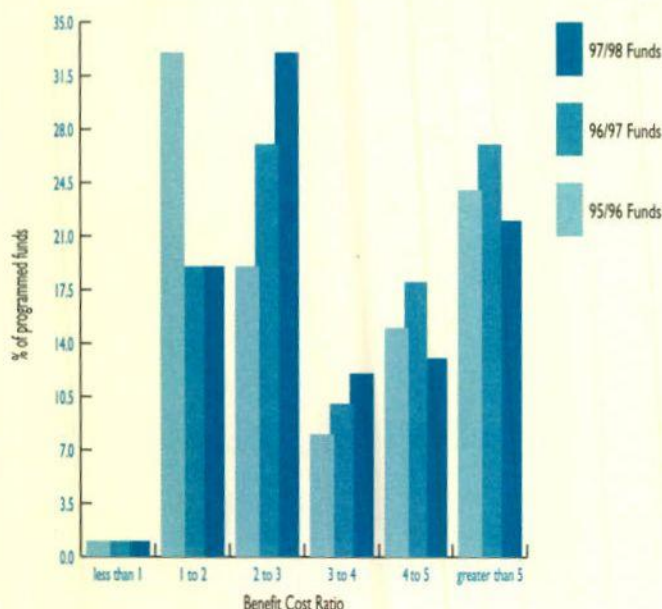
BENEFITS OF ROADS, AND REDUCED TRANSPORT COSTS AND TRAVEL TIMES

Benefits of roads

During 1997-98, the RTA's Road Network Development Program continued to provide benefits to the community at least four times greater than its cost, the third consecutive year this has been achieved. Figure 4 illustrates the distribution of project benefit/cost ratios from project funding over the past three years.

Figure 4

Return on Construction Expenditure (programmed)



A significant proportion (more than 80%) of 1997-98 RTA construction funding has been spent on projects with benefits of at least two or more times the cost.

REDUCED TRANSPORT COSTS

The RTA Infrastructure Maintenance Program has delivered clear economic benefits to the community via savings in vehicle operating costs through the provision of improved ride quality of pavements, resulting in a reduction of fuel and oil consumption, vehicle maintenance, tyre wear and vehicle depreciation.

In the allocation of maintenance funds, the RTA gave priority to programs which:

- achieved the best overall return on the maintenance investment (given that smoother roads cost more to provide, but offer savings to vehicle operators);
- provided community-wide benefits from reduced accidents and travel time; and
- reduced environmental impacts of road infrastructure maintenance.

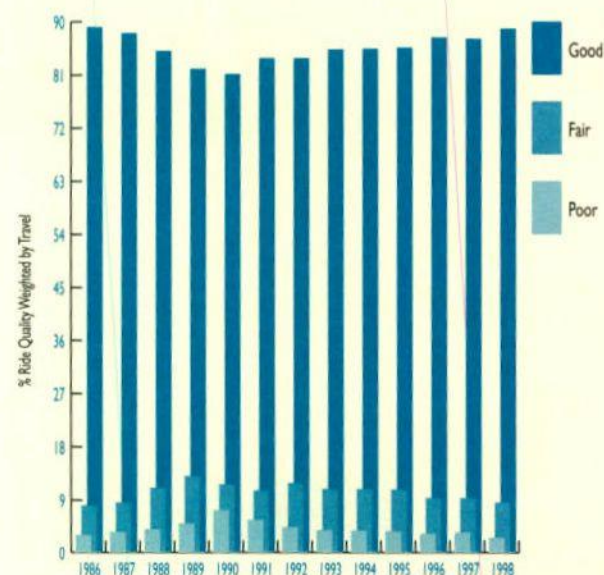
IMPROVED CONDITION OF STATE ROADS AND BRIDGES

Pavements

'Ride quality' (measured by 'bumpiness' of travel over road surfaces) is the RTA's primary indicator of pavement condition and customer needs. Improvement in ride quality since 1991 has shown that these results are consistent with the increased value of the road asset. This trend continued throughout the 1997-98 reporting period.

Figure 5

Ride Quality on State Roads (including National Highways)



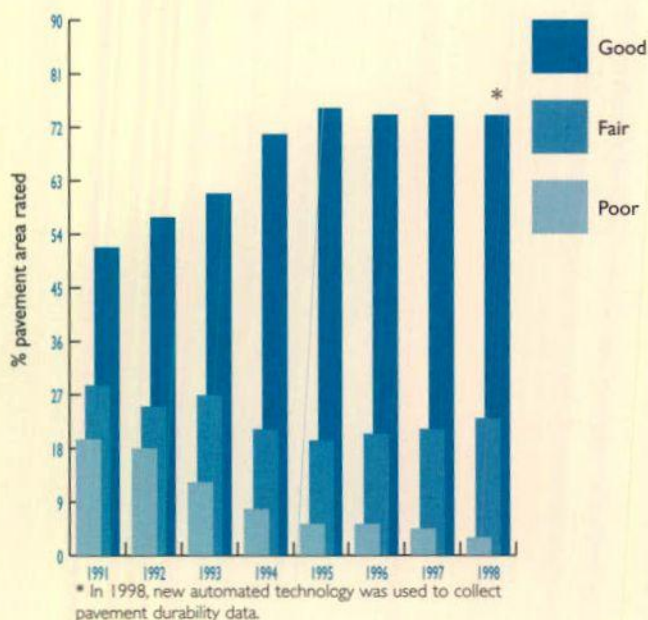
ROAD NETWORK INFRASTRUCTURE

Pavement durability (measured by surface cracking) was maintained at a 74% 'good level' over the past two years.

The RTA aims to achieve road conditions which suit the function and usage of particular roads and transport routes. Roads with significant network function and vehicle use have been targeted for improvement.

Figure 6

*Pavement Durability on Sealed Country State Roads
(Including National Highways)*



The average condition of country State Road pavements has improved significantly since 1992. This reflects highly on the abilities of RTA and Local Government service providers.

Loss of ride quality on the Great Western Highway is being addressed by the NSW Government's Penrith to Orange Strategy.

Figure 7

Ride Quality on National Highways

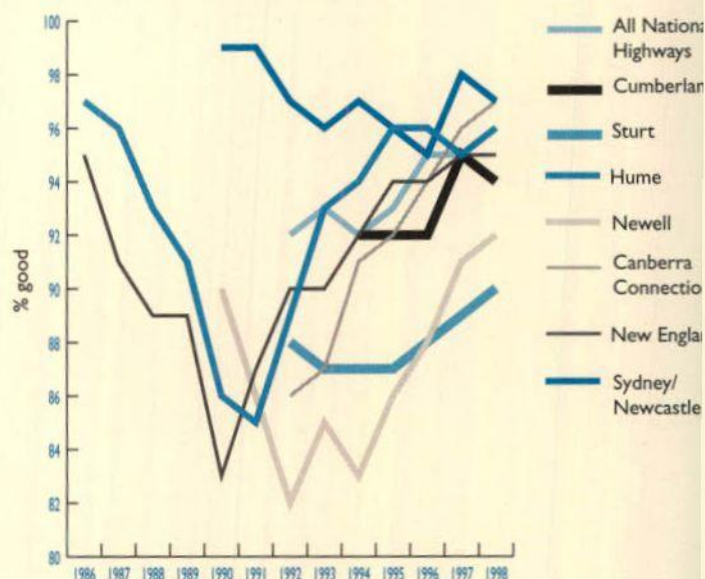
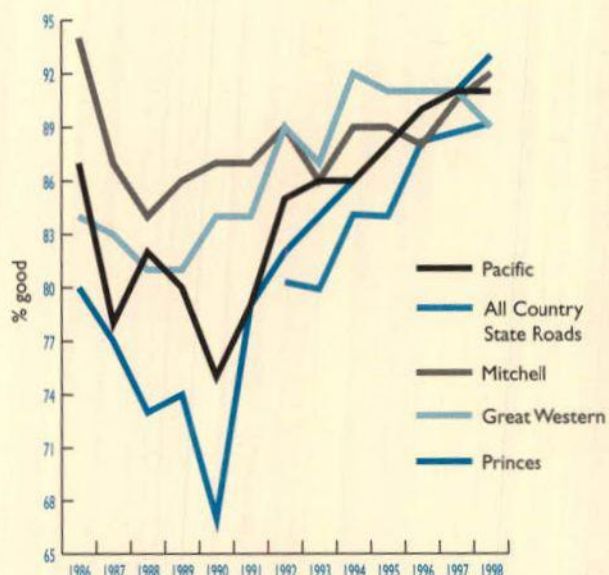


Figure 8

Ride Quality on Major State Funded Roads



BRIDGES

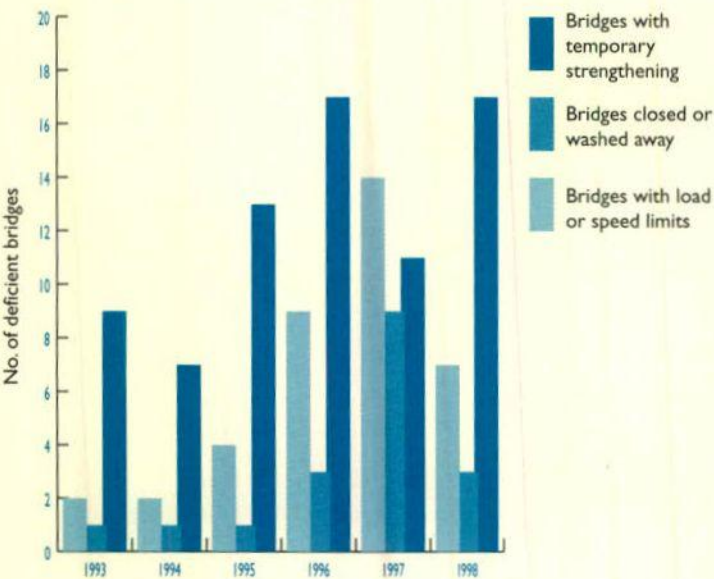
The measure of bridge deficiency on State Roads presents a strong correlation to road user customer needs, especially for freight transport.

Currently, 27 (0.7%) of the 3,959 bridges on State Roads (including National Highways) have a deficiency.

The NSW Government's \$129 million funding package to restore, and where necessary replace, 140 country timber bridges will reduce the bridge deficiency measure during the next five years.

Figure 9

Bridge Deficiency on State Roads (including National Highways)



EFFECTIVE ROUTE MANAGEMENT

Over the last twelve months, a risk management program for unstable slopes on State Roads was developed to improve road user safety against rockfalls and landslides and to support the availability of routes to customers. The RTA has reviewed its technical assessment procedures and is updating its analysis for all high and known sites. Major repair works are in progress.

The RTA is assisting Councils in the preparation of stormwater management plans for each catchment, with priority for urban catchments, and is developing a code of practice for stormwater environment management. In addition, an innovative water quality design treatment was developed for stormwater run-off at new works in urban areas, such as at intersection improvements at the Hume Highway and Roberts Road, Chullora in Sydney.

IMPROVED ROAD SAFETY

The RTA's routine maintenance operations are funded to meet recognised benchmark intervention standards which limit the exposure of road users to unexpected defects. The RTA regularly inspected roads and repaired defects, to meet these standards.

DELIVERY OF ROAD PROJECTS ON TIME AND WITHIN BUDGET

During 1997-98, 36 major projects (each worth more than \$1 million) were completed, with a total expenditure of \$244 million. Project time and budget performance summaries are described below:

Project Delivery	Number of projects	Total expenditure (\$millions)	% of projects weighted by project cost
Completed within budget or within 10% over budget	30	217	88%
Completed within planned duration or within 10% over planned duration	31	227	92%



A \$19 million upgrade of the Pacific Highway at Herons Creek was opened to traffic in July 1998, providing a continuous 18 kilometres of dual carriageway, just south of Port Macquarie.

PACIFIC HIGHWAY UPGRADING PROGRAM

The NSW State and Federal Governments signed a formal agreement on 25 January 1996 to jointly fund a \$2.2 billion reconstruction of the Pacific Highway between Hexham and the NSW/Queensland border over 10 years. The NSW Government is funding \$1.6 billion, and the Commonwealth is contributing \$600 million.

Seven major projects have already been opened to traffic (Taree Bypass, Herons Creek Duplication, Korora Hill Reconstruction, Gap Road Upgrade, Bangalow Bypass, Brunswick Heads Bypass, Chinderah Bypass).

Nine major projects are currently under construction, with four of these set to open by the end of 1998 (Raymond Terrace Bypass, Wang Wauk to Bundacree Creek Upgrade, Raleigh Deviation, Ewingsdale to Tyagarah Upgrade).

Another 19 upgrades are currently in the planning stage (Karuah, Karuah to Bulahdelah, Coolongolook to Wang Wauk River, Bundacree Creek to Possum Brush, Taree to Coopernook, Coopernook Bypass, Coopernook to Moorland, Warrell Creek, Bonville, Halfway Creek, Ulmarra, Tyndale, Byrons Lane to Shark Creek, Ballina, Bangalow to St Helena, Ewingsdale Interchange, Tandys Lane, Brunswick River to Yelgun, Yelgun to Chinderah).

Protecting the unique environment of the NSW North Coast, meeting the needs and expectations of both the wider and local communities and providing innovative solutions will ensure the best value for money in delivering the Pacific Highway Upgrading Program for the people of NSW.

ROAD NETWORK INFRASTRUCTURE

RTA CONTRACTS

During 1997-98, the RTA participated as a key member of the NSW Government Construction Policy Steering Committee and contributed to a 'Whole of Government' approach to improving the productivity of the construction industry.

To ensure appropriate levels of expertise in contract management, RTA staff and site management contractors were provided with extensive training on contract issues, including occupational health and safety, and environmental management.

The RTA has extended the use of partnering on major contracts to include contracts valued at over \$3 million and its use has helped the RTA maintain its record of no arbitration or litigation on construction contracts.

Occupational Health Safety and Rehabilitation (OHS&R) management systems were specified on RTA major contracts over \$1 million and the requirement was extended to all major contracts from July 1998. Some 56 firms have had their OHS&R systems accredited for use on RTA projects. The RTA has continued its increased emphasis on performance of contractors to achieve its objectives on OHS&R and environmental management through training, revision of specifications and increased prequalification requirements via contractor accreditation.

To ensure that RTA specifications incorporate international best practice, six new specifications were introduced, 13 were substantially revised and 43 were partially revised and updated.

INTEGRATED ACCESSIBILITY

THROUGH INTEGRATED TRANSPORT AND LAND USE PLANNING

The RTA continues to be an active partner in the Government's integrated approach to land use and transport planning, cooperating with various government agencies including the Department of Urban Affairs and Planning (DUAP), Environment Protection Authority, and the Department of Transport (DoT).

During 1997-98, the RTA was represented on a variety of other committees and task forces facilitating an integrated approach, including the:

- Parramatta Regional Environmental Plan Development Group chaired by DUAP and associated working group chaired by the DoT;
- City South Taskforce and associated City South Freight Strategy Committee;
- Illawarra Integrated Transport Strategy, being developed under the Metropolitan Strategy Committee (MSC); and
- Economic Development and Employment Location Committee of the MSC.

REDUCED ADVERSE ENVIRONMENTAL EFFECTS OF ROADS AND ROAD USE

Efforts to reduce NSW roads' adverse environmental impacts included:

- continued development of a cumulative impact assessment for the 10-year Pacific Highway Upgrading Program which is expected to be released in 1998-99;
- completion of a pilot of roadside management plan which examined roadside environmental impacts;
- continued support for the Noise Abatement Program in Sydney and country regions;
- increased emphasis on performance of contractors to achieve RTA objectives in relation to environmental management;
- on-going application of erosion and sediment control plans to most construction sites; and
- assessment of and avoidance of threatened species and, where practicable, other significant stands of vegetation.

MODERATED DEMAND FOR ROADS

Activity to moderate demand for roads focused on teleworking and car pooling.

Teleworking

The RTA continued to promote the benefits of teleworking to the business community through workshops, seminars, conferences and the distribution of information which included manuals and brochures.

A Newspoll survey of the State's working community conducted by the RTA indicated a strong desire to increase the level of teleworking in NSW. The RTA invited the world's leading teleworking and transport expert to Australia to be the key note speaker at a teleworking workshop attended by key decision makers from business and Government. A follow-up action plan was developed to identify solutions to barriers affecting widescale implementation of teleworking. Planning commenced for the development of a teleworking centre at Gosford for RTA employees.

Carpooling

In recognition of the importance of increasing car occupancy to reduce congestion and vehicle emissions, the RTA contributed funds to enable a ride sharing scheme to be established in Sydney by the company EasyShare. The RTA is monitoring this initiative and will continue to promote carpooling.

ROAD SAFETY

The RTA continues to play a fundamental role as the leading public agency in reducing road casualties and delivering the safest possible road and transport system for the people of NSW.

In working toward its key long term objective of making the NSW road network the safest in the world, the RTA has strengthened and expanded all of its road safety initiatives and output areas throughout the past financial year.

REDUCED SERIOUS CASUALTIES FROM ROAD TRAFFIC ACCIDENTS

Significantly reduced road accident fatalities recorded within a number of key road user groups during 1997 present an encouraging sign for the RTA's road safety efforts over the past twelve months. In particular, 1997 has seen:

- motorcycle fatalities down by 24% on the previous year (the lowest total since 1966);
- pedestrian fatalities down by 12% (the lowest total since records began in the 1930s); and
- passenger fatalities down by 6% (the second lowest total since 1949).

Road accidents in NSW during 1997 resulted in the deaths of 576 people, seriously injured 6,147 and left 18,307 with minor injuries. The number killed on NSW roads was down 1% on 1996, and was the lowest annual fatality total since 1949. Against this trend, serious injuries were up 1% on the previous year.

Pedestrian serious injuries were also down by 6% while pedal cycle serious injuries decreased by 12%. Among vulnerable road users (pedestrians, motorcyclists and pedal cyclists) in 1997, fatalities were down by 12% and serious injuries were down by 4% on 1996.

NSW's overall performance in minimising road fatalities compares favourably with the most recent results for other industrialised countries. However, the current world leading performances of Great Britain, Norway, and Sweden provide benchmarks for the further reduction in the fatality rate in NSW. The RTA is committed to achieving the State Government's Road Safety 2000 target of no more than 500 fatalities and 6,000 serious casualties (fatalities and serious injuries) per annum by the year 2000.

Figure 10

Fatalities, NSW, 1992-1997

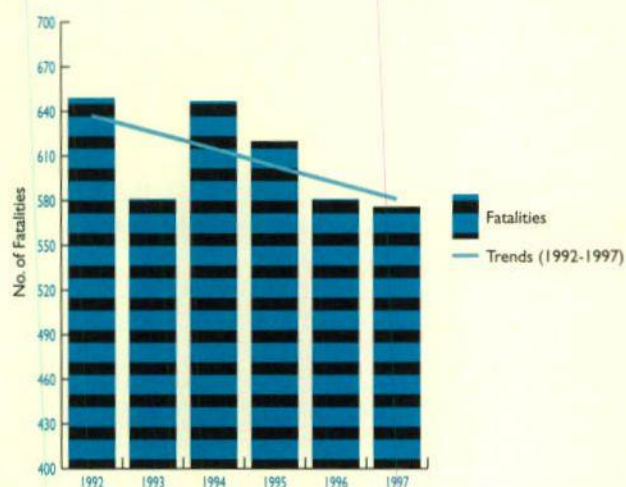


Figure 11

Serious Casualties, NSW, 1992-1997

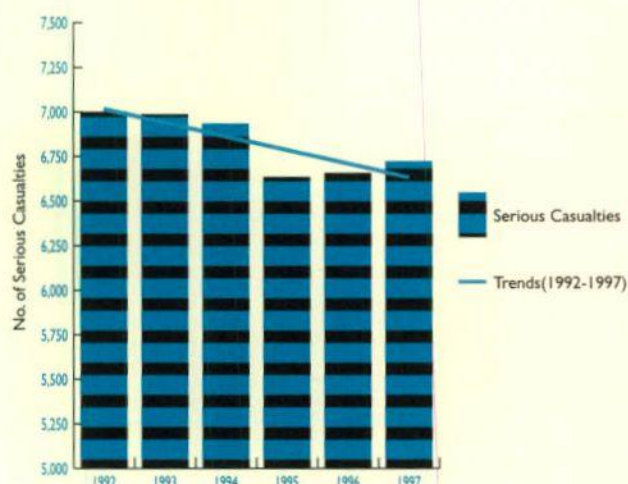
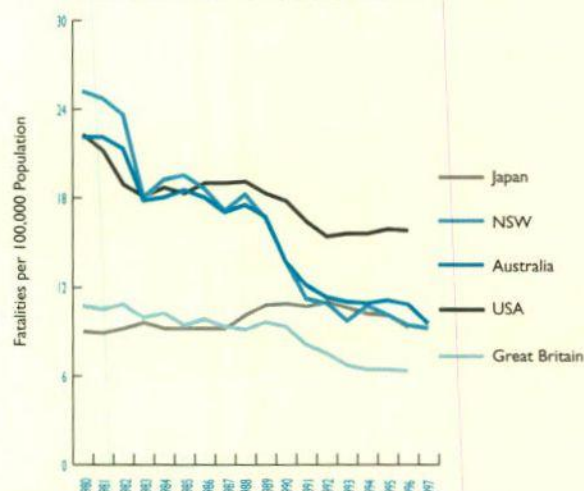


Figure 12

International Road Safety Comparisons,



ACCIDENT CONTRIBUTING FACTORS

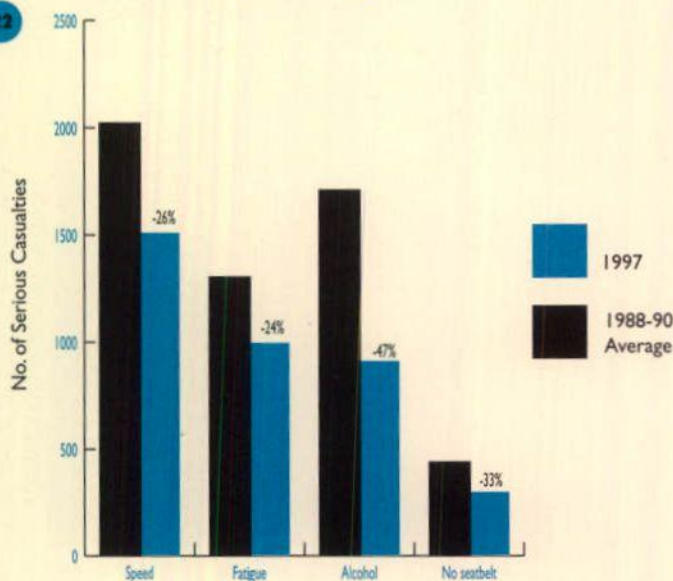
Analysis of 50,120 recorded accidents for 1997 reveals that traditional risk factors were still associated with road trauma:

- speed was a factor in around 36% of fatal accidents;
- driver fatigue was a factor in around 18% of fatal accidents;
- illegal alcohol levels were a factor in at least 20% of fatal accidents;
- at least 20% of motor vehicle occupants who were killed and 5% of those seriously injured were not wearing available seat belts.

Addressing these high risk road user behaviours will continue to form a core part of the RTA's road safety strategies in the coming twelve months, in conjunction with our key partners in road safety.

Figure 13

Serious Casualties, Contributing Factors



BETTER ROAD SAFETY EDUCATION FOR THE YOUNG

Safer Routes to School Program

The RTA Safer Routes to School Program was introduced in 1997-98, with expenditure of \$5.5 million. This program was developed to stimulate and mobilise communities to address road safety through community coordinated action. It involves parents, schools and P&C associations working together to identify and reduce local road safety hazards around schools. The program currently has 51,000 families enrolled covering 663 schools. During 1997-98, 51,000 travel route maps and surveys have been provided to families in participating schools.

Road Safety Education Program

The NSW Road Safety Education Program provides ongoing education and resources to influence the development of children's and adolescents' road use knowledge, attitudes and behaviour, and to produce safe adult road users. Initiatives in 1997-98 included:

- development of service level agreements with key child education bodies, to deliver road safety education to children's services, schools and tertiary institutions throughout NSW;
- redevelopment of many new resources including the Street Sense primary school program, via the Board of Studies; and
- a formalised memorandum of understanding with the three school education sectors to provide commitment to coordinated road safety action.

Driver Education

During 1997-98, the RTA published the Driving with Mind not Muscle kit, and reviewed, in conjunction with key stakeholders, the Novice Driver Curriculum.

SAFER ROADS AND SAFER VEHICLES

Safer roads

During 1997-98, the RTA continued its program of providing low cost safety improvements to locations with an identified high crash incidence. This \$7.3 million Blackspot Program resulted in the building and installation of a range of safety improvements that will provide on-going safety benefits for all road users.

A number of initiatives were undertaken to improve the safety of the roadside. Trials of new line marking materials were undertaken and the use of tactile line marking was greatly expanded. Research is also being conducted to determine links between different line treatment designs and driver behaviour, such as speeding. The State's rest area program continued with the opening of major rest areas at strategic locations on NSW highways.

Safer vehicles

The RTA's substantial support for the Australian New Car Assessment Program was maintained. The program comprehensively tested 10 different car models. Brochures were developed to provide updated consumer information on the safety of 4-wheel-drive vehicles and large and medium cars as well as providing a summary of all the tests performed to date. An update of the Used Car Safety Ratings was also released, showing the relative crash performance of vehicles on the road.

Work continued on a major project to investigate defects and other features in vehicles involved in crashes across NSW. The study, which is examining all types of vehicles, has now collected detailed information on over 4,000 vehicles and this should provide invaluable information for future road safety research.

The RTA Authorised Restraint Fitting Stations scheme was expanded, with almost 130 fitting stations now operating across the State. During 1997, 46 new fitters were trained and 20,000 fitting services were provided.

SAFER DRIVER BEHAVIOUR

Speed management

A key strategy in the Speed Management Program for the RTA is speed reduction in urban areas.

The RTA in conjunction with 26 Local Councils throughout NSW developed, implemented and evaluated the potential of 50km/h urban speed limit precincts. The Minister for Roads has invited all Councils in NSW to participate in an extension of this initiative.

During 1997-98, revised guidelines for speed zoning outside schools were issued, and a study has demonstrated their effectiveness in urban and rural areas.

A key success in both the RTA's and NSW Police Service's public efforts aimed at promoting safer driver behaviour has seen further development and extension of the 'double demerit points for speeding' initiative for motorists applying over holiday periods during 1997-98. This initiative has been an integral part of the Government's road safety packages during public holiday periods since Easter 1997. Community surveys continue to show high levels of awareness and acceptance of the measure. There have been significant reductions in fatalities and serious casualties recorded during public holiday periods in which double demerit points have applied, and there is also evidence of improved road user behaviours, with reductions in traffic infringements and charges.

Drink Driving Program

An analysis of crash statistics demonstrates continued success in addressing drink driving, with alcohol involvement in serious crashes at a record low level in 1997.

The importance of random breath testing in deterring drink driving has been reaffirmed by recent research conducted on drink drivers. A joint RTA/Judicial Commission project to investigate magistrates' attitudes and knowledge about drink driving issues was developed, instigating the production of a drink driving information package for distribution to magistrates.

Driver Fatigue Program

In recognition of this important issue in safer driver behaviour, a comprehensive analysis of research and practice relating to fatigue and working hours was conducted.

Drug Driving Program

A series of workshops for general practitioners was developed throughout 1997-98 to increase their awareness of prescription drugs' potential effects on driving, and to improve their provision of relevant advice to patients.

Pedestrian Safety and Bicycle Safety Programs

To further develop its bicycle safety initiatives, the RTA conducted an observational survey to determine the extent of correct fitting of bicycle helmets.

An extensive safety campaign was conducted advising pedestrians to 'Look right, look left, look right again, and think before you cross'. This message was delivered via television and transit advertising, with bus back posters also asking drivers to 'Slow down around pedestrians'. As one in five people killed on our roads is a pedestrian, these initiatives continue to be a high priority.

Working with the community and other organisations

As outlined in this report, the RTA consults extensively with Local Government, the community, and a range of agencies, including the Motor Accidents Authority and the NSW Police Service, in planning and implementing road safety improvements and in improving traffic management.

Local Government road safety

Local Government, with RTA support, further developed its capacity as a key agency in achieving road safety targets. A comprehensive Local Government Road Safety Program has been implemented with 61 Council Road Safety Officers active in developing and implementing community based road safety programs. The program continues to grow in strength. The Minister for Roads recently confirmed funding will continue on a 50/50 basis with Councils until the year 2010. Joint projects with

the Institute of Municipal Engineering, Australia and the Local Government and Shires Associations underpin the program.

A memorandum of understanding was developed to formalise joint commitment to the Program by Local Government and the RTA.

Enhanced Police Enforcement Program

The Enhanced Enforcement Program with the NSW Police Service was further developed to maximise the effectiveness of road safety campaigns.

Over the past twelve months, RTA funding enabled a 24% increase over baseline enforcement to be used in major Police enforcement operations targeting speeding, drink driving, driver fatigue and seat belt usage. This increase in enforcement for statewide operations was closely linked with the RTA's public education and communication activities, providing strong and consistent safety messages to road users.

A memorandum of understanding was developed to formalise our commitment to coordinated road safety action with the NSW Police Service.

TRAINING AND DEVELOPMENT

Training/education sessions

Sixty-three new officers working in the RTA, Local Government, education, the NSW Police Service and community groups participated in the quarterly three-day road safety induction course, providing an overview of road safety issues. As part of its road safety training effort, the RTA also presented sessions to police officers at Goulburn Police Academy training courses, raising awareness of the role of road environment factors in road safety management.

The graduate road safety program developed jointly with the University of New England has attracted 93 students from NSW and interstate. The RTA has sponsored students enrolled in the introductory unit of this course.

TRAFFIC MANAGEMENT

MANAGING THE ROAD NETWORK BETTER

The RTA's traffic management initiatives aim to get the best from the existing network by:

- achieving the best possible traffic flow, particularly by responding to planned events and unplanned incidents on the network and by better managing traffic signals;
- seeking integrated transport solutions, working closely with Local Government and a wide range of organisations;
- assisting people to choose more efficient modes of travel by making public transport, walking and cycling alternatives more attractive; and
- educating and encouraging people to be more considerate of other road users when sharing the road network and to better understand traffic management facilities.

INTEGRATION AND CONSULTATION

In 1997-98, the RTA:

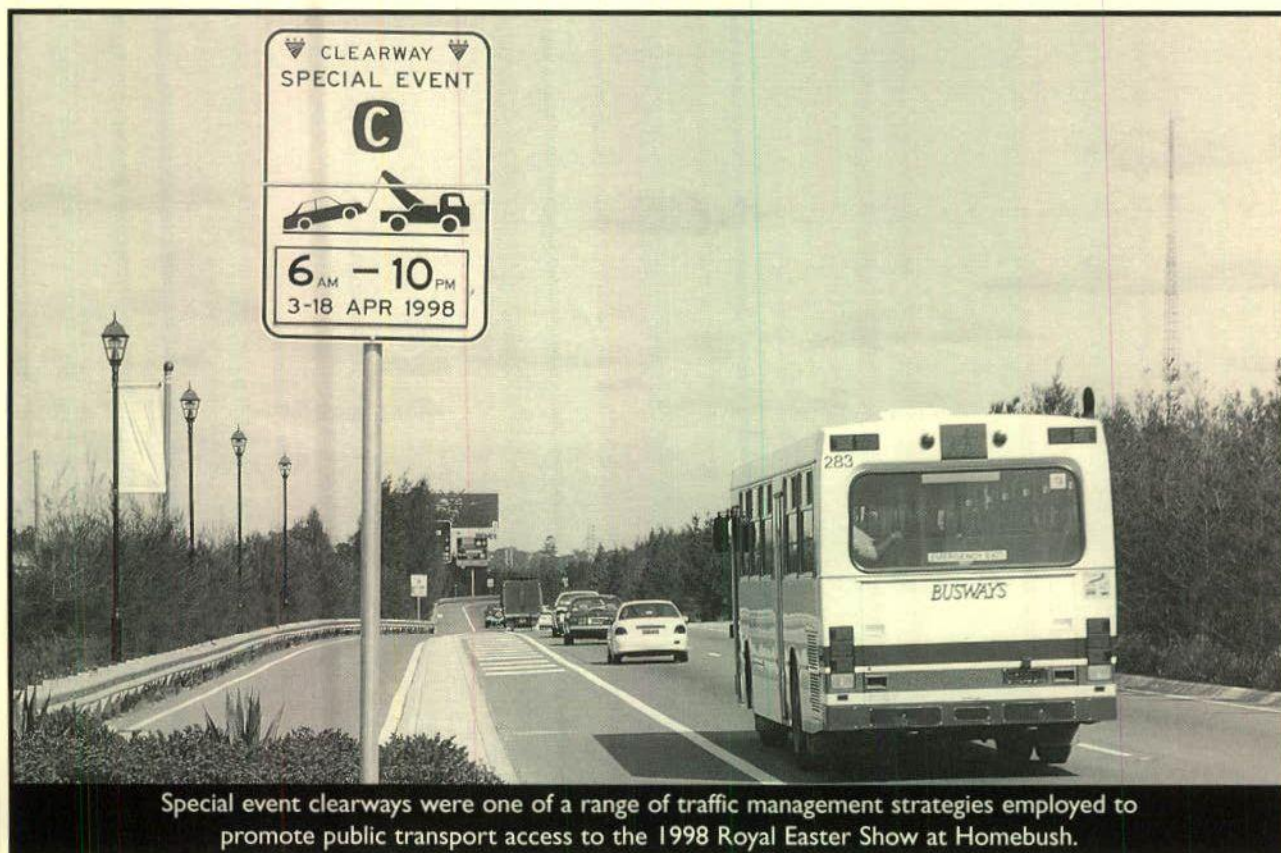
- continued to work in partnership with Local Councils in managing the road network, delivering traffic management programs and meeting local community needs;

- consulted with major community groups representing different road users, ensuring traffic management solutions balanced often-conflicting requirements; and
- conducted ongoing research seeking feedback about community expectations and satisfaction with traffic management facilities and services.

CONSISTENT TRAFFIC FLOW

Faced with increasing numbers of vehicles and drivers using the road system each year and growing demand on existing roads and facilities, the RTA has taken a strong lead in promoting and facilitating better use of the existing road network. These efforts, during 1997-98, focused on the following key areas:

- reducing congestion and delay;
- responding more effectively to disruptions; and
- assisting all road users navigate the road system effectively.



Special event clearways were one of a range of traffic management strategies employed to promote public transport access to the 1998 Royal Easter Show at Homebush.

MINIMISING DISRUPTIONS TO TRAFFIC FLOW

The RTA has emphasised its management of unplanned incidents and planned events occurring on NSW roads in recognition of the need to maintain consistent road user travel times - an issue of key importance to the community and Government.

A new Transport Management Centre is being constructed as an investment in the future. Through the placement of the key operators into an integrated facility, the Centre will provide state-of-the-art integrated management of the transport system, ensuring a 'Whole of Government' approach to solving road based transport problems.

Road incident management initiatives during 1997-98 included the expansion of key point, closed circuit television coverage across Sydney, development of automatic incident detection facilities, and the installation of variable message signs and variable speed limits on the M4 Motorway as a pilot assessment scheme.

In addition, 1997-98 saw the development of an improved approach to guidance signposting. The RTA has commenced implementation, including promotion of user-friendly route numbering, street-name signposting and upgrading of rural signposting. There will also be better links with public transport and greater understanding by users of the road system.



A dedicated Bus Lane on Sydney Harbour Bridge has cut travel time by five to 20 minutes and led to a 22% increase in bus patronage. This single Bus Lane carries more people across the bridge into the city during the peak period than all the other lanes combined. The lane can also be used by taxis, hire cars and motorcycles.

TRAFFIC MANAGEMENT

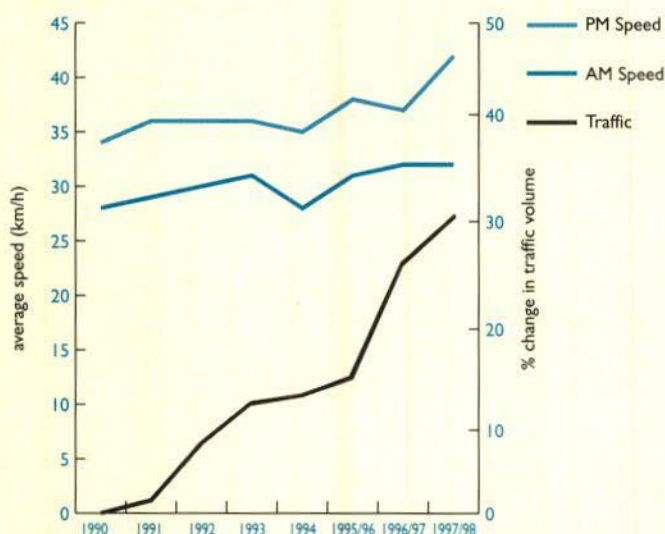
MORE CONSISTENT TRAVEL TIMES

During 1997-98, the RTA's traffic management programs have maintained peak travel times on the full State Road network in Sydney, expressed as average speeds. The 1997-98 results of AM peak at 37 km/h and the PM peak at 41 km/h have remained similar to those of the past four years.

The 1997-98 AM and PM traffic volume trends and average speed figures for seven major routes to and from Sydney CBD are indicated.

Figure 14

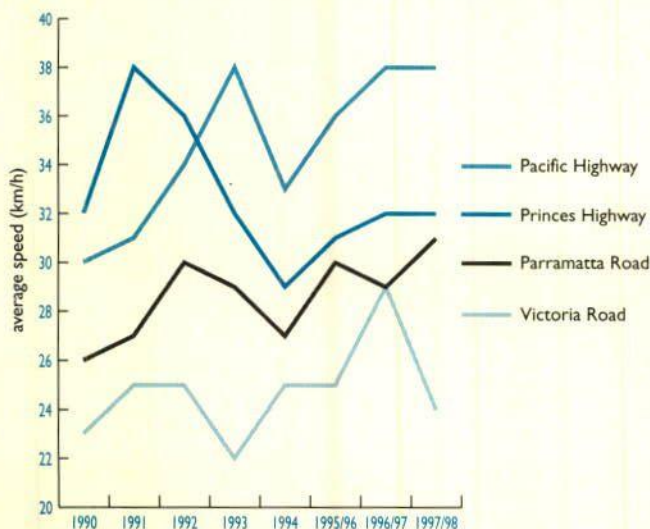
Speed and Traffic Volume Trends for Seven Major Routes to and from Sydney



Despite considerable traffic volume growth, the average peak hour speed on the seven major routes has remained consistent.

Figure 15

Speed Trends for Major Routes to Sydney CBD in the AM peak



This graph illustrates the AM peak speeds for four of these major routes.

SOUND TRAFFIC MANAGEMENT PLANNING FOR SPECIAL EVENTS

The first Royal Easter Show to be held at Homebush, in April 1998, was an official test event for the Sydney 2000 Olympics. During the three weeks of this event, the RTA was able to trial a number of strategies aimed at managing spectator public transport on the State Road network while maintaining the base load traffic.

One of the major successes during this trial period was the change in transport mode for Show spectators from private vehicle to public transport. In all, over 80% of patrons travelled by public transport, which far exceeded the target of 70%.

For this event, the RTA applied a number of strategies to promote traffic flow. These included traffic improvements at the main venue entry points, the introduction of special event clearways and bus priority measures, use of variable message signs, and sophisticated traffic flow monitoring along the major travel routes. The intensive monitoring, in particular, was responsible for minimising delays on the road network and enabling optimum efficiency of the bus services.

IMPROVING CONDITIONS FOR ROAD BASED PUBLIC TRANSPORT

Throughout 1997-98 the RTA continued to work with transport agencies and providers to achieve a better integrated transport system, encouraging greater choice and a more balanced use of different types of transport.

This work is part of a \$170 million four-year RTA program to deliver improvements to road based public transport, including enhancing public transport interchange facilities and the introduction of additional commuter parking.

TRAFFIC MANAGEMENT

Achievements in 1997-98 in making public transport more attractive included:

- bus priority works in the Sydney CBD, at Church Street, Parramatta, on the approaches to Liverpool, on Warringah Freeway/Falcon Street, Epping Road transit lanes and at key intersections on the Central Coast and in Newcastle;
- the Moore Park busway and interchange and Railway Square interchange;
- implementation of the Westmead Traffic and Transport Plan;
- Liverpool - Parramatta Transitway land acquisitions;
- interchange improvements near Woy Woy Railway Station and at Wollongong University;
- Wentworthville car park;
- a bridge replacing the railway level crossing at Leumeah;
- railway level crossing upgrades at Bungendore and Ravensworth; and
- the development of the Tin Bridge at Wellington.

SHARING INFORMATION

In recognition of the need to share information with the community in all its traffic management activity, the RTA has responded with a number of public information campaigns for road users.

Public education programs were developed to improve driver behaviour and awareness of other road users, along with campaigns promoting sharing of the road by buses, cyclists, cars and trucks.

Public campaigns were also developed promoting safety and awareness for road users, including promoting the correct use of pedestrian refuge islands and bus lanes; and encouraging awareness of associated road rules.

IMPROVED PEDESTRIAN SAFETY, ACCESS AND MOBILITY

To promote walking as a desirable replacement for cars on short trips, and link public transport services, the RTA continued to work toward improving pedestrian mobility, access, convenience and safety. A major pedestrian program was implemented which included:

- provision of more pedestrian facilities to cross roads;
- enhanced traffic signal timing for pedestrians in areas of high pedestrian concentration;
- an extra 40 supervisors appointed to the ongoing School Crossing Supervisor Scheme;
- 260 extra school zones established enhancing pedestrian amenity and safety around schools;
- improved provision for the needs of the elderly, the young and the mobility and visually impaired in the design of roads and traffic management schemes;
- continued installation of audio tactile push buttons and kerb ramps to assist the visually and hearing impaired to safely cross roads at traffic signal sites;
- consultation statewide with pedestrian groups; and
- ongoing education for pedestrians and other road users.

IMPROVED LOCAL STREET ENVIRONMENT

The RTA worked with Local Government to reduce through traffic and improve amenity in residential areas through design and installation of traffic calming treatments, including roundabouts and slow points. Projects included Campbell Parade, Bondi, Lakemba, Belmore, Kings Langley, Lalor Park, Guildford, Ryde, Caringbah and Toukley.

BICYCLES

Improved cyclist safety and mobility

The RTA promotes and encourages safe cycling through continued development and implementation of the State Bicycle Network and regional and local bicycle networks. Its work in this area forms a crucial part of the proposed State Government masterplan, Bike Plan 2010.

Cycleway projects in the Sydney area included North Ryde, Parramatta, Eastwood to Meadowbank and Putney to Huntleys Point. Provision for cyclists also formed part of road improvement works on the new bridge over the Georges River on the M5 Motorway, the Great Western Highway at Warrimoo, Davies Road at Padstow, Victoria Road interchange at Top Ryde, The Northern Road at Cambridge Park, Stacey Street at Bankstown, Sunnyside Road at Kings Langley, Old Windsor Road at Parklea and the Hume Highway, Roberts Road intersection at South Strathfield.

In rural NSW, cycleway projects included Minnamurra to Dunmore, Dubbo to Western Plains Zoo (Stage 2), Warners Bay to Speers Point (Stage 3), Lake Macquarie and Grenfell, as well as a demonstration bikeplan project at Wellington. In addition, road improvement works enhanced cycling facilities at the Oak Flats interchange on the Princes Highway, Wyong Road at Tuggerah, the West Charlestown Bypass, Nelson Bay Road, and reconstruction works on the Pacific Highway at Renwick Street, Gosford, Wang Wauk to Bundacree Creek, Taree Bypass, Raymond Terrace Bypass, Raleigh Deviation, Herons Creek Duplication and Brunswick Heads Bypass.

In recognition of the fact that most cycling takes place on local roads, the RTA continued to provide joint funding with Councils to develop and implement their local bikeplans. In December 1997, the RTA published the first series of cycleways maps for Sydney areas. These maps assist cyclists plan for bike rides across the city or for trips throughout their local areas.

As part of its program to promote and encourage safe cycling, the RTA staged Bike Week in September 1997 and sponsored several bicycle events including the RTA Big Ride, RTA Cycle Sydney and the Angel II Classic.



The RTA continued to provide funding for Local Councils to develop bicycle facilities, such as this new cycleway at South Turrumurra in Sydney.

Over four million people are licensed to drive on the NSW road network. Their management, along with the regulation of some 4.1 million vehicles registered in NSW, is a key responsibility of the RTA.

Policy governing the regulation of drivers and vehicles seeks to balance personal transport and freight needs with the general community expectation that road users will operate safely and that damage to roads and the environment will be minimised.

The RTA's principal challenges are to clearly explain road user rules and responsibilities, to ensure services are accessible and responsive, and administer services fairly and consistently.

Success in meeting these challenges is measured through:

- increased access and improved service for customers;
- better management of drivers and motorcyclists to ensure they are eligible and competent;
- vehicle management initiatives to make vehicles safer, cleaner and more efficient;
- targeted compliance activities that improve safety but reduce inconvenience to operators; and
- the provision of leadership in national road reforms that deliver efficiency, productivity and safety.

CUSTOMER SERVICE

The RTA strives to ensure that driver and vehicle transaction services are accessible to its customers and that they are delivered efficiently, professionally and in a friendly manner.

During 1997-98, a number of changes were made to the motor registry network to ensure that these customer service objectives were met. In Sydney, both Miranda and Chatswood motor registries were relocated to more convenient locations. A Saturday morning service was also introduced at North Sydney registry. In regional NSW, upgrades were made to Cessnock and Gosford registries to improve access for customers.

Improved telephone services

Improvements were made to the interactive voice response telephone system which handles more common enquiries, by greeting customers with a recorded message. The majority of customers can now access this service 24 hours per day by using touch phone technology to get information on the nearest registry location, registry business hours, number plate transactions, and vehicle registration and licence enquiries.

Online Council agencies

During 1997-98, nine rural Local Councils across NSW were linked directly to the RTA's registration and licensing system. These Council agencies can now provide online services which reduce administrative costs and improve service efficiency.

One stop shopping

The RTA is presently participating in a NSW Government initiative to provide the public with one stop shopping for Government services to residents in remote areas. Through this scheme the RTA acts as both a host agency for other NSW Government services and makes its services available through other Government offices situated in regional NSW.

Service quality and customer satisfaction

To help guide continuous improvement, the RTA regularly conducts customer research on motor registry service. The latest surveys were conducted in May 1998. The results were:

- 88% of customers rated RTA motor registry service as 'good' or 'very good' and the proportion of customers saying that registry service meets or exceeds their expectations was 94%;
- the average total time spent by customers in motor registries decreased from 9.9 minutes in May 1997 to 9.2 minutes. This is substantially below the 14.5 minutes average total time for customers in 1991.

DRIVER & VEHICLE POLICY & REGULATION

Point of sale terminals

To enable efficient handling of up to 75,000 transactions and 40,000 customer enquiries each day, the RTA has updated terminals in its motor registries. This is part of a strategy to improve customer service and reduce operational costs by utilising new technology.

Improved products

EFTPOS

The RTA has installed EFTPOS at motor registries and customer service centres. The initiative was a direct response to customer survey feedback and will provide a more convenient payment method and improved security for staff and customers.

Integrated computer systems

In May 1998, an integrated computer system was established between the RTA and Register of Encumbered Vehicles (REVS). This provides automated search information to determine if a vehicle is encumbered. Customers can now obtain specific details held by the RTA and REVS in a single enquiry.

New HVIS booking system

A new heavy vehicle inspection (HVIS) booking system was introduced in March 1998 enabling inspection bookings to be made in all motor registries and the two customer telephone service centres.

Efficient operations

Number plates

The production and delivery time for RTA number plates has been significantly reduced from around six weeks to an average of eight days. The use of new technology and improved business systems to expedite this process has resulted in considerable savings for the public and the RTA.

Common expiry dates for vehicle fleets

Customers classified as fleet owners (ie. owners with more than 10 vehicles) can now choose, if desired, multiple common expiry dates for the registration of vehicles. This option enables fleet customers to re-register their vehicles at a time to better meet their business needs. Over 1,700 customers are currently using this registration option.



Launching the new Olympic number plates were RTA Chief Executive, Ron Christie, left, Olympic Gold Medallist, Nicole Stevenson, and Roads Minister, Carl Scully.

DRIVER MANAGEMENT

The RTA strives to ensure that NSW drivers and motor cyclists are knowledgeable and skilled and that training, accreditation and testing systems are accessible, efficient and fair.

Driver competence

Ensuring the fairness and consistency of driver testing

New audit procedures have been developed to monitor the performance of testing officers, driving instructors and driving schools to ensure fair, consistent and honest driver training and licence testing services are provided to customers.

Competency based assessment (CBA) for heavy vehicle drivers

The competency based assessment scheme is a comprehensive system of assessing the skills of heavy vehicle licence applicants. Delivered by specially trained driving instructors, it is currently an option to the traditional driving test conducted at RTA motor registries. Following an extensive trial of the additional assessment system in the RTA's Northern Region, all heavy vehicle drivers will have the choice of undertaking an even more robust version of CBA through accredited private driving instructors, or of taking an enhanced RTA heavy vehicle driving test.

Road safety promotion among general practitioners

Throughout 1997-98, 450 general practitioners participated in 19 workshops organised jointly by the RTA and Divisional Regions of the College of General Practitioners. The workshops aim to enhance doctors' knowledge of safe prescription and medical guidelines for drivers and motor cyclists. The workshops promoted the need to advise patients about the effects of medical conditions and their treatments on safe driving. In addition, another 470 general practitioners received resource kits about safe prescriptions and medical fitness to drive.

National licence classes

The RTA adopted National Licence Classes in July 1997. This initiative simplified the previous categories of licences and achieves national consistency in the qualifications for each class of licence and the vehicles to which each licence class applies.

Driver statistics

Driver statistics are included in Appendix 18. The total number of licences in the table and charts exceeds the total number of drivers, as drivers can hold more than one licence, eg. motor vehicle and motor cycle licences.

VEHICLE MANAGEMENT

The RTA's ongoing commitment to ensure that all NSW vehicles are maintained and operated in a safe and environmentally sound manner was supported by a number of specific initiatives during 1997-98:

Vehicle emissions testing

In December 1997, the Government announced a new Vehicle Emissions Inspection and Maintenance Program. The purpose of the program is to reduce pollution from passenger and light commercial vehicles in the Sydney, Lower Hunter and Illawarra Regions. The first stage of the program will commence in October 1998 with volunteer vehicle testing taking place at two RTA testing stations. In addition, vehicles detected emitting excessive smoke and modified vehicles, will be required to undergo an emissions inspection.



The first stage of a new vehicle emission testing program to tackle air pollution is due to commence in October 1998.

Alternative fuels promotion

Emissions from heavy vehicles can be significantly reduced by using compressed natural gas as an alternative to diesel fuel. The RTA is one of the core sponsors of the Greater Western Sydney Natural Gas Vehicle Project to facilitate the introduction of natural gas refuelling infrastructure across the Greater Western Sydney region.

New freight vehicle configurations

The RTA continued to work with the road transport industry and other Government organisations to better manage the NSW heavy vehicle fleet and improve road freight efficiency, safety and productivity. In the past financial year:

- higher loads for new truck/trailer combinations to improve vehicle stability and greater transport efficiency without adversely impacting on roads and bridges, were introduced;
- B-Doubles up to 19 metres long and 50 tonnes gross mass were permitted unrestricted access to the road network; and
- detailed feasibility studies of a series of new freight vehicle configurations for use as alternatives to traditional road trains, including B-Triples and AB-Triples, were commenced.

Agricultural industry support

Following representations from fruit growers, the RTA modified trailer towing ratios to bring them into line with those applying in other states.

At a number of pre-harvest meetings, the RTA provided information on the use of heavy vehicles and agricultural equipment on NSW roads, resulting in a reduction in the number of defective and overloaded vehicles during the 1997 harvest.

Golf vehicles

The introduction of the *Traffic Legislation Amendment Act 1997* has overturned the previous requirement for golf course vehicles to be registered and drivers of these vehicles to be licensed.

Vehicle statistics

Summaries of the type and usage of motor vehicles registered in NSW as of 30 June 1998 are contained in Appendix 18. The statistics reveal that:

- the number of registered vehicles in NSW is 3,493,333 (excluding plant, tractors and trailers);
- passenger vehicles represent approximately 64%, and business usage 16% of the total fleet operating on NSW roads;
- 1997-98 saw an increase of approximately 2% of registrations over the previous year;
- 64% of all vehicles are manufactured after 1980; and
- approximately 63% of vehicle operators are between the ages of 30 and 59.

COMPLIANCE ASSURANCE

The RTA ensures that drivers, motor cyclists and vehicle operators comply with legal obligations and are held to account for the safe and appropriate use of their vehicles.

In carrying out its regulatory role, the RTA aims to ensure the safety and protection of all road users, yet provides a consistent regulatory environment with minimal interference and disruption to vehicle operations.

Driver compliance

Penalties for driving offences

The Interdepartmental Committee on Traffic Penalties (which included representatives from the RTA, Attorney General's Department and NSW Police Service) was established to recommend a new structure of penalties for serious driving offences such as unlicensed driving, drink driving and speeding, with particular attention paid to repeat offenders. The Committee drafted traffic amendment legislation which was enacted to provide a new package of penalties for serious driving offences.

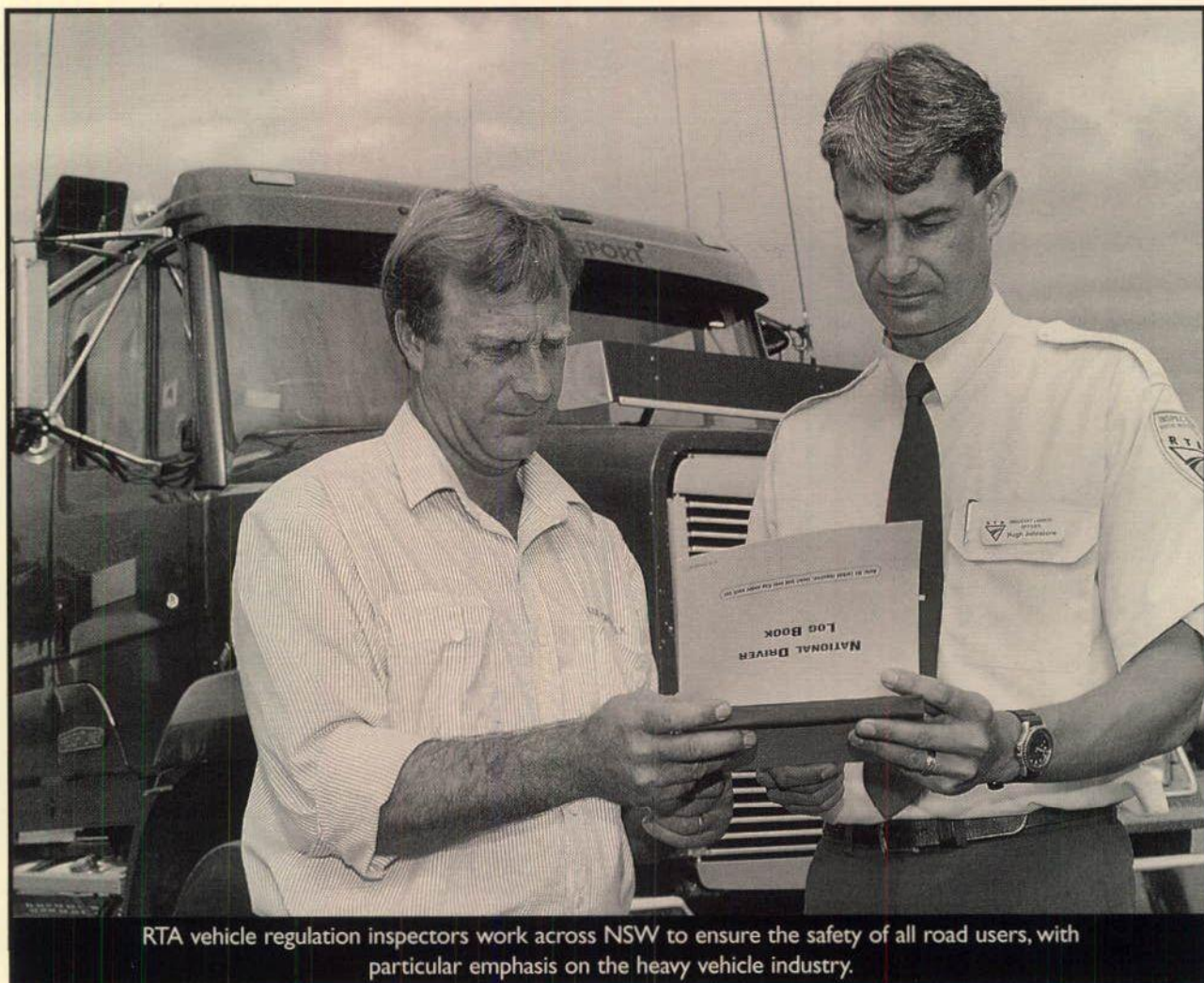
Confiscation of Car Keys

The RTA developed and implemented legislation, in consultation with the NSW Police Service, to empower police officers to prevent persons who are under the influence of alcohol or other drugs from driving motor vehicles. These new amendments allow police officers to take steps, such as car key confiscation and/or vehicle immobilisation, to prevent drink/drug affected persons from taking control of their motor vehicles.

Vehicle compliance

Safe-T-Cam

Safe-T-Cam heavy vehicle monitoring technology operates from 11 locations on major transport routes throughout NSW. The system enables the RTA to identify vehicles that are travelling at excessive average speeds and drivers exceeding prescribed driving hours. Follow-up action by the RTA with vehicle operators identified as not complying with road rules has resulted in 79% of those operators taking action to ensure future compliance by drivers. Unfortunately, a small number of operators failed to respond to repeated requests from the RTA for remedial action to be implemented. Accordingly, the RTA cancelled their right to operate specific vehicles on NSW roads. In this way, Safe-T-Cam is proving to be a valuable tool to change the behaviour of heavy vehicle drivers.



RTA vehicle regulation inspectors work across NSW to ensure the safety of all road users, with particular emphasis on the heavy vehicle industry.

DRIVER & VEHICLE POLICY & REGULATION

Government Initiatives on heavy vehicle speed and loads

During 1997-98, a series of initiatives to improve truck safety and productivity were introduced by the NSW Government and the RTA.

In April 1998, a uniform 100 km/h speed limit for all heavy vehicles was introduced to replace an existing 90km/h speed limit, which was only applied to some heavy vehicles not fitted with speed limiters.

At the end of June 1998 the 'Three strikes and you're out' speed enforcement package came into effect in NSW, a measure designed to hold the owners of vehicles accountable for the behaviour of their drivers on NSW roads. The registration of a vehicle is suspended for one month if it is detected travelling at or above 115km/h, three times in a three year period.

In the 1998 Budget session of Parliament, the Government also introduced legislation, now in force, to provide substantial penalties for those knowingly engaged in unsafe loading practices which lead to death, injury or property damage. The RTA is planning a program of wide consultation with industry with a view to developing tools to promote safe loading practices.

Heavy vehicle permits

During 1997-98, over 6,700 permits were provided for the movement of heavy and oversize loads across NSW, to ensure that the proposed routes were safe and heavy/oversize vehicles did not compromise road safety, cause excessive disruption to other road users, or impact adversely on roadways.

Taxi roadworthiness

Due to concerns expressed by the community at the overall condition of the Sydney taxi fleet, a Taxi Safety Group (TSG) was formed and based within the RTA Sydney Operations Directorate. The number of taxi roadworthiness inspections has doubled since inception of the TSG, in June 1997. The number of taxis inspected since March 1997 is 5109. Of this number, 596 taxis were found to have serious defects and 1920 were detected with minor defects.

Vehicle enforcement activities

RTA vehicle regulation inspectors work across the State ensuring the safety of road users, with particular emphasis on the heavy vehicle industry. Increasing use of technology to monitor heavy vehicles has allowed the RTA to allocate more resources to tasks such as random roadside checking of vehicles for roadworthiness, safe restraint of loads and ensuring that drivers are complying with driving hour and rest period requirements.

A summary of infringements recorded by heavy vehicles is contained in Appendix 18.

Alternative compliance

Alternative compliance is a voluntary quality based scheme that allows operators of heavy vehicles to utilise internal management systems, that meet specified standards, to prove compliance as an alternative to more intrusive forms of regulation such as annual vehicle inspections. The Minister for Roads recently announced that heavy vehicle operators registered in NSW, who participate in the Trucksafe Program, will be exempt from annual inspection requirements. The basis of this exemption is that members of Trucksafe have auditable systems in place to provide an assurance that vehicles are maintained in a roadworthy condition. As at 30 June 1998, 41 operators and over 1,100 vehicles were receiving these exemptions.

NATIONAL REFORM

The road transport industry is an important sector of the national economy and contributes approximately 4% of Australia's gross domestic product (over \$4 billion in 1997). Simplifying driver and vehicle laws and regulations and increasing the consistency of laws throughout Australia will improve safety, reduce costs, lower environmental impacts and increase the efficiency of transport and regulatory operations. The RTA has therefore actively pursued national uniformity in the regulation of road transport since 1991.

Appendix 12 outlines legislative reform strategies and amendments undertaken over the past twelve months.

National driver reform

The RTA has led the introduction of national road user reform with key achievements in 1997-98 including:

- One driver - one licence - introduction of simplified driver licence categories and improved processes to eliminate the issue of more than one licence; and
- Interstate conversion of driver licences - improved portability of licences throughout Australia, eliminating transfer fees and re-testing requirements.

Second heavy vehicle reform package

The RTA introduced:

- Truck/trailer mass ratio - extra gross mass for specific truck and dog trailer combinations, effective from March 1998;
- Short term registration - a flexible national registration scheme introduced in June 1998; and
- Consistent on road enforcement for road worthiness - guidelines for the identification, classification and clearance of vehicle defects.

Dangerous goods

Over the past twelve months, the RTA has been at the forefront of the development of national uniform arrangements for the transportation of dangerous goods by road.

National registration scheme

On 29 June 1998, NSW became the first State to introduce the National Registration Scheme in Australia. While the original scheme was intended for only heavy vehicles (that is those over 4.5 tonnes gross vehicle mass), NSW has also included light vehicles which account for 96% of registrations.

Primary producer concessions

Parliament passed the *Road Transport (Heavy Vehicles Registration Charges) Amendment Act 1997* to ensure that no primary producer is financially disadvantaged by the introduction of national charges.

OTHER NATIONAL REFORMS IN PROGRESS

In addition to achievements to date, the RTA has made significant progress toward the introduction of other national reforms including:

National Exchange of Vehicle and Driver Information System (NEVDIS)

The NEVDIS computer system, scheduled for implementation in NSW later in 1998, will provide access to records of driver licences and motor vehicle registrations across Australia. This initiative will improve licence enforcement measures and help prevent avoidance of penalties and licence disqualification. The national scheme will also be of great benefit in reducing the possibilities of stolen vehicle re-registration.

National licensing

NSW legislation for the National Driver Licensing Scheme has been prepared and will be introduced in the 1998 spring session of Parliament. The National Driver Licensing Scheme will ensure only one licence is issued to each driver and create uniform rules for demerit points and driver sanctions.

Heavy vehicle driving hours

In January 1998, the Ministerial Council for Road Transport endorsed regulations on driving hours prepared by the National Road Transport Commission. The RTA was heavily involved in negotiating an outcome which sought to meet the legitimate concerns of all road users.

Since the national vote, the RTA has been engaged in extensive consultations with drivers and industry associations on the new rules, how they will affect them and how they will be enforced. The new regulations will be introduced late in 1998.

CARING FOR THE ENVIRONMENT

Through increasing pressures of resource sustainability and greater public road user demands, environmental considerations stand to play an ever increasing role in RTA operational management and decision making into the next century.

The RTA strives for continuous improvement of environmental performance and compliance. This is reflected in day to day development, planning and evaluation of strategies, policies, procedures and environmental management activities.

ENVIRONMENTAL MANAGEMENT SYSTEM

The implementation of the RTA's Environmental Management System (EMS) allows for adoption of an integrated approach in all aspects of environmental management. The EMS provides a consistent framework across all areas of the RTA's operations to achieve the best environmental outcomes.

To further guide the RTA's environmental management initiatives, an Environmental Policy was signed in September 1997, by the Chief Executive and all Directors. To implement the Policy, an Environmental Strategic Plan has been developed

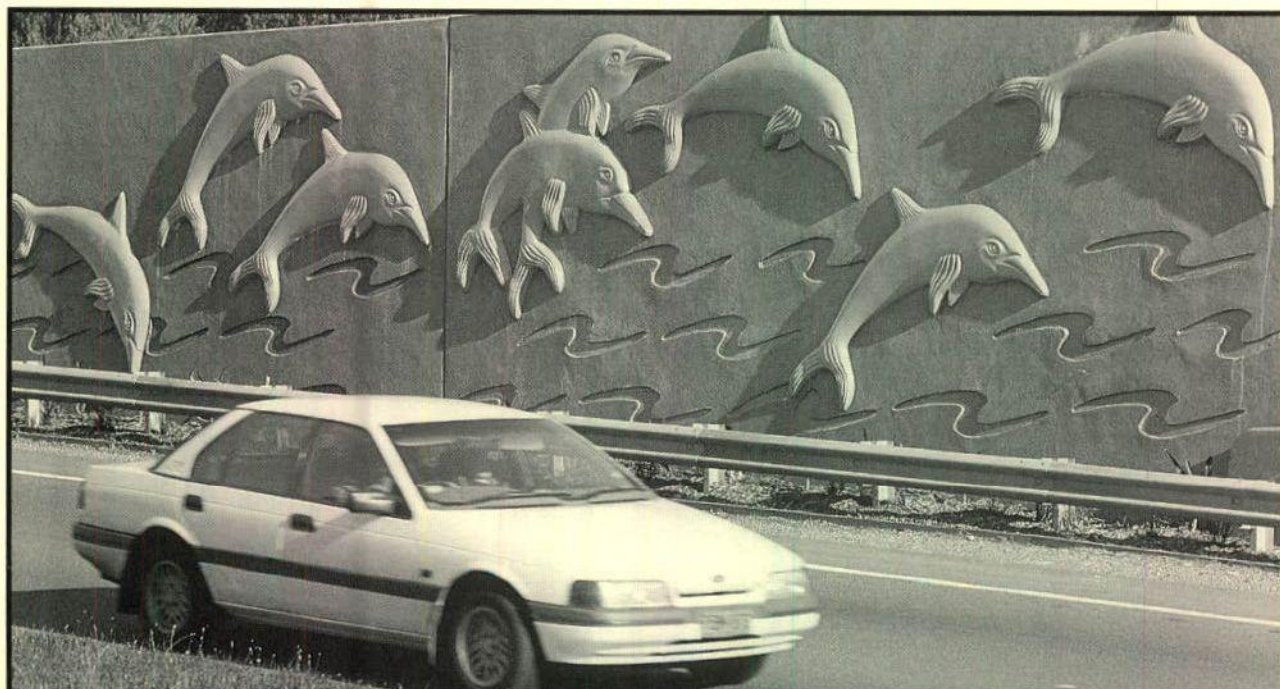
that details the objectives to be achieved and the strategies and activities to be implemented to achieve the Policy aims. This plan is currently in the consultation stage within the RTA.

REGULATORY COMPLIANCE

Two pollution breaches of the environment legislation occurred during the year. The first was a determination by the Land and Environment Court on an incident that occurred in July 1996. This was in relation to the maintenance of the Wallaby Rocks Bridge, over the Turon River near Bathurst, where appropriate environmental control measures were not in place during grit blasting operations. On 2 February 1998, the court determined that the RTA be fined \$30,000 and \$6,000 EPA prosecution costs. This was the first appearance by the RTA in the Land and Environment Court.

The second breach, on 3 June 1998, involved a lack of adequate stormwater sediment controls on a site at the corner of Stoney Creek and King Georges Roads, Beverly Hills. A penalty infringement notice with a \$600 fine was issued.

The RTA recognises its responsibilities and has made improvements to its environmental protection procedures.



Dolphin motifs adorn a noise wall along the Princes Highway at Sutherland, in Sydney's south. Nearly \$30 million has been spent on the Noise Abatement Program since 1995 and nearly \$6 million has been allocated for the 1998/99 program.

ANNUAL ENVIRONMENTAL REPORT

One initiative to facilitate detailed environmental reporting is the planned RTA Annual Environmental Report which is currently under development. The Report will contain comprehensive information on the RTA's strategic and operational environmental plans, strategies and performance. The report will be available later in 1998.

ENVIRONMENTAL IMPACT ASSESSMENT

The RTA undertakes ongoing environmental impact assessments of its road and bridge proposals and its maintenance activities. These assessments establish the likely significance of environmental impacts and ensure that all impacts are considered in planning, construction, operation and maintenance.

During 1997-98, major environmental impact statements (EIS's) were developed and exhibited for the Pacific Highway - Coopernook Bypass and the Pacific Highway - Ballina Bypass. A number of other EISs were commenced or advanced during the year. In addition, reviews of environmental factors were undertaken on numerous proposed works.

Over the past twelve months, work commenced on a revised third version of the RTA's Environmental Impact Assessment Guidelines. These provide comprehensive guidance to all staff concerned with environmental impact assessment. They are also used extensively by Local Councils and professional services contractors in undertaking environmental impact assessment of road and bridge proposals.

The RTA routinely prepares environmental management plans to guide the implementation of all its major construction projects. These plans are developed to ensure that environmental conditions placed upon a project, prior to approval, are implemented and that environmental management procedures constitute an integral part of RTA project delivery.

HERITAGE CONSERVATION

The RTA consulted with internal staff, specialist bodies, Government organisations and community groups to ensure all heritage concerns were at the forefront of its NSW road network activities throughout 1997-98. Specific heritage initiatives included:

- The RTA Heritage Committee - The Heritage Committee comprises members from the Heritage Office, the National Trust, the Institution of Engineers and public representatives. It continued to meet regularly in 1997-98 and guided the development of the RTA's heritage conservation actions;
- Sydney Harbour Bridge Conservation Management Plan - A Conservation Management Plan was produced to guide the heritage and operational management of works on the Sydney Harbour Bridge; and
- Oral History Program - The RTA continued its oral history program, which involves audio recording of interviews of people associated with important historical themes in the development of roads and bridges. During 1997-98, a study was undertaken of vehicular ferries.
- Safeguarding heritage - The introduction of a heritage database has assisted in ensuring the early identification of potential heritage items in the vicinity of RTA works. All items of potential historical or cultural significance are identified and considered in the planning stage of any RTA project. The RTA received a National Trust Commendation for developing the heritage database.

REDUCTION OF VEHICLE EMISSIONS

As part of the NSW Government's Action for Air Plan, the RTA has developed an inspection and maintenance program for petrol vehicles. The RTA is also involved with the development of a reliable test for diesel vehicle emissions and the promotion of cleaner fuels through the Greater Western Sydney and Liverpool Council Natural Gas Vehicle Projects.

CARING FOR THE ENVIRONMENT

LIMITING ROAD TRAFFIC NOISE

The RTA has supported the development and communication of the Environment Protection Authority's Draft Environmental Criteria for Road Traffic Noise. The RTA chairs the Road Traffic Noise Committee which coordinates the actions of State and Local Government agencies in the management of road traffic noise.

Noise mitigation for existing roads continued through the Government Noise Abatement Program.

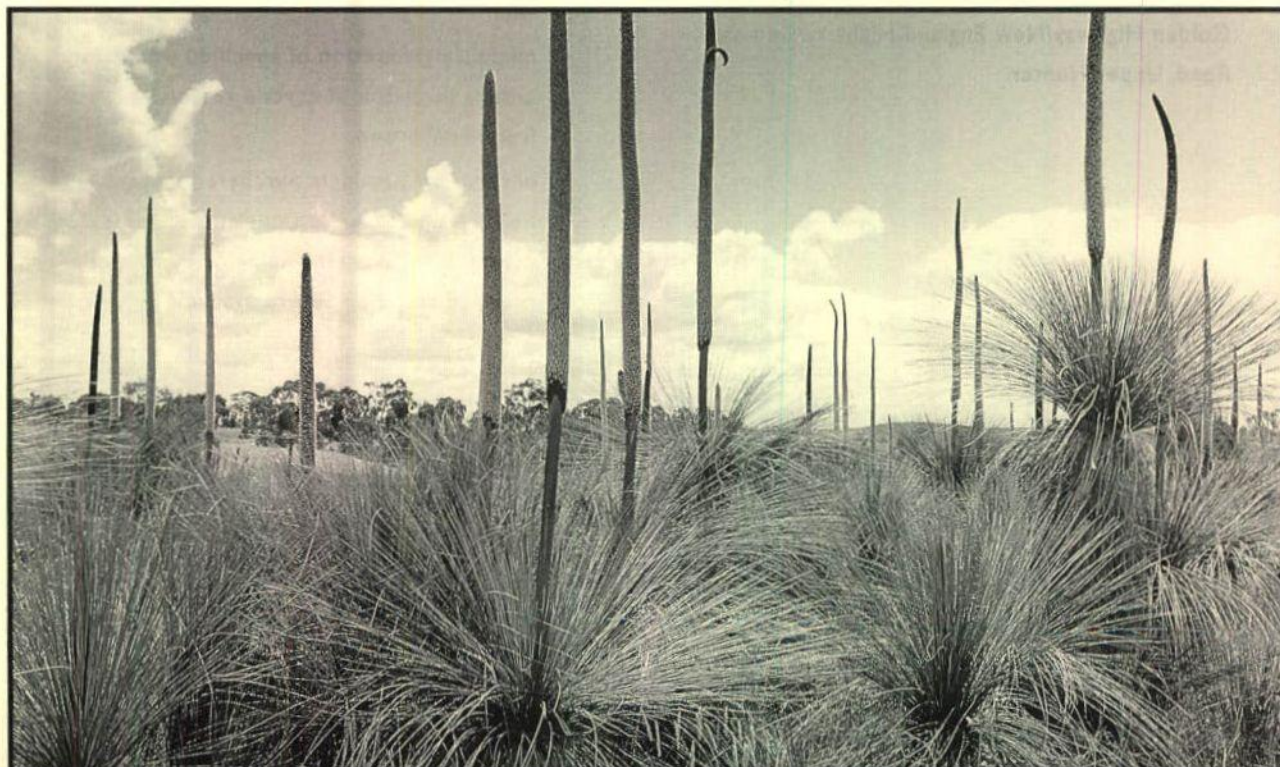
RESEARCH AND DEVELOPMENT

The RTA continued to conduct environmental research and development activities. The following projects were completed in this reporting period.

Project	Expenditure (Actual)
Air Quality Research Program (Part 1) - Development of Traffic Emission Module from SCATS (Sydney Coordinated Adaptive Traffic Control System)	\$90,000
Water Quality and quantity analysis of road runoff	\$ 84,000
Biodiversity Fauna underpass/overpass research (Part 1)	\$ 50,860
Noise Activated Ventilators (Intelligent Windows)	\$ 40,000

The following projects were commenced or continued in this reporting period.

Project	Expenditure (Budget)
Air Quality Research Program (Part 2) - Development of Traffic Emission Module from SCATS.	\$ 45,000
Wake Turbulence Research on pollutant dispersion (3 year study)	\$ 75,000
Reducing Vehicle Emissions - Fuel Additive Research	\$ 60,000
Biodiversity Overpass research (Part 2)	\$ 79,930



Native grass trees were successfully relocated during upgrading of the Federal Highway at Lake George.

CARING FOR THE ENVIRONMENT

PROTECTING FLORA AND FAUNA

Roadside corridors are important to flora and fauna, especially in those places where they contain the only remaining natural vegetation. The RTA recognises this importance and not only carefully revegetates land that is cleared for roadworks but also actively supports the work of the NSW Roadside Environment Committee in promoting the assessment and improved management of roadside corridors by State and Local Government agencies and the community.

The RTA has also recently established a Roadside Corridor Assessment Project which aims to provide details of ecological values and management needs for selected areas so roadworks can be undertaken in an environmentally sensitive manner. One of the important aims of this project is to promote the importance of roadside corridors in NSW to all road network stakeholders and the wider community.

Corridors assessed in 1997-98 include:

- Snowy Mountains Highway, west of Cooma;
- Monaro Highway, north of Bombala;
- Monaro Highway, south of ACT border;
- Snowy Mountains Highway, Tumut to Adaminaby;
- Newell Highway, Tocomwal to Goondiwindi; and
- Golden Highway/New England Highway/Denman Road, Upper Hunter.

KOSCIUSZKO NATIONAL PARK

An Environmental Management Plan was prepared during 1997-98 to provide a framework for joint assessment and management of the Kosciuszko Road and the Snowy Mountains Highway. Management of this important alpine road network will be shared by the RTA and the National Parks and Wildlife Service.

The outcomes of the management plan will ensure quality environmental outcomes on these two roads, not only where they run through the ecologically sensitive Snowy Mountains National Park, but throughout their entire length.

WASTE REDUCTION AND PURCHASING PLAN

Under the NSW Government Waste Reduction and Purchasing Policy, all Government agencies are required to develop and implement a Waste Reduction and Purchasing Plan (WRAPP). This is a Government environmental initiative to minimise generation of specific wastes and to ensure diversion of certain recyclable wastes from landfill.

The RTA's WRAPP was developed and submitted to the EPA for approval. The plan demonstrates how the RTA will:

- minimise generation of specified wastes, and ensure diversion of certain recyclable wastes from landfill, and
- ensure that products purchased meet performance specifications and are cost competitive, while including or being made from recycled materials where available

TECHNOLOGY SERVING THE COMMUNITY

Technology is an integral component of the RTA's focus on better serving the community of NSW. The RTA's commitment to continual technological improvement is helping the RTA to work smarter and provide a better service. Key business areas of operation of the RTA Technology Directorate are:

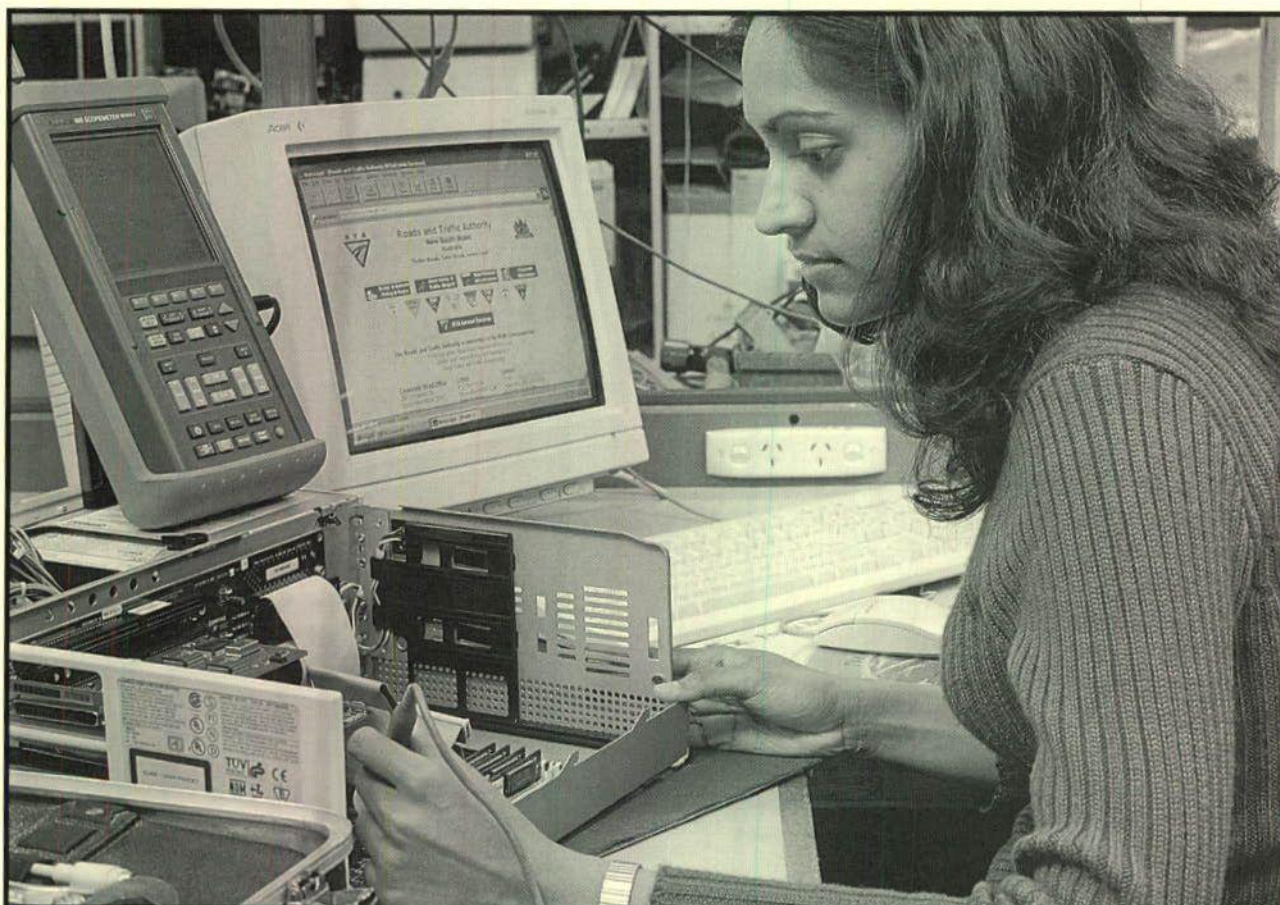
- the delivery of improved public transport;
- production of savings to the RTA in the planning and maintenance of its road assets;
- better traffic management systems; and
- pavement recycling initiatives producing positive environmental outcomes.

In this financial year, RTA Technology contributed \$9.4 million to the RTA, following revenue growth of 8.6 % over the previous year. Recognition of the Technology Directorate's achievements and commercial success over the past twelve months was reflected with the Directorate receiving a 1997 Australian Quality Achievement Award.

TRAFFIC MANAGEMENT SYSTEMS

RTA Technology's success in establishing SCATS (Sydney Co-ordinated Adaptive Traffic System) traffic management system as a world leading technology has gained world wide acclaim. This unique computer based area traffic signal control system has delivered over 20 years of benefits to the NSW community and has been installed in many cities across Australia, New Zealand, South East Asia, Europe and the United States. 1998 marks the installation of the 10,000th intersection controlled by SCATS.

The SCATS system controls traffic on an area by area basis, minimising delays and maximising throughput of traffic. Benefits of the SCATS system to the public and motorists include significant reductions in travel times, total fuel consumption and the number of stoppages on roads. Importantly, SCATS can also allow what is known as the green wave (a series of green lights) to ensure speedy transportation of critical services, such as vital human organs for medical transplants.



Trainee engineer, Shamila Wickramage, spent six months gaining work experience at the RTA's electronics workshop at Yennora

TECHNOLOGY SERVING THE COMMUNITY

NEW RECYCLING FOR ROAD PAVEMENTS

The continual development of new recycling systems has helped the RTA achieve a reduction in use of new materials in road pavements and a reduction of the cost of some new pavements by up to 40%.

This has been achieved through the use of materials such as steelworks slag, power station ash and pre-existing pavement products for new pavement works. New technologies are also expanding recycling opportunities for scrap rubber from vehicle tyres, building waste and coalwash.

DETECTION OF CRACKING IN PAVEMENTS

A unique technological advance known as RoadCrack has been jointly developed by the RTA and the CSIRO. RoadCrack enables the detection and classification of cracking in pavements to be made earlier, more cost effectively and with better occupational safety than previously.



Crashlab Harness Testing Facility

REDUCED BRIDGE MAINTENANCE COSTS

Stress laminated timber decking has been used to reduce bridge maintenance costs. This stronger, waterproofed timber decking is less likely to deteriorate than natural timbers. Significantly, the timber decking laminates are made from regrowth forested timber, thus helping to preserve the State's supply of old growth forest timbers.

IMPROVED PUBLIC TRANSPORT INFORMATION

The RTA has installed a system of electronic message signs at important bus stops throughout Sydney. Based on a system called ANTTS (Automatic Network Travel Time System) this innovation is able to provide commuters with 'real time' travel information via electronic message signs displaying up-to-the-minute arrival times of buses.

SETTING SAFER VEHICLE STANDARDS

The RTA Crashlab is at the forefront of vehicle safety testing and continues to undertake crucial testing for the Australian New Car Assessment Program. It also carries out ongoing laboratory testing of seat belts, bus seats, child restraints and pedal/motor cycle helmets. Crashlab provides industry knowledge and skills in vehicle safety assessments and many manufacturers now include testing at the RTA Crashlab as part of their research before launching products onto the Australian market.

Crashlab provides independent expert examination of vehicle safety equipment involved in fatal traffic accidents, where staff use their skills and experience in this area to identify issues pertaining to road safety.

SETTING A SAFER STANDARD FOR VEHICLE, PLANT AND EQUIPMENT HIRE

Introduction of a value based plant hire contract now means that equipment safety and mechanical condition are considered together with price when equipment is hired by the RTA. The benefit to the community is that good, safe plant and equipment are utilised, ensuring a safer working environment and fewer occupational health and safety incidents and costs to the community.

UNDERGROUND PUBLIC UTILITY DETECTION

The use of modern sensing equipment was expanded to include the detection of underground petrol tanks and historically significant graves, without the need for physical excavation. The potential for damage to public utilities as a result of RTA roadworks has been significantly reduced through application of this technology.

YEAR 2000 MILLENNIUM BUG CONTROL

In recognition of the importance of year 2000 (Y2K) control, the RTA established a high priority Year 2000 Project Management Program during 1997 which involved formation of a working party with representatives from every Directorate of the RTA.

RTA management of the Y2K issue is being monitored by a number of external Government agencies including the Office Of Information Technology and the NSW Audit Office as part of a 'Whole of Government' approach to tackling this problem.

The RTA Year 2000 Management Program has established an inventory of RTA activities and items potentially affected by the problem, including corporate applications, building and office systems, computer software and hardware, and many items of machinery. A process of prioritisation and risk assessment has been carried out on those areas recognised as critical to the RTA's ability to provide services.

The Management Program has commenced work in the identification and implementation of control strategies, such as replacement or rectification, to be employed for each inventory item. The budget obtained for the year 2000 project in the RTA is \$12.2 million based on estimates prepared at the time.

The objective of the RTA Management Program is to achieve year 2000 compliance in the majority of cases by the end of 1998 and/or early 1999. A year 2000 Intranet web site has been set up which contains information about year 2000 control, the RTA Program, key personnel involved, advice on issues and general progress and status of the project.

financial statements



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BEGINNING OF AUDITED FINANCIAL STATEMENTS


ROADS AND TRAFFIC AUTHORITY

YEAR ENDED 30 JUNE 1998

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 1998 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 (General) Regulation 1995, the Treasurer's Directions and the directives of the Financial Reporting Code.

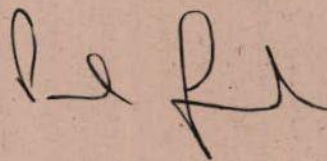
Further, we are not aware of any circumstances which would render any particulars included in the financial statements to be misleading or inaccurate.



Peter Scarlett

Director, Finance

27 August 1998



Paul Forward

Acting Chief Executive

28 August 1998



BOX 12 GPO
SYDNEY NSW 2001

INDEPENDENT AUDIT REPORT

ROADS AND TRAFFIC AUTHORITY OF NEW SOUTH WALES

To Members of the New South Wales Parliament and the Chief Executive

Scope

I have audited the accounts of the Roads and Traffic Authority of New South Wales for the year ended 30 June 1998. The Chief Executive is responsible for the financial report consisting of the accompanying statement of financial position, operating statement, statement of cash flows, program statement - expenses and revenues and summary of compliance with financial directives, together with the notes thereto and the information contained therein. My responsibility is to express an opinion on the financial report to Members of the New South Wales Parliament and the Chief Executive based on my audit as required by sections 34 and 41C(1) of the *Public Finance and Audit Act 1983*.

My audit has been conducted in accordance with the provisions of the Act and Australian Auditing Standards to provide reasonable assurance as to whether the financial report is free of material misstatement. My procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report, and the evaluation of accounting policies and significant accounting estimates.

In addition, other legislative requirements which could have an impact on Roads and Traffic Authority of New South Wales financial report have been reviewed on a cyclical basis. For this year, the requirements examined comprise: compliance with Treasurers Directions in respect of usage of fuel cards, credit cards and cash advances.

These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial report is presented fairly in accordance with the requirements of the *Public Finance and Audit Act 1983*, Accounting Standards and other mandatory professional reporting requirements so as to present a view which is consistent with my understanding of the Roads and Traffic Authority of New South Wales financial position, the results of its operations and its cash flows.

The audit opinion expressed in this report has been formed on the above basis.

Audit Opinion

In my opinion, the financial report of the Roads and Traffic Authority of New South Wales complies with sections 41B and 41BA of the Act and presents fairly in accordance with applicable Accounting Standards and other mandatory professional reporting requirements the financial position of the Roads and Traffic Authority of New South Wales as at 30 June 1998 and the results of its operations and its cash flows for the year then ended.

Inherent Uncertainty Regarding Year 2000 Compliance

Without qualification to the opinion expressed above, attention is drawn to the following matter. As indicated in Note 22 to the financial statements, the Roads and Traffic Authority is investigating the effect of the date change from 1999 to 2000 on its activities. The Authority has established a program to help ensure that the impact of the transition to the year 2000 on the Authority is minimised. The Authority's activities may also be affected by the ability of third parties dealing with the Authority to also manage the year 2000 date change. Therefore there can be no assurance that the effect of the date change will not affect the Authority's operations and financial result.

M. P. Abood

M. P. ABOOD, CPA
PRINCIPAL AUDITOR

(duly authorised by the Auditor-General of New South Wales
under section 41C(1A) of the Act)

SYDNEY
28 August 1998

STATEMENT OF FINANCIAL POSITION

ROADS & TRAFFIC AUTHORITY AS AT 30 JUNE 1998

	Notes	30/6/98 Actual \$'000	30/6/97 Actual \$'000
ASSETS			
Current Assets			
Cash	8	52,195	33,950
Investments	9	102,929	191,543
Receivables	10(a)	33,639	26,656
Inventories		6,516	7,239
Other	12	2,436	16,563
Total Current Assets		197,715	275,951
Non Current Assets			
Land and Buildings	11	1,672,258	1,507,710
Plant and Equipment	11	132,013	141,336
Infrastructure Systems	11	40,870,505	37,252,278
Receivables	10(b)	44,855	30,282
Other	12	520,955	497,969
Total Non Current Assets		43,240,586	39,429,575
Total Assets		43,438,301	39,705,526
LIABILITIES			
Current Liabilities			
Accounts Payable	13	235,279	212,251
Borrowings	14	54,854	154,302
Employee Entitlements	16	80,968	82,277
Other Provisions	17	-	6,252
Other	18	36,455	38,807
Total Current Liabilities		407,556	493,889
Non Current Liabilities			
Borrowings	14	1,054,066	991,288
Employee Entitlements	16	318,262	334,829
Other Provisions	17	750	1,353
Other	18	468,296	480,322
Total Non Current Liabilities		1,841,374	1,807,792
Total Liabilities		2,248,930	2,301,681
NET ASSETS		41,189,371	37,403,845
EQUITY			
Reserves		4,056,500	3,389,604
Accumulated Funds	19	37,132,871	34,014,241
Total Equity		41,189,371	37,403,845

The accompanying notes form part of these statements.

OPERATING STATEMENT

ROADS & TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1998

	Notes	1997/98 Actual \$'000	1996/97 Actual \$'000
EXPENSES			
Operating Expenses			
Employee Related	2(a)	121,324	107,623
Other Operating Expenses	2(b)	181,354	162,245
Maintenance		628,221	658,124
Depreciation	2(c)	(138,646)	(55,092)
Grants and Subsidies	2(d)	7,318	10,121
Finance Costs	2(e)	112,448	122,116
Other Expenses	2(f)	1,265	163,351
Total Expenses		913,284	1,168,488
Less:			
Retained Revenue			
Sale of Goods and Services	3(a)	130,369	109,504
Investment Income	3(b)	7,935	16,831
Retained Taxes, Fees and Fines	3(c)	8,701	8,460
Grants and Contributions	3(d)	21,744	13,632
Other Revenue	3(e), 5	2,150,164	54,899
Total Retained Revenue		2,318,913	203,326
Gain / (Loss) on Sale of Non-Current Assets	4	8,393	(12,352)
NET COST OF SERVICES	25	(1,414,022)	977,514
Government Contributions			
Recurrent Appropriation	6	890,840	938,809
Capital Appropriation	6	804,684	760,184
Total Government Contributions		1,695,524	1,698,993
SURPLUS / (DEFICIT) FOR THE YEAR		3,109,546	721,479

The accompanying notes form part of these statements.

CASH FLOW STATEMENT

ROADS & TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1998

	Notes	1997/98 Actual \$'000	1996/97 Actual \$'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Payments			
Employee Related		(144,175)	(109,066)
Grants and Subsidies		(7,318)	(10,121)
Finance Costs		(112,840)	(111,299)
Other		(798,291)	(853,044)
Total Payments		(1,062,624)	(1,083,530)
Receipts			
Sale of Goods and Services		107,922	110,485
Retained Taxes, Fees & Fines		8,701	8,460
Interest Received		7,935	5,308
Other		21,276	13,675
Total Receipts		145,834	137,928
Cash Flow from Government			
Recurrent Appropriation		890,840	938,809
Capital Appropriation		804,684	760,184
Net Cash Flows from Government		1,695,524	1,698,993
NET CASH FLOWS FROM OPERATING ACTIVITIES	25	778,734	753,391
CASH FLOWS FROM INVESTING ACTIVITIES			
Proceeds from Sale of Property, Plant & Equipment		54,227	42,033
Proceeds from Sale of Investments		-	113,208
Payments for Purchase of Property, Plant & Equipment		(866,660)	(781,739)
Purchases of Investments		-	(32)
NET CASH FLOWS FROM INVESTING ACTIVITIES		(812,433)	(626,530)
CASH FLOWS FROM FINANCING ACTIVITIES			
Repayment of Borrowings and Advances		(36,670)	(14,970)
NET CASH FLOWS FROM FINANCING ACTIVITIES		(36,670)	(14,970)
NET INCREASE / (DECREASE) IN CASH HELD		(70,369)	111,891
Opening Cash and Cash Equivalents		225,452	113,561
CLOSING CASH AND CASH EQUIVALENTS	24	155,083	225,452

The accompanying notes form part of these statements.

PROGRAM STATEMENT - EXPENSES AND REVENUES

	Road Network Infrastructure		Driver & Vehicle Policy & Regulation		Road Safety & Traffic Management		M4/M5 Cashback Scheme		Total	
	1997/98	1996/97	1997/98	1996/97	1997/98	1996/97	1997/98	1996/97	1997/98	1996/97
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
EXPENSES										
Operating Expenses										
Employee Related	6,027	4,264	106,659	88,725	8,638	14,634	-	-	121,324	107,623
Other Operating Expenses	36,616	33,080	91,328	90,964	29,168	27,319	24,242	10,882	181,354	162,245
Maintenance	509,253	535,511	-	-	118,968	122,613	-	-	628,221	658,124
Depreciation	(151,225)	(71,758)	7,862	10,164	4,717	6,502	-	-	(138,646)	(55,092)
Grants & Subsidies	-	-	-	-	7,318	10,121	-	-	7,318	10,121
Finance Costs	111,916	122,116	132	-	400	-	-	-	112,448	122,116
Other Expenses	931	161,351	145	1,000	189	1,000	-	-	1,265	163,351
Total Expenses	513,518	784,564	206,126	190,853	169,398	182,189	24,242	10,882	913,284	1,168,488
Retained Revenue										
Sale of Goods and Services	87,954	69,514	35,722	32,389	6,693	-	-	-	130,369	101,903
Investment Income	6,745	16,831	-	-	1,190	-	-	-	7,935	16,831
Retained Taxes, Fees and Fines	659	2,622	8,042	13,439	-	-	-	-	8,701	16,061
Grants and Contributions	16,951	2,329	-	-	4,793	11,303	-	-	21,744	13,632
Other Revenue	2,146,320	54,899	1,875	-	1,969	-	-	-	2,150,164	54,899
Total Retained Revenue	2,258,629	146,195	45,639	45,828	14,645	11,303	-	-	2,318,913	203,326
Gain (Loss) on Sale of Non-Curent Assets										
	8,393	(12,352)	-	-	-	-	-	-	8,393	(12,352)
NET COST OF SERVICES	(1,753,504)	650,721	160,487	145,025	154,753	170,886	24,242	10,882	(1,414,022)	977,514
Government Contributions	1,276,094	1,281,982	164,621	150,776	230,567	261,052	24,242	5,183	1,695,524	1,698,993
SURPLUS/(DEFICIT) FOR THE YEAR										
	3,029,598	631,261	4,134	5,751	75,814	90,166	-	(5,699)	3,109,546	721,479

ADMINISTERED REVENUES [See Note 1(c)]

Consolidated Fund										
- Taxes, Fees and Fines	-	-	270,661	283,800	-	-	-	-	270,661	1283,800
- Other	-	-	553,008	513,924	-	-	-	-	553,008	513,924
Total	-	-	823,669	797,724	-	-	-	-	823,669	797,724

SUMMARY OF COMPLIANCE WITH FINANCIAL DIRECTIVES

FOR THE YEAR ENDED 30 JUNE 1998

	Actual Appropriations		Estimated	Actual Appropriations		Estimated
	Original	Revised	Expenditure	Original	Revised	Expenditure
	1998	1998	1998	1997	1997	1997
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Recurrent Appropriation						
Road Network Infrastructure	568,801	564,612	564,612	621,443	623,657	623,657
Driver and Vehicle Policy and Regulation	155,959	153,512	153,512	154,609	143,962	143,962
Road Safety and Traffic Management	182,609	148,474	148,474	172,233	166,007	166,007
M4 / M5 Cashback Scheme	52,000	24,242	24,242	-	5,183	5,183
	959,369	890,840	890,840	948,285	938,809	938,809
Capital Appropriation						
Road Network Infrastructure	774,926	711,482	711,482	711,749	658,325	658,325
Driver and Vehicle Policy and Regulation	12,107	11,109	11,109	12,923	6,814	6,814
Road Safety and Traffic Management	84,767	82,093	82,093	100,455	95,045	95,045
M4 / M5 Cashback Scheme	-	-	-	-	-	-
	871,800	804,684	804,684	825,127	760,184	760,184
Total Appropriations	1,831,169	1,695,524	1,695,524	1,773,412	1,698,993	1,698,993

The reduction in the revised Recurrent Appropriation for Road Safety and Traffic Management of \$34.1M and in the Capital Appropriation for Road Network Infrastructure of \$63.4M, as compared to the original Appropriations, is principally due to decreases in revenues from Fuel Franchise Fees and funding from the Commonwealth of some \$72M and \$50M respectively.

The reduction in the revised Recurrent Appropriation for the M4/M5 Cashback Scheme of \$27.8M as compared to the original Appropriation is principally due to a lower than expected take up rate in respect of the Scheme.

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS OF THE ROADS AND TRAFFIC AUTHORITY

FOR THE YEAR ENDED 30 JUNE 1998.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

(a) Reporting Entity

The Roads and Traffic Authority (RTA), as an entity for reporting purposes, is responsible for the development and maintenance of the State road network, road safety and traffic management, regulation and management of drivers and vehicles and administration of the M4/M5 Cashback Scheme.

(b) Basis of Accounting

The RTA's financial statements are a general purpose financial report which has been prepared on an accruals basis and in accordance with applicable Australian Accounting Standards and other mandatory professional reporting requirements, the requirements of the Public Finance and Audit Act 1983 and Regulations unless otherwise stated. The financial statements also comply with the Financial Reporting Directions published in the Financial Reporting Code (FRC) for Budget Dependent Agencies and issued by the Treasurer under Section 9(2)(n) of the Public Finance and Audit Act.

The Treasury NSW has directed that budget figures be excluded from the audited financial statements of the RTA.

The establishment of a provision for depreciation in respect of infrastructure assets together with annual major maintenance expenditure negates the need to create a provision for major periodic maintenance (as confirmed by the Treasury NSW).

Maintenance, as disclosed in the operating statement, refers to the maintenance of roads and bridges and includes employee related costs.

Statements of Accounting Concepts are used as guidance in the absence of applicable Accounting Standards and legislative and other mandatory professional reporting requirements.

The financial statements are prepared in accordance with the historical cost convention except where otherwise stated. All amounts are rounded to the nearest one thousand dollars and are expressed in Australian currency. The accounting policies adopted are consistent with those of the previous year, except in respect of the accounting treatment of prior year corrections to asset values (refer Note 5).

(c) Administered Activities

The RTA administers, but does not control, the collection of various fees, fines and levies on behalf of the Crown Transactions Entity. Monies collected on behalf of the Crown Transactions Entity are not recognised as the RTA's revenues but are disclosed in the schedule of administered revenues.

Expenses incurred in collecting monies on behalf of the Crown Transactions Entity are recognised as the RTA's expenses and are reported within the Driver and Vehicle Policy and Regulation Program.

The accrual basis of accounting and all applicable accounting standards have been adopted for the reporting of administered revenues.

(d) Parliamentary Appropriations

Parliamentary appropriations are recognised as revenues when the RTA obtains receipt of the cash. The split between recurrent and capital is based on the way the appropriations are spent.

(e) Employee Entitlements

Liabilities for wages, salaries and annual leave are measured as the amount unpaid at the reporting date at current pay rates in respect of employees' services up to that date.

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 entitlements accrued in the future.

Long service leave is measured on a nominal basis. This method is used because the difference arising from using the nominal method compared to the present value method would not result in a material difference in the financial statements.

Long service leave is calculated on the basis of entitlements of all employees who have completed five or more years of service together with an estimate for employees with less than five years service, based on the percentage who are expected to remain employed by the RTA long enough to be entitled to long service leave.

Payroll tax payable on employee entitlements has been calculated and the liability recognised. Workers compensation that may be applicable to leave entitlements has not been recognised as this expense is based on actual premiums paid, determined from past claims history, and not as a general percentage raised on salaries and wages.

The superannuation expense for the Basic Benefit and First State Super schemes is calculated as a percentage of the employees' salary. For the State Superannuation Scheme and the State Authorities Superannuation Scheme, the expense is calculated as a multiple of the employees' superannuation contributions. The final expense is adjusted at 30 June each year to take account of the actuarial assessment.

(f) Insurance

The RTA's insurance activities are conducted through the NSW Treasury Managed Fund Scheme of self insurance for Government agencies. The premium is determined by the Fund Manager based on past experience. An outstanding liability also exists in respect of the former Department of Motor Transport self-insured scheme.

(g) Asset Management Policy

The RTA is exempt from the "Recoverable Amount Test" under the provision of paragraph 30 of AAS10 - "Accounting for the Revaluation of Non-Current Assets" as it is a not-for-profit entity.

Valuation and depreciation policies are summarised overleaf.

(i) Land and Buildings

ASSET	VALUATION POLICY	DEPRECIATION POLICY
Land & Buildings in Service <ul style="list-style-type: none">- Works Administration Properties- Officers Residences	Land and buildings in service are generally valued at market value (land) and written down replacement cost (buildings). Where such properties are rented externally they are valued at current market value.	Buildings - straight line (2.5%)
Land & Buildings Acquired for Future Roadworks <ul style="list-style-type: none">- Rentable or Surplus Properties- Vacant land	<ul style="list-style-type: none">- Current Market Value- Average Rateable Value Per Hectare of Urban and Rural Areas within each Local Government Area (LGA)	No depreciation charged as buildings are not purchased to generate revenue but ultimately to be demolished for roadworks

Included in the value of land and buildings in service is an amount of \$5.276 million (1996/97; \$2.882 million) for buildings on Crown land. As the RTA effectively "controls" this Crown land, it has been included in the RTA's Statement of Financial Position. Should such Crown land be transferred

or disposed of, associated buildings are written off in the year the transfer or disposal takes place. No such Crown land has been transferred or disposed of during 1997/98.

The RTA's land and buildings are valued by registered valuers on a progressive basis within a 3 to 5 year time frame.

(ii) Plant and Equipment

Plant, Equipment & Motor Vehicles (Minimum capital value \$5,000)	Written down historic cost/revalued amount	Straight line (5% - 10%) over the estimated useful life to the entity
Computer Hardware and Software (Minimum capital value of \$500 and \$5,000 respectively)	Written down historic cost/revalued amount	Straight line (20% - 33.33%) over the estimated useful life to the entity
Electronic Office Equipment (Minimum capital value \$5,000)	Written down historic cost/revalued amount	Straight line (20%) over the estimated useful life to the entity
Leasehold Improvements (Minimum capital value \$5,000)	Written down historic cost/revalued amount	Amortised over the period of the lease, or the useful life of the improvement to the entity, whichever is shorter

Depreciation and valuation policies in respect of operational assets are subject to annual review. Estimates of useful life for depreciation 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 AAS4. In accordance with this standard the shortest alternative useful life is applied. Approximately 37% (1996/97; 22%) of the RTA's assets in the categories of plant, equipment and motor vehicles, computer hardware and software and electronic office equipment are fully depreciated.

(iii) Authority Infrastructure

The RTA, being responsible for the development and management of the State's road network, has recognised the control aspect of some infrastructure assets and the ownership of other infrastructure assets when formulating policy in respect to the valuation and reporting of infrastructure.

The valuation policies provide for roads and bridges to be valued using the written-down replacement cost method. Each road is assigned a value which equates to the cost of replacing that road to its current condition, without improving the road. In the case of bridges, such replacement cost is based on the structural type. This valuation method has been adopted because it reflects the current minimum economic valuation of the infrastructure.

The RTA's traffic control signal network is valued using the written down replacement cost.

The determination of road, bridge and traffic control signal infrastructure valuations is carried out annually by suitably qualified engineers of the RTA.

In respect of land under roads and within road reserves, valuations are assessed according to the average rateable value per hectare of urban and rural areas within each Local Government Area. Such valuations are undertaken annually by the RTA's registered valuers.

Major works-in-progress are valued at construction cost and exclude the cost of land, which is currently disclosed as land under roads.

The existing Accounting Standard AAS4 - "Depreciation of Non Current Assets" outlines factors to be considered in assessing the useful life of an asset for depreciation purposes. These factors include wear and tear from physical use and technological and commercial obsolescence. In the case of road infrastructure the dominant factor in the loss of service potential is wear and tear from physical use. While technological obsolescence does occur to some extent in road infrastructure the evidence available suggests that it is not material, especially when compared to the impact of physical wear and tear.

It is not possible to determine the "useful life" of the majority of these long lived assets with any degree of certainty and it is considered that depreciation expenses based on this concept would not provide useful information for the management of the assets nor for external users of the RTA's financial statements. To address this situation, the RTA has developed an industry methodology and approach which is considered to provide an appropriate disclosure of the loss of service potential of roads.

The provision for depreciation recognises the total accumulated depreciation of the road asset due to wear, tear and deterioration as at 30/6/98. The calculation is based on the total cost to restore the road network from its current condition to near new. The annual movement in this provision is calculated from the RTA's Pavement Management System (PMS) which is used to collate, consolidate and calculate the road network data which facilitates the measurement of both the movement in condition and the replacement cost of the road network.

In the case of bridges, the current methodology is based on a formula of age and construction type augmented with information gained from an ongoing bridge inspection program.

The RTA is implementing a Bridge Information System (BIS) which includes the collection and recording of relevant condition data. This information will form the basis of a condition based depreciation methodology which is consistent with the approach taken in respect of roads.

(iv) Private Sector Provided Infrastructure

The RTA has recognised an infrastructure asset in respect of the Sydney Harbour Tunnel. It has been valued at the present value of the estimated written down replacement cost of the Tunnel at the date of transfer to the RTA in 2022 (refer Note 12(b)).

In respect of the M2, M4 and M5 Motorways, the RTA values the asset by reference to the RTA's emerging share of the written down replacement cost of each asset apportioned over the respective period of the concession agreement.

(h) Investments

Due to the short-term nature of the RTA's investments, book, face and market values are equivalent. Investments held are not quoted on a stock exchange.

Interest revenues are recognised as they accrue.

(i) Provision of Material Assets

No material assets were provided free of charge to the RTA during the 1997/98 financial year. However, at a small number of locations, Crown land was provided at peppercorn rentals.

(j) Inventories

Inventories are stated at the lower of cost and net realisable value. Cost is calculated using weighted average cost. Inventories consist mainly of raw materials and supplies used for the construction and maintenance of roads, bridges and traffic signals.

(k) Capitalisation of Expenditure

Expenditure (including employee related costs and depreciation) in respect of road development, bridge and tunnel replacement and some road safety and traffic management works are capitalised as part of Authority infrastructure.

(l) Financial Instruments

Financial Instruments give rise to positions that are a financial asset of the RTA and a financial liability of another party. The RTA includes cash at bank, receivables, creditors and borrowings as financial instruments. In accordance with AAS33 "Presentation and Disclosure of Financial Instruments", information is disclosed in Note 15 in respect of the credit risk and interest rate risk of those instruments. All such amounts are carried in the accounts at values as disclosed within each of the respective notes to the accounts in relating to those financial instruments.

(m) Year 2000 Compliance Costs

All expenditure incurred concerning the upgrading or replacement of computer systems in order to make them 2000 compliant is expensed as it occurs in line with the generally accepted accounting policy. All external consulting costs and other external costs are included, except those of a capital nature.

2. OPERATING EXPENSES

The RTA, being a capital works organisation, capitalises a significant portion of expenditure, including employee related costs and depreciation, to Authority Infrastructure.

(a) Employee Related Expenses

Total employee related expenses are detailed as follows:

	1997/98 \$M	1996/97 \$M
Salaries and Wages (Including Annual Leave)	300.434	288.892
Long Service Leave	17.401	10.694
Superannuation (Refer Notes 5 & 16)	24.353	1.938
Workers Compensation Insurance	14.000	14.950
Payroll Tax and Fringe Benefits Tax	22.336	21.755
Other	9.495	11.407
	388.019	349.636

Of the total employee related expenses, \$112.526 million (1996/97; \$76.281 million) was capitalised to infrastructure and \$154.169 million (1996/97; \$165.732 million) is attributable to maintenance with the balance of \$121.324 million (1996/97; \$107.623 million) attributable to other operating programs.

(b) Other Operating Expenses

	1997/98 \$M	1996/97 \$M
Payments to Councils and External Bodies	44.883	55.613
Ensured Revenue Stream Payments	28.913	28.073
Road Safety Advertising	11.221	10.843
Contract Payments	8.882	9.370
Motor Vehicle Plates & Labels, Photo Licenses	9.245	8.351
Other	78.210	49.995
	181.354	162.245

The following key expense items are included in maintenance, other expenses and authority infrastructure as appropriate.

(i) Audit Fees

During 1997/98 an expense of \$0.454 million (1996/97; \$0.445 million) was incurred for audit services provided by The Audit Office of NSW. A special audit of the Eastern Distributor was also undertaken during 1997/98 by the Audit Office at a cost of \$0.072 million.

(ii) Bad and Doubtful Debts

The bad and doubtful debts expense for 1997/98 amounted to \$1.085 million. (1996/97; \$0.141 million).

(iii) Rental Expense (Operating Leases)

Total rental expenses in respect of operating leases for 1997/98 amounted to \$15.158 million. (1996/97; \$ 14.864 million).

(iv) Insurance

Insurance costs for 1997/98 amounted to \$15.004 million. (1996/97; \$13.668 million).

(v) Consultants

The total amount paid to consultants during 1997/98 amounted to \$1.078 million (1996/97; \$0.944 million).

The RTA also engages numerous contractors for professional services not classed as consultancies, including valuers, legal services, road and bridge design, investigation, construction supervision and preparation of Environmental Impact Statements as well as contract agency services and personnel.

(c) Depreciation

(i) Operational Assets

Total depreciation raised against operational assets during 1997/98 amounted to \$35.685 million (1996/97; \$43.888 million). Of this amount, \$9.802 million (1996/97; \$10.013 million) was capitalised, with \$7.014 million (1996/97; \$13.762 million) attributable to maintenance and the balance of \$18.869 million (1996/97; \$20.113 million) reported as an operating expense.

(ii) Authority Infrastructure

During 1997/98 a condition improvement of \$157.515 million was recorded against depreciation (1996/97; \$88.967 million condition improvement).

(d) Grants and Subsidies

	1997/98 \$M	1996/97 \$M
Grants Under Road Safety Program		
- Education and Enforcement Activities	6.268	5.656
Grants Under Traffic Management Program		
- Promotion of an Integrated Transport System	1.050	3.276
Grant to Office of the Minister for Roads, Public Works and Services and Ports	-	1.189
	7.318	10.121

(e) Finance Costs

	1997/98 \$M	1996/97 \$M
Interest	109.448	119.617
Other	3.000	2.499
	112.448	122.116

(f) Other

	1997/98 \$M	1996/97 \$M
Abnormal Items (Refer Note 5)	-	159.289
Write down of Corporate Software	1.265	4.062
	1.265	163.351

3. REVENUES

(a) Sale of Goods and Services

	1997/98 \$M	1996/97 \$M
Toll Revenue (Sydney Harbour Bridge)	55.165	53.662
Rent	16.057	15.852
Special Number Plates	17.556	12.504
Third Party Insurance Data Access Charges	8.126	10.490
Other	33.465	16.996
	130.369	109.504

(b) Investment Income

	1997/98 \$M	1996/97 \$M
Interest	7.935	16.831
	7.935	16.831

(c) Retained Taxes, Fees and Fines

	1997/98 \$M	1996/97 \$M
Heavy Vehicle Permit Fees	0.659	(3.175)*
Number Plate Fees	3.938	3.922
Fine Default Fees	4.104	7.713
	8.701	8.460

* Represents, in 1996/97, a refund of overpaid amounts in respect of permit fees.

(d) Grants and Contributions

	1997/98 \$M	1996/97 \$M
NSW Government Agencies	6.190	7.154
Local Government	3.158	1.628
Other Government Agencies	3.375	0.781
Private Firms & Individuals	9.021	4.069
	21.744	13.632

(e) Other Revenue

	1997/98 \$M	1996/97 \$M
Abnormal Items (Refer Note 5)	2,106.790	37.535
Value of Emerging Interest of Private Sector Provided Infrastructure		
- M2 (Refer Note 12(b))	7.268	0.672
- M4 (Refer Note 12(b))	7.496	6.492
- M5 (Refer Note 12(b))	8.222	7.192
- Loan to Sydney Harbour Tunnel Company (Refer Note 12(b))	14.573	3.008
Other	5.815	-
	2,150.164	54.899

4. GAIN/(LOSS) ON SALE OF NON-CURRENT ASSETS

	1997/98 \$M	1996/97 \$M
Gain/(Loss) on Sale of Property, Plant & Equipment		
- Proceeds from Sale	40.157	44.160
- Written Down Value of Assets Sold	31.764	46.004
Net Gain/(Loss)	8.393	(1.844)
Loss on Sale of Non-Current Receivables		
- Proceeds from Sale	-	113.208
- Written Down Value of Assets Sold	-	123.716
Net Gain/(Loss)	-	(10.508)
Net Gain / (Loss) on Sale of Non-Current Assets	8.393	(12.352)

5. ABNORMAL ITEMS

	1997/98 \$M	1996/97 \$M
Revaluation of Authority Infrastructure		
- Land Under Roads and Within Road Reserves	(2,106.790)	159.289
- Other	-	-
Write down of Corporate Software	-	4.062
	(2,106.790)	163.351

Abnormal items relating to the revaluation of Authority Infrastructure and the writedown of Corporate Software have been reclassified as (Other Revenue) or Other Expenses, as applicable, in the Operating Statement.

Reduction in Superannuation Expense due to Tax, Actuarial and Interest Adjustments (Refer Note 16)

	-	(46.799)
	-	(46.799)

The reduction in Superannuation is offset against the superannuation expense for 1996/97 which is reported within Employee Related Expenses [Refer Note 2(a)].

Prior Years Adjustments (Refer Note 11)

- Bridges	-	(26.402)
- Property, Plant, & Equipment	-	(11.091)
- Other	-	(0.042)
	-	(37.535)

In 1996/97 prior year adjustments were brought to account as abnormal items in the Operating Statement. In 1997/98, in accordance with AAS29, prior year adjustments totalling \$9.084 million have been brought to account as adjustments to accumulated funds (refer Note 19).

6. GOVERNMENT CONTRIBUTIONS

	1997/98 \$M	1996/97 \$M
Recurrent Appropriation		
- State	780.585	807.529
- Commonwealth	110.255	131.280
	890.840	938.809
Capital Appropriation		
- State	576.154	570.404
- Commonwealth	228.530	189.780
	804.684	760.184

7. PROGRAMS/ACTIVITIES OF THE AGENCY

(a) Road Network Infrastructure

Network Development

Description Planning, designing, scheduling and organising the development of road and bridge works.

Objectives To develop the State's road network to promote economic growth, safer roads and contribute to a totally integrated transport solution.

Maintenance

Description Planning, designing, scheduling and organising of work for the maintenance of roads and bridges, including restoration after natural disasters.

Objective To properly maintain State road and bridge assets at minimum whole of life cost.

(b) Driver and Vehicle Policy and Regulation

Description Planning, designing and implementing programs and minimum standards for the safe and efficient movement of traffic, for the appropriate education of road users, and for regulation and monitoring of vehicles.

Objective To encourage the use of roadworthy vehicles and responsible behaviour in all road users.

(c) Road Safety and Traffic Management

Description Improvements to the behaviour of road users through public and school education campaigns, focusing on the main factors which contribute to serious accidents, such as drink driving, speeding, driver fatigue, non-use of seat belts and child restraints, and pedestrian behaviour. Traffic management activities include planning, designing and organising public transport infrastructure improvements, local area black spot treatments, and improvements for the safety and convenience of pedestrians and cyclists.

Objective To enhance road safety and traffic management in order to achieve reduced levels of road related death and serious injury, and reduced transport costs.

(d) M4 / M5 Cashback Scheme

Description Reimbursing motorists directly for tolls paid using Cashback Cards 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

The cash balance comprises:

	30/6/98 \$M	30/6/97 \$M
RTA Operating Account	28.991	1.539
Remitting Account, Cash in Transit & Cash on Hand	23.204	32.411
	52.195	33.950

9. CURRENT ASSETS - INVESTMENTS

	30/6/98 \$M	30/6/97 \$M
TCORP - Hour Glass Facility	28.439	9.265
On Call Deposits	74.424	182.205
Other	0.066	0.073
	102.929	191.543

10. CURRENT/NON-CURRENT ASSETS - RECEIVABLES

The RTA's receivables are detailed as follows:

(a) Current

	30/6/98 \$M	30/6/97 \$M
Sale of Goods and Services	10.510	8.711
Other (Motor Vehicle Accident Damage to RTA Property and Road Clearing)	1.081	1.371
	11.591	10.082
Deduct: Provision for Doubtful Debts	1.570	1.035
	10.021	9.047
Unissued Debtors	4.608	3.182
Dishonoured Credit Cards	-	0.057
	14.629	12.286
Accrued Income		
- Interest	-	0.713
- Property Sales	19.010	13.653
- Other	-	0.004
Total Current	33.639	26.656

Most of the RTA's doubtful debts are the result of road accidents where the RTA's property is damaged (eg traffic signals & roadside furniture) and tenants who vacate premises without notice whilst in arrears.

Summary of Debts Written Off

	1997/98 \$M	1996/97 \$M
Motor Vehicle Accident Damage to RTA Property and Costs for Clearing of Roadway	0.405	0.136
Rental Arrears	0.094	0.043
Works and Services	0.026	0.041
Towing Service Charges for Unattended Vehicles	0.002	0.031
Other	0.028	0.012
	0.555	0.263

(b) Non-Current

Non-Current receivables are summarised as follows:

	30/6/98 \$M	30/6/97 \$M
Loan to Sydney Harbour Tunnel Company	44.855	30.282
	44.855	30.282

Repayment of the interest free \$222.6 million Net Bridge Revenue Loan by the Sydney Harbour Tunnel Company is due on 31 December, 2022. The Loan has been assessed as recoverable as at 30 June 1998 and the receivable is valued on a Net Present Value (NPV) basis.

The loan is considered to be part of the RTA's interest in the Tunnel and, as at 30 June 1998, has been assessed at \$44.855 million (30/6/97; \$30.282 million).

11. NON CURRENT ASSETS - LAND AND BUILDING, PLANT AND EQUIPMENT

This asset category consists of Property, Plant and Equipment and Authority Infrastructure

	30/6/98 \$M	30/6/97 \$M
Land and Buildings (See Note 11a)	1,672.258	1,507.710
Plant & Equipment (See Note 11a)	132.013	141.336
Authority Infrastructure (See Note 11b)	40,870.505	37,252.278
	42,674.776	38,901.324

(a) Land & Building and Plant & Equipment

	Land \$M	Buildings \$M	Works Administration Properties & Officers Residences \$M	Land & Buildings Acquired for Future Roadworks \$M	Quarries \$M	Leasehold Improvements \$M	Total \$M	Plant Equipment and Motor Vehicles \$M	Computer Hardware & Software \$M	Electronic Office Equipment \$M	Total \$M
At Cost or Valuation											
Balance 1 July '97	63.071	97.505		1,344.594	0.398	12.402	1,517.970	179.779	132.076	8.661	320.516
Additions	0.395	10.928		67.850	-	0.893	80.066	26.138	8.186	0.836	35.160
Disposals	-	-		(19.133)	(0.398)	(2.405)	(21.936)	(17.644)	(11.794)	(0.549)	(29.987)
Reclassifications	(8.275)	(4.702)		11.825	-	1.152	-	1.049	(1.053)	0.004	0.000
Revaluations	5.913	(5.698)		153.061	-	-	153.276	-	-	-	-
Transfer to Infrastructure	-	-		(91.460)	-	-	(91.460)	-	-	-	-
Prior Years Adjustment	-	-		43.212	-	-	43.212	-	(0.084)	0.012	(0.072)
Balance 30 June 1998	61.104	98.033		1,509.949	-	12.042	1,681.128	189.322	127.331	8.964	325.617
Accumulated Depreciation											
Balance 1 July '97	-	3.982		-	0.227	6.052	10.261	79.568	93.808	5.802	179.178
Depreciation Expense	-	2.137		-	0.014	3.366	5.517	11.469	17.525	1.173	30.167
Write Back on Disposal	-	-		-	(0.241)	(2.405)	(2.646)	(4.985)	(10.224)	(0.529)	(15.738)
Revaluation	-	(4.262)		-	-	-	(4.262)	-	-	-	-
Prior Years Adjustments	-	-		-	-	-	-	-	(0.003)	-	(0.003)
Balance 30 June 1998	-	1.857		-	-	7.013	8.870	86.052	101.106	6.446	193.604
Written Down Value											
At 30 June 1998	61.104	96.176		1,509.949	-	5.029	1,672.258	103.270	26.225	2.518	132.013
At 1 July 1997	63.071	93.523		1,344.595	0.171	6.350	1,507.710	100.210	38.267	2.859	141.336

Land and buildings for future roadworks comprise untenanted land for roadworks (average rateable value - \$1,103.593 million), surplus properties (market value - \$179.210 million), of which properties with an estimated value of up to \$38 million could be disposed of during 1998/99, and rentable properties (market value - \$227.146 million).

(b) Authority Infrastructure

Authority infrastructure is valued as follows:

	30/6/98 \$M	30/6/97 \$M
Roads - Replacement Cost		
Opening Balance	22,175.240	21,070.916
Add: Additions	504.720	568.813
Revaluation	539.500	535.511
	23,219.460	22,175.240
Less: Provision for Depreciation		
Opening Balance	4,069.675	4,035.595
Inflation Adjustment	118.403	126.188
Current Year Expense	(158.147)	(92.108)
	4,029.931	4,069.675
	19,189.529	18,105.565
Land Under Roads and Within Road Reserves		
Opening Balance	14,702.681	14,826.427
Transfer to "In Use As Roads"	91.460	50.145
Revaluation	2,132.698	(173.891)
	16,926.839	14,702.681
Bridges		
Opening Balance	3,923.768	3,838.314
Prior Year Adjustment	6.297	26.402
Add: Additions	58.941	32.872
Revaluation	15.458	26.180
	4,004.464	3,923.768
Less: Provision for Depreciation		
Opening Balance	53.525	51.846
Current Year Expense	0.633	2.131
Write Back on Revaluation	(3.703)	(0.452)
	50.455	53.525
	3,954.009	3,870.243
Traffic Signal Control Network		
Opening Balance	7.775	6.641
Prior Year Adjustment	(0.434)	-
Add: Additions	0.940	0.745
Revaluation	(0.020)	0.389
	8.261	7.775
Less: Provision for Depreciation		
Opening Balance	1.970	0.960
Current Year Expense	1.090	1.010
	3.060	1.970
	5.201	5.805
Major Works in Progress		
Opening Balance	567.984	492.821
Net Additions/Deletions	226.943	75.163
	794.927	567.984
	40,870.505	37,252.278

The network was improved during the year with a number of major projects being opened to traffic. These include the Federal Highway upgrade at Lake George, the Brunswick Heads Bypass, M4 Parramatta/Penrith, Georges River Bridge, Casula and Gobba Deviation.

The \$540 million (\$536 million) revaluation of the road network has largely been influenced by movements in the Road Cost Index for road development which reflects the increased costs associated with road construction. A similar adjustment has been made in respect of the Provision for Depreciation.

The depreciation expense in respect of roads \$158 million credit (\$92 million credit) reflects an overall improvement in the condition of the network as compared with 1996/97.

12. CURRENT/NON CURRENT ASSETS - OTHER

(a) Current

These comprise:

	30/6/98 \$M	30/6/97 \$M
Prepayments	2.436	16.563
	2.436	16.563

(b) Non-Current

The RTA's Other Non Current Assets are represented by Private Sector Provided Infrastructure as follows:

	30/6/98 \$M	30/6/97 \$M
Sydney Harbour Tunnel	434.392	434.392
	434.392	434.392
M2 Motorway		
Opening Balance	0.672	-
Annual Increment - Emerging Right to Receive	7.268	0.672
	7.940	0.672
M4 Motorway		
Opening Balance	31.637	25.145
Annual Increment - Emerging Right to Receive	7.496	6.492
	39.133	31.637
M5 Motorway		
Opening Balance	31.268	24.076
Annual Increment - Emerging Right to Receive	8.222	7.192
	39.490	31.268
	520.955	497.969

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 then current written down replacement cost of the Tunnel. The cost of constructing the Tunnel was \$683.3 million. The current written down replacement cost of the Tunnel is \$434.392 million (30/6/97; \$434.392 million).

In separately classifying the Sydney Harbour Tunnel as an infrastructure asset, the RTA recognises that the contractual arrangements relating to the Tunnel are unique.

The construction of the Tunnel was financed by 30 year inflation linked bonds issued by the Sydney Harbour Tunnel Company to the private sector of \$486.7 million, Sydney Harbour Tunnel Company shareholders' loans (repaid in 1992) of \$40 million, and an interest free, subordinated loan (the Net Bridge Revenue Loan) provided by the RTA of \$222.6 million, based on the projected net toll revenue from the Sydney Harbour Bridge during the construction period. Under the Ensured Revenue Stream Agreement (ERS), the Government has agreed to make ERS payments (net of tolls collected from the Tunnel) to enable the SHTC to meet financial obligations arising from the operation and maintenance of the Tunnel and repayment of principal and interest on funds borrowed by it for the design, construction and operation of the Tunnel.

During the year ended 30 June 1998, tolls collected from the Tunnel amounted to \$26.630 million (1996/97; \$26.637 million). These tolls were applied to the financial obligations of the Tunnel and resulted in a reduction in ERS payments from \$63.905 million to \$37.275 million (1996/97; \$62.549 million to \$35.912 million).

In accordance with Treasury guidelines on the valuation of non-current assets, asset revaluations must be conducted at least every five years and, as there has been no material change in the Tunnel's status, no revaluation has been effected for the year ended 30 June 1998. As the last revaluation was in 1994, another revaluation will be performed and brought to account in 1998/99.

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. These leases comprise:

- The Company Lease with Hills Motorway Limited, for the amount of \$1 per year.
- The Trust Lease with Perpetual Trustees Australia Limited, for the amount of \$5.6 million per annum, reviewed annually in accordance with the lease conditions.
- The Trust Concurrent Lease with Perpetual Trustees Australia Limited, for the amount of \$1.4 million per annum, reviewed annually in accordance with the lease conditions.

- Until the project realises a real after tax internal rate of return of 12.25 per cent per annum, the rent is payable, at the Lessee's discretion, in cash or by promissory note. On achievement of the required rate, the rent is payable in cash. Under the terms of the lease, the RTA must not present any of the promissory notes for payment until the earlier of the end of the term of the 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 1998 were made by promissory notes in the amounts of \$5.6 million and \$1.4 million respectively. As the date on which the promissory notes may be presented cannot be determined at this stage, the net present value of the promissory notes cannot be reliably measured. Accordingly, it is considered that, as at 30 June 1998, the promissory notes do not satisfy the criteria for recognition of assets contained in Statement of Accounting Concepts 4 "Definition and Recognition of the Elements of Financial Statements" and, as such, are mentioned by way of note only.

In respect of the M2 Motorway, the RTA, from the date of completion on 26 May 1997, has valued 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 agreement.

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 Company Lease, Trust Lease and Concurrent Trust Lease or 45 years from the M2 Commencement Date of 26 May 1997. The conservative period of 45 years has been used to calculate the RTA's emerging share of the asset.

M4 and M5 Motorways

The RTA has valued the infrastructure assets in respect of the M4 and M5 Motorways by reference to the RTA's emerging share of the written down replacement cost of each asset apportioned over the period of the respective concession agreement.

Ownership of the M4 Motorway and M5 Motorway will revert to the RTA in 2010 and 2022 respectively.

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.

Other Matters of Interest

Eastern Distributor

An agreement was signed with Airport Motorway in August 1997 to finance, design, construct, operate, maintain and repair the Eastern Distributor. Work commenced in August 1997, with the road to be open to traffic before the Sydney Olympics.

The total cost, including operational and maintenance costs, of the Eastern Distributor is anticipated at \$685 million. Under the terms of the Agreement, ownership of the Eastern Distributor will revert to the RTA 48 years from the date the project is open to traffic.

The RTA entered into an agreement with Airport Motorway Limited (AML) in April 1997 whereby AML assumed the risk of interest rate movements associated with the Eastern Distributor up until financial closure took place. The Company was to manage the risk by entering into various hedging arrangements. The agreement provided that the RTA would pay \$5 million to AML as consideration for the Company taking the interest rate risk. Provided that financial closure occurred there was no other exposure for the RTA in connection with the hedging arrangements.

Financial closure subsequently occurred in August 1997 and the RTA has paid the \$5 million to AML thereby satisfying its obligations under the agreement.

The RTA's remaining financial commitment to the project is to fund the cost of land acquisition, local area traffic management, project management and widening of Southern Cross Drive. On 26 June 1997, the Government approved a financial contribution by the RTA of \$20 million towards these construction costs. This is consistent with current estimates.

In respect of the Eastern Distributor, the RTA will value 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 agreement.

13. CURRENT LIABILITIES - ACCOUNTS PAYABLE

	30/6/98 \$M	30/6/97 \$M
Trade Creditors	41.997	34.853
Creditors Arising from Compulsory Acquisitions	0.560	0.560
Accrued Expenses		
- Contract Expenditure	65.927	55.670
- Work Carried out by Councils	55.515	49.581
- Interest	28.641	29.033
- Other	42.639	42.554
	235.279	212.251

14. CURRENT/NON-CURRENT LIABILITIES - BORROWINGS

	30/6/98 \$M	30/6/97 \$M
Current (Secured)		
Repayable Treasury Advances	-	24.215
Tcorp Borrowings	54.454	127.741
Other	0.400	2.346
	54.854	154.302
Non-Current (Secured)		
Tcorp Borrowings	1,051.766	988.588
Other	2.300	2.700
	1,054.066	991.288

Loan Borrowings are due as follows:

	Face Value \$M	Unamortised Expense \$M	Adjusted Book Value \$M
Semi-Government Loans			
Within 1 year	54.118	(0.336)	54.454
Between 1 and 2 years	233.691	2.197	231.494
Between 2 and 5 years	374.203	(3.047)	377.250
After 5 years	449.057	6.035	443.022
	1,111.069	4.849	1,106.220

The weighted average interest rate on the Semi-Government loan portfolio as at 30 June 1998 is 9.50% (30 June 1997: 9.47%).

	\$M
Other Loan Borrowings	
Repayable within 1 year	0.400
Between 1 and 2 years	0.200
Between 2 and 5 years	-
After 5 years	2.100
	2.700

Included in Semi-Government Loans as at 30 June 1997 was a derivative transaction with the Treasury Corporation, entered into in 1986 under Section 16 of the Public Authorities (Financial Arrangements) Act. The funds provided by this transaction were used for the construction of roads. Repayment of the derivative transaction was completed in February 1998.

15. FINANCIAL INSTRUMENTS

(a) Interest Rate Risk

Interest rate risk is the risk that the value of the financial instruments will fluctuate due to changes in market interest rates. The RTA's exposure to interest rate risks and the effective interest rates of financial assets and liabilities at the balance sheet date are as follows:

Financial Instrument	Floating Interest Rate	Fixed 1 Year or Less	Over 1 to 5 years	More than 5 years	Non Interest Bearing	Carrying Amt as per Balance Sheet	Weighted Effective Interest Rate
	\$M	\$M	\$M	\$M	\$M	\$M	
Financial Assets							
Cash	40.446				11.749	52.195	
Receivables					33.639	33.639	
Treasury Corp Hourglass	28.439					28.439	4.99%
On call Deposits		74.465				74.465	5.15%
Total - Financial Assets	68.885	74.465	0.000	0.000	45.388	188.738	
Financial Liabilities							
Borrowings							
- Treasury Corp	8.431	46.023	608.744	443.022		1,106.220	9.50%
- Other		0.400	0.200	2.100		2.700	7.92%
Creditors	0.259				37.205	37.464	
Total - Financial Liabilities	8.690	46.423	608.944	445.122	37.205	1,146.384	

(b) Credit Risk

Credit risk is the risk of financial loss arising from another party to a contract or financial obligation. The RTA's maximum exposure to credit risk is represented by the carrying amounts of the financial assets included in the Balance Sheet.

	Banks \$M	Gov'ts \$M	Other \$M	Total \$M
Financial Assets				
Cash	40.446		11.749	52.195
Receivables		2.762	30.877	33.639
Investments	74.465		28.439	102.904
Total - Financial Assets	114.911	2.762	71.065	188.738

(c) Comparative Note

Comparative figures have not been provided on financial instruments because AAS30 "Presentation and Disclosure of Financial Instruments" has been adopted for the first time.

16. CURRENT / NON-CURRENT LIABILITIES - EMPLOYEE ENTITLEMENTS

	30/6/98 \$M	30/6/97 \$M
Current		
Superannuation	44.873	44.200
Annual Leave	23.169	21.126
Long Service Leave	7.415	6.407
Accrued Employee Related Costs	4.061	6.544
Voluntary Redundancies	1.450	0.830
Other	-	3.170
	80.968	82.277
Non-Current		
Superannuation	223.483	248.000
Long Service Leave	94.779	86.829
	318.262	334.829
Total Employee Entitlements	399.230	417.106

The Government Actuary completed an assessment of the Gross Superannuation Liabilities for the defined benefits schemes administered by the SAS Trustee Corporation for the year ended 30 June 1998, identifying the unfunded superannuation liability of the RTA. The assessment was based on the full requirements of AAS25 which requires that a "market determined risk adjusted discount rate" be applied as the valuation interest rate in the calculation on the value of the accrued benefits. A review of the key economic assumptions used in the 1997 valuation was undertaken prior to calculating the gross superannuation liability of the various defined benefit schemes as at 30 June 1998.

The economic assumptions used are as follows:

	1997/98 %	1998/99 %	1999/2000 %	Thereafter %
Rate of Investment Return	7.0	7.0	7.0	7.0
Rate of Salary Increase*	3.7	4.0	4.0	5.0
Rate of Increase in the CPI	1.1	2.0	2.5	3.25

* A promotional scale also applies.

Payments are made by the RTA to the Superannuation Administration Authority (SAA) to reduce the superannuation liability and during 1997/98 these totalled \$44.873 million (1996/97; \$44.200 million). These payments are held in Investment Reserve Accounts.

The unfunded liability and prepaid contributions disclosed in the Statement of Financial Position are composed of:

SASS	SANCS	SSS	TOTAL 1997/98	TOTAL 1996/97
\$M	\$M	\$M	\$M	\$M

Gross Liability Assessed by Actuaries as at 30 June 1998	168.955	34.591	358.036	561.582	546.356
Less: Investment Reserve Account Balance (Including Tax, Actuarial and Interest Adjustments)	58.920	31.463	202.843	293.226	254.156
Unfunded Liability	110.035	3.128	155.193	268.356	292.200

17. CURRENT / NON-CURRENT LIABILITIES - OTHER PROVISIONS

	30/6/98 \$M	30/6/97 \$M
Current		
Insurance (Adjustments to Previous Years Premiums)	-	6.252
	-	6.252
Non-Current		
Workers Compensation (Liability under the former Department of Motor Transport self-insured scheme)	0.750	1.353
	0.750	1.353

18. CURRENT/NON-CURRENT LIABILITIES - OTHER LIABILITIES

	30/6/98 \$M	30/6/97 \$M
Current		
Statutory Creditors	12.671	17.037
Principal Outstanding on Bonds Issued to Private Sector	8.918	8.362
Unearned Rent on M4 and M5 Motorways	3.108	3.108
Income Received in Advance	0.447	0.128
Holding Accounts	10.788	8.296
FIRST Scheme	0.041	0.041
Suspense Items	0.482	1.835
	36.455	38.807
Non-Current		
Principal Outstanding on Bonds Issued to Private Sector	426.096	435.014
Unearned Rent on M4 and M5 Motorways	42.200	45.308
	468.296	480.322

The liability in respect of the Sydney Harbour Tunnel has been recognised at the Net Present Value (NPV) of the Ensured Revenue Stream Agreement (ERS). This has been calculated at \$435.014 million (1996/97: \$443.376 million), being the principal outstanding as at 30 June 1998 on the bonds issued by the Sydney Harbour Tunnel Company to the private sector.

Under the M4 lease agreement, \$46.615 million was received from Statewide Roads Pty Ltd (SWR) 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:

	30/6/98 \$M	30/6/97 \$M
Rent earned in prior years	16.622	14.247
Rent earned in current year	2.375	2.375
Unearned rent as at 30 June 1998	27.618	29.993
	46.615	46.615

The "notional" land acquisition loan of \$22 million, based on the cost of land under the M5 originally purchased by the RTA, was repaid in June 1997 as a component of the funding package proposed by Interlink Roads Pty Ltd (ILR) (see Note 11). Prior to the above transaction, repayment of the land acquisition loan principal was recognised progressively in the form of deferred rentals over the period of the concession agreement as the initial loan did not involve a cash transfer. The repayment of the loan as part of the ILR funding package is considered to be a prepayment of the remaining rental over the period of the concession agreement. 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:

	30/6/98 \$M	30/6/97 \$M
Rent earned in prior years	3.577	2.843
Rent earned in current year	0.733	0.734
Unearned rent as at 30 June 1998	17.690	18.423
	22.000	22.000

END OF NOTE 18

19. CHANGES IN EQUITY

	Accumulated Funds		Asset Revaluation		Total Equity	
	30/6/98 \$M	30/6/97 \$M	30/6/98 \$M	30/6/97 \$M	30/6/98 \$M	30/6/97 \$M
Opening Balance	34,014.241	33,292.762	3,389.604	2,905.234	37,403.845	36,197.996
Prior Year Adjustments	9.084	-	-	-	9.084	-
Surplus/Deficit for Year	3,109.546	721.479	-	-	3,109.546	721.479
Increment/Decrement on:						
- Land & Buildings	-	-	200.750	62.628	200.750	62.628
- Authority Infrastructure	-	-	466.146	421.742	466.146	421.742
Closing Balance	37,132.871	34,014.241	4,056.500	3,389.604	41,189.371	37,403.845

20. COMMITMENTS FOR EXPENDITURE

(a) Operating Lease Commitments

	30/6/98 \$M	30/6/97 \$M
Commitments in respect of operating leases are payable as follows:		
No later than 1 year	12.423	12.522
Later than 1 and not later than 2 years	10.039	9.726
Later than 2 and not later than 5 years	21.529	7.006
Later than 5 years	30.332	9.389
	74.323	38.643

Operating lease commitments are not recognised in the financial statements as liabilities.

(b) Capital Commitments

	30/6/98 \$M	30/6/97 \$M
Payable no later than 1 year		
- Value of work to be completed on road and bridge contracts over \$100,000	198.498	294.692
- Plant, light vehicles, trucks	10.600	0.444
Payable later than 1, but not later than 2 years	49.608	60.131
Payable later than 2, but not later than 5 years	50.437	49.082
Payable later than 5 years	42.728	46.151
	351.871	450.500

(c) Other Expenditure Commitments

	30/6/98 \$M	30/6/97 \$M
Payable no later than 1 year	5.911	18.549
Payable later than 1, but not later than 2 years	0.159	2.368
Payable later than 2, but not later than 5 years	0.159	-
	6.229	20.917

21. CONTINGENT LIABILITIES

There are some 37 claims (1996/97; 55 claims) for damage or injury currently being litigated with an estimated total contingent liability to the RTA of \$5.516 million (\$6.687 million). There are also 7 significant contractual disputes (1996/97; 7 disputes) with an estimated total contingent liability of \$9.038 million (\$1996/97; \$8.456 million).

Any claims resulting from incidents which have occurred since 1 July 1989 are not included in the above figures as costs for such claims are now covered by the RTA's Insurance with the Treasury Managed Fund.

An additional liability could arise under Clause 4.1(c) of the Ensured Revenue Stream Agreement (ERS) if a taxation deduction for a claim for depreciation for the immersed tube section of the Tunnel is disallowed to the Sydney Harbour Tunnel Company. Under such circumstance the ERS provides for a renegotiation of the method by which ERS payments are calculated which could result in an increased liability to the RTA of between \$31 million and \$75 million over the period of the agreement to 2022.

22. YEAR 2000

The RTA has established a project team to investigate the effect of the date change from 1999 to 2000 on its activities. A program has been established to help ensure that the impact of the transition to year 2000 on RTA customers is minimised. In this regard, the project team has been assessing the Year 2000 risk to the RTA, while a separate test environment has been set up to ensure Year 2000 compliance. It is expected that the Year 2000 rectification work will be completed by June 1999.

The RTA's activities may however be affected by the ability of third party service providers to manage the date change. As a result, there can be no assurance that the effect of the date change will not affect the RTA's operations and financial results.

23. AFTER BALANCE DAY EVENTS

M5 East

On 25 August 1998 the RTA entered into a contract with Baulderstone Hornibrook and Bilfinger Berger for the construction of the M5 East freeway. The project has an estimated cost of \$750 million.

The contract involves the design and construction of 10 kilometres of four-lane dual carriageway, with the contractor required to also maintain and operate the freeway for 10 years.

The M5 East is to be funded entirely from the urban roads budget and will therefore be toll free. The freeway, which will include 4.5 kilometres of tunnel, will link the M5 at Beverly Hills to General Holmes Drive at Sydney Airport.

It is expected that construction of the freeway will commence by the end of 1998 and be completed by July 2002.

Sale of Light Vehicle Fleet

Following extended negotiations during 1997/98, the RTA in September 1998 will sell its fleet of light vehicles and enter into a leasing agreement involving Macquarie Bank and State Fleet. Macquarie Bank will provide funds and State Fleet will purchase and dispose of vehicles.

The light fleet currently consists of 1,470 vehicles with an estimated value of \$32 million.

NSW Flooding in July and August 1998

Extensive flooding during July and August 1998 in NSW will impact on the 1998/99 Roads Program expenditure. However, the extent of the damage to the road network and the cost of the related natural disaster repair works necessitated by the flooding is not as yet known.

24. CASH AND CASH EQUIVALENTS

For the purposes of the Cash Flow Statement, cash includes cash on hand, cash at bank and cash equivalents in the form of investments in accordance with the revised definition of "cash equivalents" in AAS28. This definition of cash has also been utilised in respect of 1996/97 for purposes of comparison.

	30/6/98 \$M	30/6/97 \$M
RTA Operating Account	28.975	1.539
Remitting Account, Cash in Transit & Cash on Hand	23.220	32.411
Cash Equivalents (Investments)	102.888	191.502
	155.083	225.452

25. RECONCILIATION OF NET COST OF SERVICES TO NET CASH FLOWS FROM OPERATING ACTIVITIES

	1997/98 \$'000	1996/97 \$'000
Net Cash Used on Operating Activities	778,734	753,391
Depreciation	138,646	55,092
Revaluation of Infrastructure	2,106,790	-
Decrease in Provisions and Entitlements	22,851	24,574
Interest on Loan to Interlink Roads (ILR)	-	10,934
Rental in Respect of M4 and M5 Motorways	3,108	3,109
Value of Emerging Interest of Private Sector Provided Infrastructure	37,559	17,364
ERS Payments Utilised to Redeem Current Principal Portion of Bonds Issued to Private Sector	8,918	7,839
Other Net Movements in Non-Capital Programs	3,931	6,383
Increase in Payables and Other Liabilities	(21,573)	(21,990)
Increase in Receivables and Other Assets	23,454	2,401
Gain/(Loss) on Loan Restructure	-	593
Profit/(Loss) on Sale of Assets	8,393	(12,352)
Abnormal Items	(1,265)	(125,859)
Contributions from Government	(1,695,524)	(1,698,993)
Net Cost of Services	(1,414,022)	(977,514)

END OF AUDITED FINANCIAL STATEMENTS

SUPPLEMENTARY FINANCIAL INFORMATION

THE YEAR IN BRIEF - 1997/98

	Initial Budget \$M	Actual \$M
New Funds Available		
Commonwealth		
National Highway	293	244
Roads of National Importance	70	75
Federal Office of Road Safety - Blackspots	18	12
Other	9	8
Total Commonwealth	390	339
State		
Motor Vehicle Taxes	673	675
Fuel Levies/Excise	579	512
Untied - Commonwealth Road Funds	120	116
M4/M5 Cashback	52	23
Other Consolidated Revenue	17	31
RTA Revenue	193	234
Total State	1,634	1,591
Total New Funds	2,024	1,930
Use of Cash Balances	(30)	(20)
	1,994	1,910
Increase/Decrease in Investment	141	88
Increase in Liabilities/ Reduction in Operational Assets	55	57
Total Funds Utilised	2,190	2,055
Expenditure		
Road Network Infrastructure		
- Network Development	944	834
- Infrastructure Maintenance	535	543
Road Safety & Traffic Management	289	283
Driver & Vehicle Policy & Regulation	207	214
Debt Servicing & Repayment	147	149
M4/M5 Cashback	58	24
Voluntary Redundancies	10	8
Total Expenditure	2,190	2,055

1997/98 BUDGET

Funds budgeted to be available to the Roads and Traffic Authority for 1997/98 as published in State Budget Paper No. 3 amounted to \$2,190 million. Variations to the initial budget were as follows:

	\$M	\$M
Total Initial Budget		2,190
Increase in Receipts		
Authority Revenue	25	25
		2,215
Decrease in Receipts		
Commonwealth Funds		
- National Highway	(49)	
- RONI'S & FORS	(2)	
Motor Vehicle Tax	(1)	
Fuel Fees/Excise	(72)	
Untied Commonwealth Funding	(4)	
Other Consolidated Fund Revenue	(13)	(141)
		2,074
Increase in Balance Sheet Movements		19
Increase in use of Cash Balances		11
Decrease in Sale of Investments		(41)
Total Revised Budget		2,063

Total funds available for 1997/98 amounted to \$2,055 million and variances from the revised budget were as follows:

	\$M	\$M
Total Revised Budget		2,063
Increase in Receipts		
Motor Vehicle Tax	3	
Fuel Levies/Excise	5	
Authority Revenue	17	25
		2,088
Decrease in Receipts		
Interstate Vehicle Regulation	(1)	
Other Consolidated Fund Revenue	(2)	(3)
		2,085
Decrease in Use of Cash Balances		(1)
Decrease in Sale of Investments		(12)
Decrease in Balance Sheet Movements		(17)
Actual Total Funds Available		2,055

The most significant variations between the revised budget and actual funds available were due to:

- an increase in Authority Revenue principally due to an increase in Property Sales revenue;
- a reduction in Commonwealth Grants provided to the State for National Highways as approved in the 1997/98 Commonwealth Budget; and
- a reduction of Revenue from Fuel Levies/Excise as a result of timing differences in the collection of Fuel Levies/Excises following the cessation of the collection of State Fuel Franchise Fees and the commencement of the Commonwealth Fuel Excise Surcharge.

COMMONWEALTH GRANTS

Australian Land Transport Development Act, 1988

Under new funding arrangements introduced in 1994, the Commonwealth responsibility for the funding of roads is confined to the construction and maintenance of National Highways.

During 1997/98 the RTA received \$255.9 million, including \$12.1 million for the Road Safety Blackspots Program, under the provisions of the Australian Land Transport Development Act, 1998 (1996/97; \$240.9 million).

Roads of National Importance

In the 1996/97 Federal Budget, it was formally announced that a new Federally funded road transport category was to be established to cater for Roads of National Importance.

During 1997/98 the Authority received \$75 million for roads under this category (1996/97; \$68 million).

Interstate Road Transport Act, 1985

The Interstate Road Transport Act, 1985 enables heavy vehicles to have Federal registration if they are not registered in a State or Territory and are involved only in interstate trade.

Under the Federal Scheme vehicle owners are required to pay either a flat rate or a charge based on distance travelled. The moneys are collected in NSW by the RTA on behalf of the Commonwealth and paid into the Interstate Road Transport Trust Fund. The proceeds are then distributed to the States as a contribution towards road repair and maintenance costs.

Funds received by the RTA under this scheme during 1997/98 amounted to \$8.2 million (1996/97; \$12.4 million).

Figure 16

Funding of State Road Network - Constant Dollar 1997/98 Terms

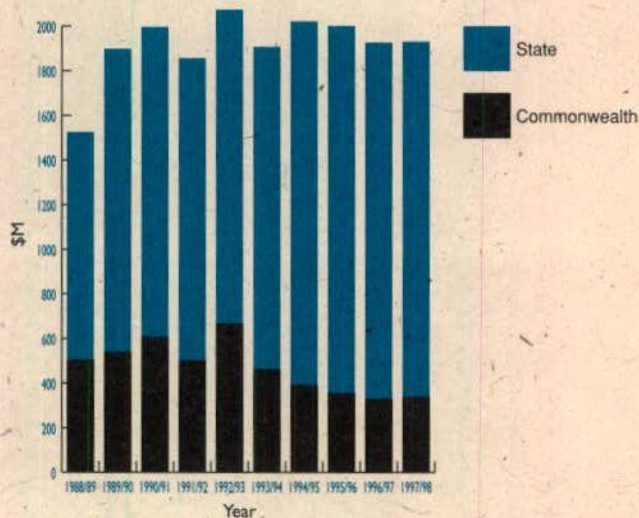


Figure 17

Commonwealth Road Grants Per Registered Vehicle - Constant Dollar 1997/98 Terms

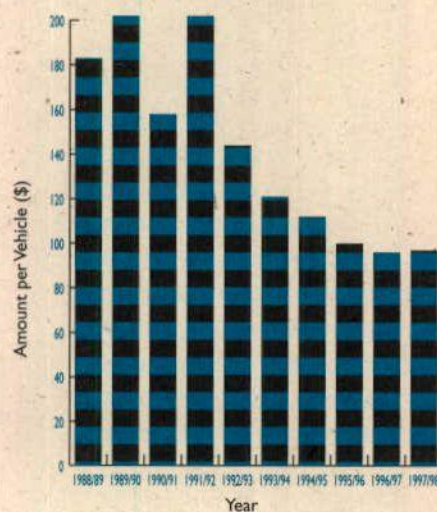
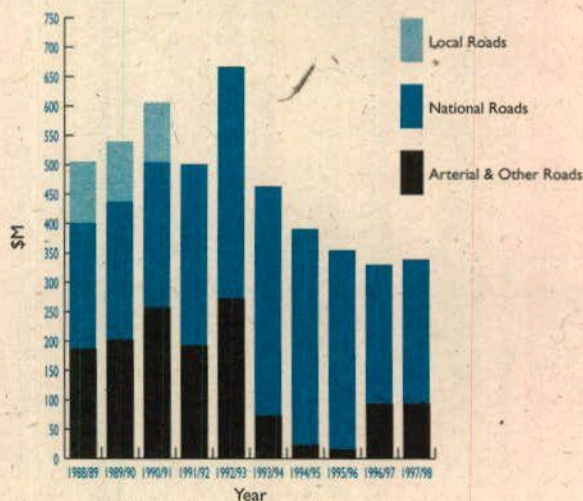


Figure 18

Commonwealth Grants - Constant Dollar 1997/98 Terms



STATE SOURCES

Fuel Levies/Excise

On 5 August 1997, the High Court handed down a decision on two challenges to franchise fees on tobacco, effectively stopping the States from levying these fees. It was likely that if a case was mounted against fuel franchise fees, this legislation would also be declared invalid.

From 6 August 1997, the Commonwealth introduced a fuel excise surcharge of 8.1 cents per litre, nation wide, in order to place the States in a revenue position that was no worse than existed prior to the High Court decision.

Revenue from fuel levies to 30 June 1998 was \$511.7M, \$67.3M less than the initial budget estimate, which consisted of the last payment under the State's fuel franchise legislation \$45.4M and \$466.3M received from the Commonwealth. The Commonwealth amount excludes rebates and subsidies for certain border areas and the off road diesel scheme, which were paid out by State Treasury prior to the net funds being passed on to the RTA.

During 1997/98, \$284M (1996/97; \$311.9M) was used to fund the general program and 227.7M (1996/97; \$249.3M) was dedicated to the 3x3 Program.

In order to continue the funding arrangements for the 3x3 Program following the High Court decision, the Road Improvement (Special Funding) Amendment Act, 1998 was passed in July 1998 which provides for an annual standing appropriation to be made out of Consolidated Fund for the funding of road improvement, road safety and road related public transport infrastructure authorised by the program. The amount appropriated is equal to 44.5% of the revenue collected by the Commonwealth and paid to the States less subsidies paid by the State under the scheme to match interstate petroleum prices in certain border areas and under the off-road diesel scheme.

1995-99 3X3 PROGRAM - Financial Report for Period 1/9/95 to 30/6/98

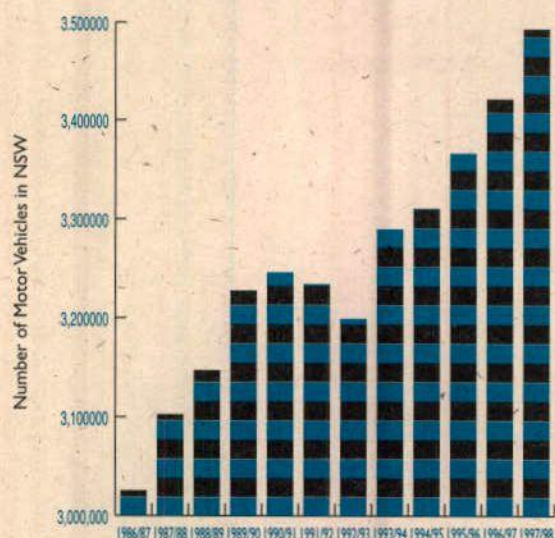
	Total 1995/96 \$M	Total 1996/97 \$M	Total 1997/98 \$M	Cumulative Total \$M
(A) Income				
Fuel Levies Excise	220.882	249.323	227.741	697.946
Interest Earned	1.190	1.045	1.127	3.362
Total Income	222.072	250.368	228.868	701.308
(B) Approved Expenditure				
Development	119.287	139.295	140.250	398.832
Rehabilitation	37.022	42.477	42.320	121.819
Council Determined	3.369	23.739	15.599	42.707
Public Transport Infrastructure	28.994	33.237	35.973	98.204
Traffic & Safety	9.885	14.554	13.239	37.678
Total Expenditure	198.557	253.302	247.381	699.240

Motor Vehicle Taxation

Motor vehicle taxation charges, collected by the Authority when vehicles are registered, are hypothecated to the Roads Program. During 1997/98 receipts from motor vehicle taxation totalled \$674.9 million (1996/97: \$649.5 million).

Figure 19

Number of registered Motor Vehicles in NSW*



* Excluding plant, tractors, trailers and caravans.

1992/93-1997/98 figures exclude vehicles on register without current registration

Contributions for Specific Works

The following contributions towards specific works were received during 1997/98:

	\$M
State Government Departments for	
- General Purposes	6.189
- Sydney Harbour Bridge	3.375
Councils	3.158
Private Firms and Individuals	9.022
	21.744

Untied Commonwealth Road Grants

Since 1990/91, Commonwealth road funds have been provided to the States under the Australian Land Transport Development program. However, the Commonwealth decided that funds previously allocated for the State's arterial roads were to be untied from 1 January 1994 and were to be provided to the States under the heading of "Identified Roads Grants within the General Revenue Assistance to the States".

The basis of the distribution of these funds to the States was being transitioned from the proportions issued in 1993/94 to the proportions proposed for 1997/98, when the untied funding was fully distributed in accordance with the Financial Assistance Grants (FAGs) formula.

The Commonwealth Government untied road funding to NSW for 1997/98 was \$115.9 million (1996/97: \$113.4 million).

ROAD COST INDEX

The Authority's Road Cost Index, which is used to adjust money values in various tables and graphs within this Annual Report, is shown in the table 'Roads and Traffic Authority Road Cost Index'.

The index, which has been specially developed by the RTA and widely accepted as a measure of change in the cost of roadworks, bridgeworks and traffic facilities is based upon changes in prices of samples within the broad elements of wages, stores, plant, haulage, overhead, property acquisitions and financing costs. Each sample has been allocated a predetermined weighting which is reviewed at 3 to 4 yearly intervals in line with changes in the element in the works.

Roads and Traffic Authority Road Cost Index (Base Year - 1996/97)

Year	Index	% Increase/(Decrease) Over Previous Year.
1988/89	78.87	7.0
1989/90	84.03	6.5
1990/91	90.63	7.9
1991/92	92.90	2.5
1992/93	91.07	(2.0)
1993/94	90.89	(0.2)
1994/95	92.62	1.9
1995/96	97.36	5.1
1996/97	100.00	2.7
1997/98	102.50	2.5

PAYMENTS TO COUNCILS

Payments made to Local Government Councils during 1997/98 were as follows:

	\$M	\$M
Classified Roads		
- Development	53.739	
- Maintenance	196.271	
- Vehicle Management	0.490	
- Road Safety	15.506	
- Traffic Management	40.856	306.862
Local Roads		
- Natural Disasters		13.241
		320.103

FINANCING OF THE SYDNEY HARBOUR TUNNEL

Construction of the Tunnel was completed in August 1992 and payments are being made to the Tunnel Company in accordance with the Ensured Revenue Stream Agreement between the New South Wales Government and the Company. These payments will enable the Company to meet its financial obligation to private bondholders and to operate the Tunnel for a 30 year term. At the end of this period in 2022, ownership of the Tunnel will transfer to the Government.

SYDNEY HARBOUR BRIDGE FINANCING OF SYDNEY HARBOUR TUNNEL POSITION AS AT 30 JUNE 1998

	\$M	\$M	\$M
Balance Brought Forward 1/7/87			1.843
Receipts			
Gross Tolls - 1/7/88 to 30/6/98	515.184		
Add: Tolls - STA & Private Buses	3.590		
Add: Tolls - Arrears	0.010		
		518.784	
Add: Interest on Tolls Invested		10.032	
Contribution from Tunnel Company for Toll Collection Costs		10.173	
Net Proceeds from Toll Evasion Fines		0.931	
Total Income to 30/6/98			539.920
Total Funds Available from Operations			541.763
Less: Disbursements 1/7/87 to 30/6/98			
Net Bridge Revenue Loan Agreement		222.600	
Ensured Revenue Stream Payments		205.413	
Toll Collection Costs - Bridge		41.905	
Toll Collection Costs - Tunnel		6.599	
			476.517
Cumulative Surplus from Operations			65.246
Add: Subsidy - Excess sticker usage	0.477		
Discounted Tokens Redeemed	0.026		
			0.503
Accumulated Surplus - Position as at 30/6/98			65.749

THE YEAR AHEAD - 1998/99

1998/99

Budget

\$M

New Funds Available

Commonwealth

National Highways	242
Roads of National Importance	69
Federal Office of Road Safety - Blackspots	12
Other	9

Total Commonwealth	332
---------------------------	------------

State

Motor Vehicle Taxes	686
Fuel Levies/Excise	599
Untied Commonwealth Road Funds	119
M4/M5 Cashback	30
Other Consolidated Revenue	53
RTA Revenue	248

Total State	1,735
--------------------	--------------

Total New Funds	2,067
------------------------	--------------

Use of Cash Balances	12
	2,079

Increase/Decrease in Investment	(65)
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Increase in Liabilities/Reduction in Operational Assets	71
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Total Funds Utilised	2,085
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Expenditure

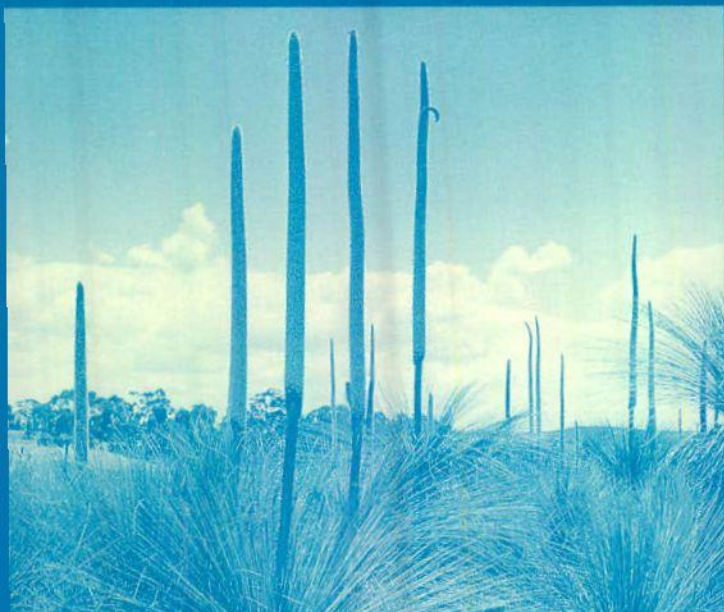
Road Network Infrastructure	
- Network Development	855
- Infrastructure Maintenance	559
Road Safety & Traffic Management	288
Driver & Vehicle Policy & Regulation	226
Debt Servicing & Repayment	122
M4/M5 Cashback	30
Voluntary Redundancies	5

Total Expenditure	2,085
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END OF FINANCIAL STATEMENTS/SUPPLEMENTARY FINANCIAL INFORMATION

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APPENDIX I

MAJOR WORKS - SYDNEY

(3x3) denotes projects partly or wholly funded by the 3x3 fuel levy

EASTERN DISTRIBUTOR

Estimated Cost:	\$700.0M
Cost to Date:	\$250.0M private sector contribution. RTA \$28.2M in land acquisition, hedging payment, project development and management (to be partly offset by project income after opening).
1997-98 (RTA):	\$18.7M
Estimated Completion:	August 2000

The Eastern Distributor is to be financed, designed, constructed, operated and maintained as a private tollroad to provide a high quality road link between the Cahill Expressway at Woolloomooloo and Botany Road at Mascot. Construction started in August 1997. Significant progress has been made on the tunnels, retaining walls along South Dowling Street and the Art Gallery land bridge.

OLD WINDSOR ROAD

Estimated Cost:	\$45.0M
Cost to Date:	\$19.4M
1997-98:	\$9.4M
Estimated Completion:	2001

Upgrading of Old Windsor Road between Seven Hills Road and Sunnyholt Road, Parklea to provide a four-lane divided road with possible future widening to six lanes. Construction started March 1997.

KING GEORGES ROAD/STONEY CREEK ROAD

Estimated Cost:	\$8.0M
Cost to Date:	\$5.9M
1997-98:	\$3.8M
Estimated Completion:	Nov 1998

Reconstruction and widening of the intersection of King Georges Road and Stoney Creek Road, Beverly Hills, commenced in January 1997.

HUME HIGHWAY CENTENARY DRIVE AND ROBERTS ROAD, INTERSECTION (3X3)

Estimated Cost:	\$57.0M
Cost to Date:	\$52.1M
1997-98:	\$20.2M
Estimated Completion:	December 1998

A flyover of the Hume Highway to link Centenary Drive with Roberts Road at South Strathfield will improve traffic flow on the Highway and Metroad 3. The new flyover will be opened to traffic in Aug 98.

HOME BUSH BAY DRIVE, AUSTRALIA AVENUE (3X3)

Final Cost:	\$11.0M
1997-98:	\$4.1M
COMPLETED:	March 1998

Construction of an overpass at the intersection of Homebush Bay Drive and Australia Avenue has improved traffic flow along Homebush Bay Drive and access to the Sydney 2000 Olympic Park.

VICTORIA ROAD, TOP RYDE (3X3)

Estimated Cost:	\$25.0M
Cost to Date:	\$19.6M
1997-98:	\$6.0M
Estimated Completion:	December 1998

The Top Ryde Interchange will provide an underpass for Devlin Street at its intersection with Victoria Road. Construction of the overpass commenced in December 1996. The southbound underpass lanes will be opened to traffic in September 1998.

GLEBE ISLAND BRIDGE AND APPROACHES (3X3)

Estimated Cost:	\$169.0M (including Federal Government contribution)
Cost to Date:	\$166.6M
1997-98:	\$1.0M
Opened to traffic:	December 1995

Reconstruction of the road under the viaducts in Pyrmont completed with some urban design features commenced by contract in June 1998.

CITY WEST LINK (3X3)

Estimated Cost:	\$138.0M
Cost to Date:	\$94.1M
1997-98:	\$6.0M
Estimated Completion:	2002

This road connects the Glebe Island Arterial with Parramatta Road at Five Dock, increasing traffic capacity between the city and the western suburbs. The route follows Victoria Road, The Crescent, then the railway line to Leichhardt, where it joins Dobroyd Parade to meet Parramatta Road. Construction of Section 3 has started with completion scheduled for May 2000.

M4 MOTORWAY

Parramatta to Mays Hill and Prospect to Penrith

Estimated Cost:	\$90.0M
Cost to Date:	\$71.9M
1997-98:	\$26.5M
Estimated Completion:	End 1998

The M4 Motorway is being upgraded including extra lanes in each direction, noise barriers, landscaping and other environmental improvements. The project also includes provision of infrastructure for an Incident Management System. Widening of the eastern section (Parramatta to Coleman St, Mays Hill) was completed in June 1998.

Mays Hill to Prospect

Cost to RTA:	\$2.4M
1997-98:	\$1.3M

The 10 km tollroad section of the M4 has been widened by Statewide Roads to provide three lanes in each direction including infrastructure for an Incident Management System and environmental improvements.

Hill Road ramps

Estimated Cost:	\$6.7M
Cost to Date:	\$6.5M
1997-98:	\$2.2M
COMPLETED:	April 1998

Construction of west facing ramps at Hill Road, Lidcombe, the western gateway to Homebush Olympic Park.

M5 MOTORWAY

Motorway East

Estimated Cost:	\$752.0M
Cost to Date:	\$37.3M
1997-98:	\$37.3M

A four lane motorway from General Holmes Drive to King Georges Road. Approval for the project has been given. Tenders have closed and are being assessed.

GEORGES RIVER BRIDGE

Estimated Cost:	\$13.8M
Cost to Date:	\$13.4M
1997-98:	\$6.4M
Opened to traffic:	December 1997

Duplication of the bridge over Georges River to provide four additional lanes.

DAVIES ROAD (3X3)

Estimated Cost:	\$23.7M
Cost to Date:	\$22.8M
1997-98:	\$3.0M
Opened to Traffic:	October 1996

Widening to four lanes between Alma Road and Banks Road, Padstow, including right turn bays and traffic signals at selected intersections. Finalising property adjustments and drainage treatment.

STACEY STREET EXTENSION, BANKSTOWN

Estimated Cost:	\$18.0M
Cost to Date:	\$4.4M
1997-98:	\$3.5M
Estimated Completion:	Late 2000

Construct a four lane link road between Rookwood Road and Hume Highway at Stacey Street intersection and widen Stacey Street to Wattle Street. Work commenced in September 1997.

HEATHCOTE ROAD

Estimated Cost:	\$16.0M
Cost to Date:	\$8.4M
1997-98:	\$3.0M
Estimated Completion:	Late 2000

Route upgrade including widening of selected sections, intersection improvements and passing lanes. The climbing west of Woronora River has been extended and the road has been widened between Infantry Parade and Keato Avenue at Holsworthy.

WESTERN SYDNEY ORBITAL

Estimated Cost:	\$800.0M
Cost to Date:	\$38.1M
1997-98:	\$5.4M

Proposed construction of a National Highway from the M5 at Prestons to the M2 at West Baulkham Hills. Land was acquired in the road corridor and environmental assessments are underway.

THE NORTHERN ROAD

Estimated Cost:	\$10.0M
Cost to Date:	\$8.2M
1997-98:	\$3.3M
Estimated Completion:	December 1998

Construction of a four-lane divided road from Coreen Avenue to Andrews Road, Cambridge Park.

ABBOTT ROAD

Final Cost:	\$13.7M
1997-98:	\$1.7M
COMPLETED:	October 1997

Widening of Abbott Road between Old Windsor Road and Station Road, Seven Hills. The widening to four lanes was opened to traffic prior to the M2 opening in May 1997.

WINDSOR ROAD

Final Cost:	\$5.3M
1997-98:	\$1.1M
COMPLETED:	October 1997

Widening to six lanes between M2 and Charles Street, Baulkham Hills.

SUNNYHOLT ROAD

Final Cost:	\$5.9M
1997-98:	\$3.6M
COMPLETED:	February 1998

Reconstruction to four lanes between Sorrento Drive and Malvern Road, Parklea, with reconstruction of traffic lights at the intersection with Lalor Road.

ELIZABETH DRIVE (3X3)

Estimated Cost:	\$20.4M
Cost to Date:	\$12.8M
1997-98:	\$4.3M
Estimated Completion:	December 1998

Upgrading of Elizabeth Drive between Cabramatta Road and Cowpasture Road, Bonnyrigg. The Wilson Road intersection was completed in December 1997.

HORSLEY DRIVE

Estimated Cost:	\$35.0M
Cost to Date:	\$8.5M
1997-98:	\$2.4M
Estimated Completion:	2000

Improvements from Wallgrove Road to the Cumberland Highway. Work from Mimosa Road to Ferrers Road completed.

COWPASTURE ROAD (3X3)

Estimated Cost:	\$33.0M
Cost to Date:	\$8.8M
1997-98:	\$4.7M
Estimated Completion:	1999

Section from Elizabeth Drive to Edensor Road opened to traffic February 1997. The next section being upgraded is Restwell Road to Prairie Vale Road, expected to be completed in late 1998.

CAMDEN VALLEY WAY (3X3)

Estimated Cost:	\$13.0M
Cost to Date:	\$6.4M
1997-98:	\$1.4M
Estimated Completion:	December 1998

Reconstruction of the Ingleburn/Denham Court Road intersection completed. A first stage intersection at Bringelly Road to connect to the Cowpasture Road deviation is expected to be completed by August 1998 with the final intersection by mid 1999.

CASTLEREAGH ROAD (3X3)

Estimated Cost:	\$20.0M
Cost to Date:	\$6.0M
1997-98:	\$2.5M
Estimated Completion:	June 2000

Reconstruction and widening from Jane Street to New McCarthys Lane, Penrith. This road is an important link between Penrith, Richmond and Windsor and will be an access route to the Olympic rowing venue at Penrith.

CAMPBELLTOWN ROAD

Estimated Cost:	\$14.3M
Cost to Date:	\$7.3M
1997-98:	\$5.0M
Estimated Completion:	May 1999

Widening to four lanes divided road from Rudd Road to Blaxland Road at Campbelltown including replacement of Morgans Gate rail bridge with new twin bridges. Queen Street intersection and new southbound bridge completed.

LEUMEAH (3X3)

Final Cost:	\$11.7M (including Council Contribution)
1997-98:	\$2.2M
Opened to traffic:	April 1998

The work has replaced the level crossing at Leumeah with a four lane divided road deviation between Campbelltown Road and Pembroke Road, including bridges over the railway and Bow Bowling Creek.

GREAT WESTERN HIGHWAY (3X3)

Blaxland to Valley Heights	
Estimated Cost:	\$50.0M
Cost to Date:	\$44.3M
1997-98:	\$17.3M
Estimated Completion:	April 1999

Widening and reconstruction of a 5 km section to provide a four-lane divided road. Includes a grade separated interchange at Railway Parade, service roads and new pedestrian bridges at Warrimoo and Valley Heights stations.

Construction of the eastern section was completed in July 1996. The central section was opened to traffic in May 1998. The full length is scheduled to be opened to traffic in October 1998.

APPENDIX 2

REVIEW OF ENVIRONMENTAL MATTERS RELATING TO THE EASTERN DISTRIBUTOR

The Centennial Park and Moore Park Trust Amendment (Eastern Distributor) Act 1997 requires the Minister for Roads to appoint a community consultative committee for the Eastern Distributor. The Act also requires the RTA to conduct an annual review of environmental issues relating to the project.

The Eastern Distributor Community Consultative Committee was appointed in July 1998 and held its first meeting on 6 August. The 10-member committee includes representatives from the Royal Botanic Gardens and Domain Trust, Art Gallery of New South Wales Trust, Centennial Park and Moore Park Trust, and Randwick City Council, Sydney and South Sydney Councils. There were also two business and two community representatives.

In July 1998, an external consultant was engaged by the RTA to review environmental matters associated with the Eastern Distributor for the period from the commencement of construction to 30 June 1998. The review, conducted by PPK Environment and Infrastructure P/L, formed the basis of this report.

The review assessed the effectiveness of environmental management, including Airport Motorway Limited / Leighton Contractors Pty Ltd's environmental management plan, and environmental audits conducted jointly or independent of the RTA. It assessed compliance with conditions set by the Minister for Urban Affairs and Planning. It also highlighted areas of positive environmental management as well as areas of concern, and made recommendations to address the latter.

The measures used to assess environmental performance included transparency of process; effective communication and responsiveness; environmental management and monitoring; and meeting statutory requirements.

Consultation took place with the Environment Protection Authority (EPA) and the Eastern Distributor Community Consultative Committee, government agencies (such as the Department of Land and Water Conservation) and interested parties such as consultants engaged by the RTA and Leighton Contractors for the project, Local Councils, business and community groups, to identify issues for the review to consider.

Environmental issues raised by these groups have been in the areas of community consultation, consultation with government authorities, urban design, groundwater, air quality, settlement, traffic management, public transport, noise and vibration, and the impact of construction activities on businesses.

Copies of the complete report on the review of environmental issues, including the report prepared by PPK Environment and Infrastructure and the submission by the Eastern Distributor Community Consultative Committee, are available for reference at the RTA Corporate Office (Surry Hills), RTA Sydney Operations Directorate (Blacktown) and the Leighton Community Visitors Centre (Moore Park).

KEY FINDINGS OF THE REVIEW

Statutory Requirements

The Environment Management Plan details measures to be undertaken to satisfy the Minister for Urban Affairs and Planning's approval and EPA licence conditions in relation to noise and vibration, air quality and dust, water quality and settlement, groundwater and flora and fauna.

Assessment of compliance with the Minister's and EPA approval and licence conditions and commitments of the Environment Management Plan have been detailed in the complete report on the review of environmental issues. Overall, the conditions of approval, licence conditions and the commitments of the Environmental Management Plan are being complied with. In some cases, the RTA/Airport Motorway/Leighton Contractors have undertaken activities beyond what was required by the Conditions.

Environment Management and Monitoring

The Environment Management Plan details the environmental management process. This includes the structure, framework, controls, measures and monitoring to be carried out.

The Environment Management Plan generally addresses statutory requirements. It is also considered that environment management and monitoring of the environment is generally carried out effectively. This conclusion is based on the existing level of reporting on environment management processes. The report on the review of environmental issues details these considerations.

Transparency of Process

The reporting of environmental management issues and results is an important link between the community, government bodies and the proponent in demonstrating the level of compliance with statutory requirements and general environmental protection. Where reporting of environmental management results took place, it was considered adequate.

Reporting could be improved by providing additional information on some areas of management in a consistent way, and by highlighting licence exceedances which have occurred and also detailing what preventative action was taken to ensure future compliance with limits. This would facilitate the review process.

Effective Communication and Responsiveness

Effective communication and responsiveness refer to how accessible information about the project has been, and how effectively that information has been disseminated.

The RTA, Airport Motorway and Leighton Contractors have met the conditions of approval for community consultation. On several occasions they have provided activities and consulted beyond that required by the conditions and have endeavoured to build a relationship with neighbouring communities.

The review identified that further, more proactive, consultation with the wider community would be beneficial when dealing with issues such as traffic management, urban design proposals,

business impacts, construction works completed and general timetable progress, schedule of upcoming activities, and other changes arising as a consequence of construction. This recommendation is outside the conditions of approval but would assist the community.

General concerns raised by the Community Consultative Committee which are outside the conditions of approval include: ensuring that communication processes meet the needs of local and broader communities; providing project information which is more easily understood by non-technical people; and meeting people's expectations of access to, and provision of information. The importance of keeping in contact with existing community networks was highlighted.

Some government agencies have requested that data and information on the project be circulated on a regular basis, and that when submissions are provided by the agencies, more scope for a two way exchange of information be provided.

KEY ISSUES AND RECOMMENDATIONS OF THE REVIEW AND RTA RESPONSE

The following key issues have been identified by the RTA's consultant undertaking the review of environmental issues. Listed with the issues are the consultant's recommendations and the RTA's responses. A detailed list of issues is contained in the complete report.

Issue 1: Air Quality

Dust emissions from construction sites.

Recommendation:

That the dust management plan is reviewed prior to November 1998 to incorporate further mitigative measures identified with the EPA, the aim being to ensure that the impacts over upcoming dry months are minimised. This plan should be the subject of consultation with nearby residents.

Response:

The dust management plan will be reviewed to incorporate mitigative measures if impacts over the dry months are found to be of concern.

Issue 2: Pedestrians and Cyclists

Adequacy of the pedestrian crossing at the intersection of South Dowling Street and Cleveland Street; safety of pedestrians.

Recommendation:

That the amenity of the pedestrian crossing at Cleveland Street be improved and that a pedestrian safety audit be conducted on a monthly basis.

Response:

The pedestrian crossing at Cleveland Street will be inspected to identify amenity improvements. Regular pedestrian safety audits along the Eastern Distributor will continue to be conducted.

Issue 3: Traffic Management

Managing traffic and roadworks in the construction phase.

Recommendation:

That traffic management be improved to reduce the impact of construction

Traffic signage be audited regularly.

Response:

The RTA is very conscious of the need to maintain traffic flow in order to minimise inconvenience to road users. The road network is continually monitored by the RTA at the Sydney Traffic Control Centre on a 24-hour basis through the SCATS traffic signal control system and through CCTV cameras located throughout the metropolitan area. The RTA responds to incidents by adjusting traffic signal operation and by removing broken-down vehicles with the truck service maintained during clearway hours;

Traffic Management Plans are carefully designed to maintain traffic flow to the greatest extent possible. However, the need to undertake construction works through congested intersections such as the Cleveland Street/South Dowling Street intersection means that some lane closures must be effected in off-peak hours. Lane closures are subject to RTA approval, and are monitored by the RTA to ensure that a satisfactory level of service is maintained. The completion of the intersection works in the near future will mean that traffic disruption will be reduced;

Additional CCTV cameras have been placed on South Dowling Street at Lachlan Street and Link Road, linked to the RTA's traffic control centre, to provide improved surveillance in the area;

Regular signage auditing will continue to be undertaken to ensure that signage is appropriate and effective.

Issue 4: Public Transport

Impact of construction on STA bus routes and travel times.

Recommendation:

On-going changes to public transport be publicised as part of the communication strategy for the project.

That measures be considered to promote bus access in congested traffic conditions

Response:

Agreed changes to bus stops, bus routes etc have been and will continue to be communicated to the public by the STA under an arrangement with Leighton Contractors.

Measures to improve the movement of buses have been implemented including: the provision of traffic signal control of the Moore Park bus roadway at Robertson Road, full time bus lanes in Flinders Street at Drivers Triangle and on Anzac Parade between Boronia Street and Dacey Avenue. A full time west bound bus lane is proposed between Anzac Parade and a point just east of South Dowling Street, subject to approval of a Review of Environmental Factors.

Issue 5: Reporting

The adequacy of procedures used to report on environmental management issues and results.

Recommendation:

That monthly, three monthly and six monthly reporting take a consistent format with an agreed set of headings. If there was no action under a theme, for example noise and vibration, then this be recorded. This would enable a clear tracking of the environmental management processes and results.

Response:

Reporting procedures will be reviewed in accordance with the recommendations.

Issue 6: Consultation - Community

The accessibility and dissemination of project information to the community.

Recommendation:

That the consultation program adopt a more proactive approach. Specifically:

regular advertising is placed in local newspapers of the project and upcoming construction activities;

displays are set up in Local Councils and libraries on a regular basis that outline current and future construction phases, and where possible, specific key activities;

where the community can have input to designs, that displays and invitations to comment are held outside the Eastern Distributor Visitors Centre in Moore Park, and that these exhibition points are advertised;

that contact be re-established with existing community networks to facilitate discussion and provide information of construction progress and future activities.

Response:

Three monthly advertising by Leighton Contractors will be reviewed so that modifications can be made (eg design and layout) to increase its effectiveness. Regular advertising to inform the public of changes in road and traffic conditions will be provided in local papers.

Displays focusing on general and specific issues of the Eastern Distributor will be developed for public exhibition, in consultation with relevant Councils, for libraries and public venues.

The final urban design plans for the Eastern Distributor will be publicised and consideration given to assisting the community to visualise the completed project.

The RTA will continue to invite community input to design issues at advertised venues (eg residents meetings). In addition, the Local Area Improvement Program (LAIP) will be exhibited for public comment in ten locations including the offices and libraries of Sydney, Randwick and South Sydney Councils, RTA corporate office and the Leighton Community Visitors Centre. Over 17,000 newsletters will be distributed. The exhibition will also be advertised.

Information about the Eastern Distributor will be displayed at the RTA's Project Display Centre in the city.

Issue 7: Consultation - Business Premises and Groups

Impact of construction on the access and visibility of businesses.

Recommendation:

That the RTA and Airport Motorway Ltd meet regularly with the South Dowling Street Traders Alliance to review the implementation and progress of the Customer Awareness Program, access to businesses and other issues as they arise.

Response:

An initiative, announced by the Minister for Roads, is being developed to increase public awareness of businesses along South Dowling Street. The initiative, to be funded by advertising along the Eastern Distributor route, will be implemented in consultation with local businesses including those represented by the South Dowling Traders Alliance. In addition, directional signage indicating access routes to the businesses will continue to be used, where appropriate, to help minimise the impact of construction.

Issue 8: Consultation - Authorities

Adequacy of consultation with Government authorities.

Recommendation:

That groundwater monitoring data be forwarded to the Department of Land and Water Conservation.

That regular updates be provided to key authorities on progress and an outline of construction activities scheduled for the immediate future.

That submissions by authorities be responded to and further discussions initiated, where necessary, on project impacts and design considerations.

Response:

Groundwater monitoring data will be forwarded to the Department of Land and Water Conservation when excavation below the water table in South Dowling Street commences.

Regular updates and information to key authorities on current and planned construction activities will continue to be provided.

The RTA will continue to meet its obligations under the conditions of approval including the response to submissions by other authorities. Where necessary, it will initiate further discussions with authorities on design and project impact issues.

APPENDIX 3

MAJOR WORKS - COUNTRY OPERATIONS

(3x3) denotes projects partly or wholly funded by the 3x3 fuel levy

HUME HIGHWAY

Menangle to Gunning

Final Cost:	\$3.0M
1997-98:	\$3.0M
COMPLETED:	June 1998

Asphalt overlay on several sections of highway north and south of Goulburn to preserve the road asset and to improve ride quality.

Bookham

Estimated Cost:	\$64.3M
Cost to Date:	\$16.2M
1997-98:	\$13.1M
Estimated Completion:	June 2000

Construction of dual carriageways 19 to 39 km south of Yass including a bypass of Bookham. Extends duplication of Hume Highway to improve travel conditions. Southern 4 km section opened to traffic 18 February 1998.

Gundagai

Estimated Cost:	\$28.2M
Cost to Date:	\$3.5M
1997-98:	\$1.5M
Estimated Completion:	2001

Duplication of bridge over Murrumbidgee River at Gundagai including grade separated interchange at South Gundagai to provide consistent dual carriageway conditions and improved road safety.

Bowna

Final Cost:	\$2.1M
1997-98:	\$0.9M
COMPLETED:	December 1997

Pavement rehabilitation near Bowna, 33 to 33.7 km north of Albury, to improve travel conditions and road safety.

Albury

Estimated Cost:	\$203.0M
Cost to Date:	\$6.9M
1997-98:	\$1.4M
Estimated Completion:	2001

Construction of 40 km of dual carriageways on the Albury/Wodonga National Highway route. Environmental Impact Statement determined and project approved to proceed.

F3-SYDNEY TO NEWCASTLE FREEWAY

Ourimbah

Estimated Cost:	\$56.2M
Cost to Date:	\$53.6M
1997-98:	\$22.5M

COMPLETED: June 1998 (opened Dec 1997)
Construction of missing link of F3 Freeway between Ourimbah Creek Road and Kangy Angy to provide dual carriageway conditions and improved road safety.

National Highway (F3) Extension to Beresfield

Estimated cost:	\$65.7M
Cost to Date:	\$58.2M
1997-98:	\$17.1M
Estimated Completion:	November 1998

Construction of a four-lane link between the Sydney-Newcastle Freeway at Minmi and the New England Highway at Beresfield via John Renshaw Drive and Weakleys Drive.

PACIFIC HIGHWAY

North Gosford

Chamberlain Road, Lisarow	
Estimated Cost:	\$0.7M
Cost to Date:	\$0.7M
COMPLETED:	May 1998

Intersection improvements, reconstruction and installation of traffic signals.

Henry Parry Drive to Renwick Street

Estimated Cost:	\$6.2M
Cost to Date:	\$4.8M
1997-98:	\$2.6M
Estimated Completion:	December 1998

Intersection improvements Henry Parry Drive to Renwick Street, including a roundabout at Renwick Street, Wyoming.

Henry Parry Drive & Georgiana Terrace

Gosford

Estimated Cost:	\$0.3M
Cost to Date:	\$0.3M
Estimated Completion:	August 1998
Intersection improvements	Henry Parry Drive.

South of Newcastle

Median Barrier, Swansea

Final Cost:	\$0.8M
1997-98:	\$0.7M
COMPLETED:	June 1998

Installation of wire rope safety fence along Pacific Highway from Swansea to Nords Wharf.

Pacific Highway & Ntata Road, Jewells

Estimated Cost:	\$0.5M
1997-98:	\$0.4M
Estimated Completion:	August 1998

Intersection improvements at Ntata Road and installation of traffic signals.

Clybucca (3x3)

Final Cost: \$2.7M
1997-98: \$1.6M
COMPLETED: September 1997

Pavement rehabilitation and construction of a northbound overtaking lane on the existing line to improve road safety and support the strategy of overtaking opportunities every 5 km.

Tabbimobile No 2

Final Cost: \$1.2M
1997-98: \$0.9M
COMPLETED: July 1997

Construction of new overtaking lane to support the strategy of overtaking opportunities every 5 km.

Wardell

Final Cost: \$1.2M
1997-98: \$0.6M
COMPLETED: August 1997

Construction of new overtaking lane to support the strategy of overtaking opportunities every 5 km.

BRUXNER HIGHWAY

Alstonville Bypass

Estimated Cost: \$21.2M
Cost to Date: \$1.0M
1997-98: \$0.3M
Estimated Completion: 2001

Construction of a 5.5 km bypass of Alstonville to remove through traffic from the congested centre of Alstonville and improve travel between Lismore and Ballina.

Swamp Creek

Estimated Cost: \$0.6M
1997-98: \$0.5M
Estimated Completion date: September 1998

Replacement of old timber bridge on Bruxner Highway with modular concrete structure and realignment of approaches.

F6 WATERFALL-YALLAH

Waterfall to Bulli Tops

Final Cost: \$0.4M
1997-98: \$0.4M
COMPLETED: June 1998

Pavement rehabilitation at selected locations.

Gwynneville to West Wollongong (3x3)

Estimated Cost: \$44.5M
1997-98: \$16.2M
Estimated Completion: December 1998

Upgrading to six lanes along this important route and elimination of delays at a busy junction.

West Wollongong to Berkeley, and Kanahooka to Mt Brown (3x3)

Final Cost: \$5.9M
1997-98: \$0.3M
COMPLETED: August 1997

Installation of noise reduction barriers at selected locations to reduce the impact of traffic noise.

PRINCES HIGHWAY

Oak Flats Interchange (3x3)

Estimated Cost: \$24.0M
1997-98: \$4.5M
Estimated Completion: May 2000

The interchange will form part of a future route between Yallah and Oak Flats and allow for a connection with an "east-west" road link to the expanding residential area at Albion Park.

Wollongong to Eden

Final Cost: \$5.1M
1997-98: \$5.1M
COMPLETED: June 1998

Rehabilitation and widening using in-situ pavement recycling at various locations.

Nowra to Eden (3x3)

Final Cost: \$3.8M
1997-98: \$1.8M
COMPLETED: June 1998

Formation widening at various locations to improve travel conditions and road safety.

Kiama to Eden

Estimated Cost: \$4.9M
1997-98: \$1.2M
Estimated Completion: June 1998

Junction improvements at various locations to improve travel conditions and road safety.

Bega to Eden (3 x 3)

Estimated Cost: \$1.6M
1997-98: \$1.2M
Estimated Completion: August 1998

Provision of two overtaking lanes at Yowaka River, south of Pambula to improve travel conditions and road safety.

NEW ENGLAND HIGHWAY

Belford Forest Deviation

Estimated Cost: \$29.0M
Cost to Date: \$20.2M
1997-98: \$12.6M
Estimated Completion: December 1998

Construction of four lane deviation between 26.9 and 33.1 km west of Maitland, including twin bridges over Jump Up Creek.

Overtaking Lanes at various locations

Final Cost: \$3.3M
 1997-98: \$2.9M
 COMPLETED: February 1998
 Construction of southbound overtaking lane from Deadmans Hill to Glennies Creek, 54.7 to 56.2 km north of Maitland.

Final Cost: \$2.0M
 1997-98: \$1.7M
 COMPLETED: November 1997
 Construction of southbound overtaking lane from Lochinvar to Kaludah Creek, 10.5 to 12.0 km north of Maitland.

Final Cost: \$1.7M
 1997-98: \$1.3M
 COMPLETED: November 1997
 Construction of southbound overtaking lane from Mudies Creek to Range Road, 37.0 to 38.7 km north of Maitland.

Final Cost: \$3.0M
 1997-98: \$2.7M
 COMPLETED: February 1998
 Construction of southbound overtaking lane from Pamper Drive to the "Casbens", 83.0 to 84.4 km north of Maitland.

Chelmsford Drive

Estimated Cost: \$2.6M
 Cost to Date: \$2.3M
 1997-98: \$1.1M
 Estimated Completion: September 1998
 Traffic signals at Chelmsford Drive and Metford Road, Metford including pedestrian overbridge.

Willows Bridge

Final Cost: \$2.7M
 1997-98: \$0.9M
 COMPLETED: February 1998
 Replacement of old timber bridges on New England Highway in Tenterfield with new concrete structure.

NEWELL HIGHWAY

Finley

Final Cost: \$2.7M
 1997-98: \$1.2M
 COMPLETED: April 1998
 Pavement rehabilitation, 18.9 to 21.3 km north of Finley, to improve travel conditions and road safety.

Narrandera

Estimated Cost: \$1.5M
 Cost to Date: \$0.8M
 1997-98: \$0.7M
 Estimated Completion: June 1999
 Pavement rehabilitation including improvements to intersections East Street/Newell Highway and Whitton/Cadell Streets, Narrandera.

Grong Grong

Estimated Cost: \$3.6M
 Cost to Date: \$3.2M

1997-98: \$1.5M
 Estimated Completion: March 1999
 Pavement rehabilitation at Grong Grong, north of Narrandera to improve travel conditions and road safety.

Mirrool

Final Cost: \$0.1M
 1997-98: \$0.1M
 COMPLETED: February 1998
 Installation of advance warning measures at the level crossing at Mirrool for improved safety.

Alleena

Estimated Cost: \$0.2M
 Cost to Date: \$0.1M
 1997-98: \$0.1M
 Estimated Completion: August 1998
 Provision of lights and bells on railway level crossing at Alleena for improved safety.

West Wyalong

Final Cost: \$1.2M
 1997-98: \$1.2M
 COMPLETED: April 1998
 Pavement rehabilitation and replacement of two floodways with box culverts from Northcott Street to Clear Ridge Road and pavement rehabilitation of Reg Rattey Drive.

Forbes

Estimated Cost: \$1.4M
 Cost to Date: \$1.4M
 1997-98: \$0.8M
 COMPLETED: June 1998
 Pavement rehabilitation at selected locations south of Forbes.

Coolbaggie Creek

Estimated Cost: \$3.1M
 Cost to Date: \$0.3M
 1997-98: \$NIL
 Estimated Completion: November 1998
 Replacement of narrow bridge and re-alignment at Coolbaggie Creek, 34 km north of Dubbo.

Eumungerie to Marthaguy

Estimated Cost: \$7.6M
 Cost to Date: \$6.1M
 1997-98: \$3.9M
 Estimated Completion: August 1998
 Pavement rehabilitation and widening and provision of overtaking lanes, 36 to 54.9 km north of Dubbo

Biddon to Tooraweenah

Estimated Cost: \$5.0M
 Cost to Date: \$2.0M
 1997-98: \$1.5M
 Estimated Completion: June 1999
 Pavement rehabilitation and widening between Biddon and Tooraweenah, 26 to 35 km north of Gilgandra.

Doctors Creek

Estimated Cost: \$1.7M
1997-98: \$1.1M
COMPLETED: June 1998
Rehabilitation and widening, 2.8 to 3.7 km north of Narrabri.

Gurley

Estimated Cost: \$2.9M
1997-98: \$2.2M
Estimated Completion: November 1998
Pavement rehabilitation and widening, 74.2 to 80 km north of Narrabri.

Alawa

Estimated Cost: \$4.7M
Cost to Date: \$3.6M
1997-98: \$2.2M
Estimated Completion: December 1998
Pavement rehabilitation and widening, 60.3 to 68 km north of Moree.

Moree Bypass

Estimated Cost: \$10.0M
1997-98: \$0.1M
Estimated Completion: June 2002
Planning for future construction of heavy vehicle bypass of Moree (feasibility study completed).

STURT HIGHWAY

Wagga Wagga

Final Cost: \$3.0M
1997-98: \$0.6M
COMPLETED: May 1998
Pavement rehabilitation in Edward Street, Wagga Wagga to improve travel conditions and road safety.

Arajoel

Final Cost: \$1.5M
1997-98: \$1.5M
COMPLETED: December 1997
Pavement rehabilitation including improvements to Arajoel intersection, 45.2 to 47.9 km west of Wagga Wagga.

Near Yanco Road

Final Cost: \$0.4M
1997-98: \$0.4M
COMPLETED: April 1998
Pavement rehabilitation, 20 to 22.8 km west of Narrandera

Waddi

Final Cost: \$1.7M
1997-98: \$0.2M
COMPLETED: February 1998
Rehabilitation of road shoulders near Waddi/Darlington Point, 58.9 to 68 km west of Narrandera, to improve travel conditions and road safety.

Gum Creek

Estimated Cost: \$4.3M
Cost to date: \$2.6M
1997-98: \$0.6M
Estimated Completion: June 1999
Pavement rehabilitation near Gum Creek, 75.4 to 83 km west of Narrandera, to improve travel conditions and road safety.

West of Gum Creek

Estimated Cost: \$3M
1997-98: \$0.8M
Estimated Completion: June 2000
Widening, minor re-alignment and pavement rehabilitation, 83 to 88 km west of Narrandera.

GREAT WESTERN HIGHWAY

Browns Hill

Estimated Cost: \$7.2M
1997-98: \$2.0M
Estimated Completion: November 1998
Pavement rehabilitation and construction of overtaking lanes, 41.5 to 52.1 km west of Lithgow.

Raglan Overtaking Lanes

Estimated Cost: \$1.7M
1997-98: \$1.4M
Estimated Completion: October 1998
Reconstruction, including construction of two overtaking lanes and improvements to four intersections.

Mid Hartley

Estimated Cost: \$14.5M
Cost to Date: \$0.5M
1997-98: \$0.3M
Estimated Completion: June 2002
Reconstruction and realignment at Mid Hartley.

South Bowenfels

Estimated Cost: \$10.6M
Cost to Date: \$5.0M
1997-98: \$4.5M
Estimated Completion: January 1999
Major realignment, widening and provision of overtaking lane, 34 to 35.7 km west of Katoomba.

CASTLEREAGH HIGHWAY

Lidsdale to Coxs River

Estimated Cost: \$4.9M
1997-98: \$0.1M
Estimated Completion: June 2000
Pavement widening and realignment from Lidsdale to Coxs River, 11 to 13 km north of Lithgow.

Lidsdale Rail Overbridge

Estimated Cost: \$4.0M
1997-98: \$0.1M
Estimated Completion: December 2001
Replacement of brick arch rail overbridge and pavement reconstruction, 9 to 10.5 km north of Lithgow.

Lithgow to Mudgee Road

Brigadoon Rehabilitation
Estimated Cost: \$2.0M
Cost to Date: \$1.7M
1997-98: \$0.6M
Estimated Completion: December 1998
Pavement rehabilitation and widening, 55 to 60 km north of Lithgow.

MID WESTERN HIGHWAY

Goolgowi

Estimated cost: \$0.8M
1997-98: \$0.3M
Estimated Completion: December 1998
Construction of roundabout at intersection of Mid Western Highway and Kidman Way to improve traffic safety on intersecting road train routes.

Bathurst to Evans Plains (3x3)

Final Cost: \$8.2M
1997-98: \$2.0M
COMPLETED: October 1997
Pavement rehabilitation and widening, 2.9 to 8.9 km west of Bathurst.

Dicks and McLeans Creek

Estimated Cost: \$5.0M
1997-98: \$0.1M
Estimated Completion: June 2000
Reconstruction and realignment including widening of two bridges, 10.7 to 22.5 km west of Bathurst.

MITCHELL HIGHWAY

Stables Creek (3x3)

Final Cost: \$4.5M
1997-98: \$3.6M
COMPLETED: March 1998
Reconstruction of pavement, realignment and replacement of bridge over Stables Creek, 59 to 64 km north of Orange.

North Bourke Bridge (3x3)

Final Cost: \$6.3M
1997-98: \$1.3M
COMPLETED: September 1997
Construction of new bridge and approaches over the Darling River at North Bourke.

Goan Waterhole Bridge (3x3)

Estimated Cost: \$1.4M
Cost to Date: \$0.7M
1997-98: \$0.6M
Estimated Completion: August 1998
Replacement of single lane timber bridge and realign approaches.

ILLAWARRA HIGHWAY

Albion Park to Moss Vale

Final Cost: \$0.5M
1997-98: \$0.5M
COMPLETED: April 1998
Pavement rehabilitation at selected locations.

FEDERAL HIGHWAY

Lake George

Estimated Cost: \$120.0M
1997-98: \$25.3M
Estimated Completion: June 1999
Construction of 24 km of dual carriageways to improve road safety, reduce travel times and transport operating costs on this major intrastate route. The southbound carriageway between Remembrance Driveway and south of Brooks Creek was opened to traffic on 27 May 1998.

South of Goulburn

Final Cost: \$0.3M
1997-98: \$0.3M
COMPLETED: May 1998
Asphalt overlay on several sections of highway south of the Hume Highway to preserve the road asset and to improve ride quality.

SNOWY MOUNTAINS HIGHWAY

Bega to Kiandra

Final Cost: \$1.3M
1997-98: \$1.3M
COMPLETED: June 1998
Pavement rehabilitation at selected locations.

MONARO HIGHWAY

ACT Border to Bombala

Final Cost: \$0.8M
1997-98: \$0.8M
COMPLETED: May 1998
Rehabilitation and widening using in-situ pavement recycling at various locations.

Bombala to Victorian Border (3x3)

Final Cost: \$0.4M
1997-98: \$0.4M
COMPLETED: May 1998
Pavement rehabilitation at various locations.

Bibbenluke

Final Cost: \$5.5M
1997-98: \$2.4M
COMPLETED: December 1997
Replacement of narrow single-lane timber bridge with a concrete structure and approaches on improved alignment north of Bombala.

Bombala (3x3)

Estimated Cost: \$2.9M
1997-98: \$0.4M
Estimated Completion: June 1999
Replacement of narrow single-lane timber bridge with a concrete structure and approaches on improved alignment at Cunninghams Point, 2 km north of Bombala.

South of Bombala (3x3)

Estimated Cost: \$9.5M
1997-98: \$3.0M
Estimated Completion: October 1998
Realignment and sealing, 31.8 to 37.2 km south of Bombala, to eliminate the last unsealed section of this interstate route.

GWYDIR HIGHWAY

Middle Bend

Final Cost: \$0.3M
1997-98: \$0.3M
COMPLETED: June 1998
Repairs to landslip on Gwydir Highway at Middle Bend west of Grafton.

Bucks Creek

Final Cost: \$0.8M
1997-98: \$0.8M
COMPLETED: June 1998
Replacement of old timber bridge on Gwydir Highway with modular concrete structure.

COBB HIGHWAY

Jumping Sandhills to Mossgiel (3x3)

Estimated Cost: \$6.0M
Cost to Date: \$3.8M
1997-98: \$1.6M
Estimated Completion: June 2000
Reconstruction and sealing to provide all-weather access to Ivanhoe. Bitumen seal extended to 143 km north of Hay.

KINGS HIGHWAY

Batemans Bay to Queanbeyan (3x3)

Final Cost: \$1.4M
1997-98: \$1.4M
COMPLETED: June 1998
Pavement rehabilitation at selected locations.

Batemans Bay to Queanbeyan (3x3)

Final Cost: \$0.7M
1997-87: \$0.7M
COMPLETED: April 1998
Reconstruction and minor realignment, 33 to 35 km east of Queanbeyan.

NEWCASTLE INNER CITY BYPASS

West Charlestown Bypass (3x3)

Estimated Cost: \$75.0M
Cost to date: \$13.3M
1997-98: \$6.1M
Estimated Completion: December 2001
Construction of a new 6 km long route from the Pacific Highway at Windale to Charlestown Road at Kotara.

OLYMPIC HIGHWAY

Gobba Deviation (3X3)

Estimated Cost: \$49.0M
(includes extension north of Coolamon Road)
Cost to Date: \$44.6M
1997-98: \$4.7M
Estimated Completion: September 1998
Construction of Gobba Deviation, including a new bridge over the Murrumbidgee River and floodplain, to provide flood-free access from the north and to bypass the Wagga Wagga CBD. The bridge and approaches to Coolamon Road were opened to traffic in July 1997.

Henty

Final Costs: \$0.4M
1997-98: \$0.4M
COMPLETED: June 1998
Pavement rehabilitation and widening, 17.2 to 18.1 km north of Culcairn.

BARRIER HIGHWAY

Yancowinna Creek, Broken Hill

Final Cost: \$1.1M
1997-98: \$0.6M
COMPLETED: February 1998
Replacement of bridge over Yancowinna Creek, 50 km east of Broken Hill.

Thackaringa Creek, Broken Hill

Final Cost: \$1.5M
1997-98: \$1.0M
COMPLETED: April 1998
Replacement of bridges over Thackaringa Creek, 44 km west of Broken Hill.

GOLDEN HIGHWAY - DUBBO TO NEWCASTLE (3X3)

Bowmans Crossing

Final Cost: \$3.3M
1997-98: \$1.1M
COMPLETED: March 1998
Replacement of old narrow timber bridge. Old bridge to be demolished in 1998-99.

Halls Creek

Final Cost: \$2.5M
1997-98: \$1.0M
COMPLETED: October 1997
Replacement of old narrow timber bridge. Old bridge to be demolished in 1998-99.

Pikes Gap

Final Cost: \$3.1M
1997-98: \$1.7M
COMPLETED: August 1997
Widening of cutting and provision of overtaking lanes at Pikes Gap between Denman and Sandy Hollow.

Merriwa

Estimated Cost: \$1.0M
1997-98: \$0.6M
Estimated Completion: August 1998
Reconstruction and widening, 1.0 to 2.4 km west of Merriwa.

Coolah (3x3)

Final Cost: \$3.3M
1997-98: \$0.2M
COMPLETED: December 1997
Pavement widening within Coolah Shire east of Dunedoo.

West of Dunedoo

Estimated Cost: \$1.5M
1997-98: \$0.8M
Estimated Completion: December 1998
Pavement widening, 15 to 22 km west of Dunedoo.

Fitzells Creek

Estimated Cost: \$1.8M
Cost to Date: \$1.2M
1997-98: \$0.9M
Estimated Completion: June 1999
Reconstruction and widening from Fitzells Creek to Ballimore.

KIDMAN WAY

Bourke to Cobar Shire Boundary (3x3)

Final Cost: \$5.7M
1997-98: \$1.8M
COMPLETED: October 1997
Completion of bitumen seal between Bourke and the Cobar Shire boundary.

Western Rail Line to Cobar

Estimated Cost: \$11.5M
Cost to Date: \$6.7M
1997-98: \$4.7M
Estimated Completion: February 1999
Completion of initial seal from the Western Rail Line to Cobar.

Carrathool Shire

Estimated Cost: \$3.8M
Cost to Date: \$3.1M
1997-98: \$1.9M
Estimated Completion: December 1998
Completion of initial seal in Carrathool Shire.

Willanthry

Final Cost: \$1.6M
1997-98: \$0.9M
COMPLETED: June 1998
Construction of new bridge and approaches over the Lachlan River at Willanthry to replace a narrow timber structure on a poor alignment.

BURLEY GRIFFIN WAY

Bowning

Estimated Cost: \$2.6M
Cost to Date: \$2.5M
1997-98: \$1.2M
Estimated Completion: December 1998
Pavement rehabilitation at Bowning to improve travel conditions and road safety.

Illalong Creek (3x3)

Estimated Cost: \$14.5M
Cost to Date: \$6.0M
1997-98: \$5.4M
Estimated Completion: June 1999
Construction of a new deviation, 15 km north west of Bowning, to improve travel conditions and road safety by providing a high standard two-lane road.

Wallendbeen

Final Cost: \$1.4M
1997-98: \$0.2M
COMPLETED: March 1998
Pavement rehabilitation east of Wallendbeen, to improve travel conditions and road safety.

SUMMERLAND WAY

Rappville Range (3x3)

Final Cost:	\$2.3M
1997-98:	\$0.9M
COMPLETED:	December 1997

Construction on an improved alignment and incorporating an overtaking lane to improve safety and travelling time between Grafton and Casino.

Gordons Bridge (3x3)

Estimated Cost:	\$1.4M
Cost to date:	\$0.9M
1997-98:	\$0.7M
Estimated Completion:	March 1999

Replacement of Gordons Bridge as part of the strategy to improve the Summerland Way, north of Kyogle.

WATERFALL WAY

Burying Ground Creek (3x3)

Final Cost:	\$1.2M
1997-98:	\$0.1M
COMPLETED:	August 1997

Construction of a new two lane bridge and approaches on a new improved alignment to replace a narrow one lane bridge with steep approach roads.

Ponds Creek

Estimated Cost:	\$0.7M
1997-98:	\$0.6M
Estimated Completion:	September 1998

Replacement of old timber bridge with modular concrete structure.

KOSCIUSZKO ROAD

Cooma to Jindabyne (3x3)

Final Cost:	\$0.7M
1997-98:	\$0.7M
COMPLETED:	May 1998

Pavement rehabilitation at selected locations.

Cooma to Charlotte Pass(3x3)

Cost:	\$6.9M
1997-98:	\$5.4M
Estimated Completion:	May 1999

Improved access to the snowfields through the replacement of deteriorating pavement at several locations, provision of additional and upgrading of existing chain fitting bays, and four overtaking lanes between Jindabyne and Perisher Valley.

BATHURST TO ILFORD ROAD (3X3)

Sofala

Estimated Cost:	\$5.4M
Cost to date:	\$0.9M
1997-98:	\$0.9M

Estimated Completion: June 2000

Initial seal to remove remaining gravel surface near Sofala.

Bathurst to Abercrombie Road (3 X 3)

Final Cost:	\$1.9M
1997-98:	\$0.8M
COMPLETED:	March 1998

Reconstruction and initial sealing to Abercrombie Caves.

OBERON LOOP

Hartley to Hampton

Estimated Cost:	\$3.3M
Cost to Date:	\$2.4M
1997-98:	\$1.4M

Estimated Completion: June 1999

Pavement widening between Hartley and Hampton.

Hampton to Oberon

Estimated Cost:	\$3.3M
Cost to Date:	\$2.2M
1997-98:	\$1.0M

Estimated Completion: June 1999

Pavement widening between Hampton and Oberon.

Scots College to Evans Shire Boundary

Estimated Cost:	\$1.2M
Cost to Date:	\$1.2M
1997-98:	\$0.4M
COMPLETED:	June 1998

Reconstruction and widening from Scots College to Evans Shire Boundary.

Evans Shire

Estimated Cost:	\$1.6M
Cost to Date:	\$1.4M
1997-98:	\$0.4M

Estimated Completion: June 1999

Reconstruction and widening in Evans Shire.

EAST - WEST ROUTE

Brewarrina Council length (3x3)

Estimated Cost:	\$4.3M
Cost to date:	\$3.0M
1997-98:	\$1.1M

Estimated Completion: June 2000

Completion of bitumen sealing Brewarrina to Walgett Shire Boundary.

Walgett Council length (3x3)

Estimated Cost:	\$2.8M
Cost to date:	\$1.9M
1997-98:	\$1.0M
Estimated Completion:	June 2000
Completion of bitumen sealing from Walgett to Brewarrina Shire Boundary.	

OTHER WORKS**Goulburn to Crookwell Road (3x3)***Various locations*

Final Cost:	\$0.7M
1997-98:	\$0.7M
COMPLETED:	May 1998
Pavement rehabilitation at various locations between Goulburn and north of Crookwell.	

Goulburn to Doughboy Road*Various locations*

Final Cost:	\$0.8M
1997-98:	\$0.8M
COMPLETED:	March 1998
Pavement rehabilitation at various locations between Goulburn and Tarago.	

Lawrence Hargrave Drive

Final Cost:	\$0.4M
1997-98:	\$0.4M
COMPLETED:	December 1997
Pavement rehabilitation at various locations between Helensburgh and Bulli.	

Mount Keira Road

Final Cost:	\$0.4M
1997-98:	\$0.4M
COMPLETED:	October 1997
Pavement rehabilitation at various locations between Picton Road and O'Briens Drift.	

Mount Ousley Road (3x3)

Final Cost:	\$0.7M
1997-98:	\$0.4M
COMPLETED:	July 1998
Provision of two breakdown bays, strengthening road shoulder and remarking to provide three northbound lanes west of New Mount Pleasant bridge thus improving capacity of this route.	

Nowra-Mittagong Road (3x3)

Final Cost:	\$1.0M
1997-98:	\$1.0M
COMPLETED:	February 1998
Replacement of failed pavement and asphalt overlay at various locations between Bomaderry and Fitzroy Falls to improve travel conditions and road safety.	

Nugents Creek (3x3)

Final Cost:	\$1.5M
1997-98:	\$1.0M
COMPLETED:	March 1998
Replacement of narrow timber bridge at Nugents Creek east of Kangaroo Valley with a concrete structure and approaches on improved alignment.	

Alpine Way

Estimated Cost:	\$0.6M
1997-98:	\$0.4M
Estimated Completion:	May 1999
Pavement rehabilitation and minor widening at selected locations from Jindabyne to National Park Entrance.	

Lake Entrance Road

Final Cost:	\$0.3M
1997-98:	\$0.3M
COMPLETED:	April 1998
Pavement rehabilitation at selected locations.	

Avoca Drive (3x3)

Final Cost:	\$0.2M
1997-98:	\$0.2M
COMPLETED:	August 1997
Road safety improvements at Algona Avenue, Kincumber.	
Final Cost:	\$0.5M
1997-98:	\$0.5M
COMPLETED:	July 1998
Reconstruction of the junction at Koolang Road, Green Point.	
Estimated Cost:	\$0.2M
1997-98:	\$0.1M
Estimated Completion:	November 1998
Intersection improvements at Park Crescent, Green Point.	

Nelson Bay Road (3x3)

Estimated Cost:	\$5.4M
Cost to Date:	\$2.3M
1997-98:	\$0.4M
Estimated Completion:	December 1998
Construction of dual carriageways through the sandhills between Salt Ash & Bobs Farm, 29.0 to 35.0 km north of Mayfield West.	
Final Cost:	\$2.9M
1997-98:	\$1.0M
COMPLETED:	March 1998
Reconstruction from Gan Gan Road to Frost Road, Anna Bay, 43.4 to 46.8 km north of Mayfield West.	
Final Cost:	\$1.4M
1997-98:	\$1.4M
COMPLETED:	May 1998
Construction of dual carriageways between Port Stephens Drive and Gan Gan Road, 42.7 to 43.4 km north of Mayfield West.	
Estimated Cost:	\$0.7M
1997-98:	\$0.6M
Estimated Completion:	July 1998
Construction of a roundabout at Cormorant Road & Teal Street, Kooragang.	

Wyong Road (3x3)

Final Cost: \$64.7M
1997-87: \$5.5M
COMPLETED: February 1998

Construction of dual carriageways, rehabilitation of existing roadway and traffic management improvements along the 11.6 km length between the Pacific Highway and The Entrance Road, Wyong

Lake Road (3x3)

Final Cost: \$1.4M
1997-98: \$0.2M
COMPLETED: August 1998

Dual carriageway and rehabilitation from Crossroads to Poyner Avenue, Glendale.

Thunderbolts Way (3x3)

(Gloucester Council)

Estimated Cost: \$2.1M (RTA contribution)
Cost to Date: \$2.0M
1997-98: \$1.3M
Estimated Completion: December 1998

Reconstruction of existing roadway and sealing of unpaved section north of Gloucester.

(Walcha Council)

Estimated Cost: \$3.2M (RTA contribution)
Cost to Date: \$1.8M
1997-98: \$1.0M
Estimated Completion: December 1999

Reconstruction of existing road and sealing of unpaved section.

Woy Woy Bus Interchange (3x3)

Estimated Cost: \$3.0M
1997-98: \$3.0M
COMPLETED: December 1997

Woy Woy bus interchange and associated roadworks including roundabout at Charlton Road.

Stewart Ave Level Crossing (Newcastle Council)

Estimated Cost: \$2.7M
1997-98: \$0.3M
Estimated Completion: September 1999

Railway level crossing to provide a direct route between the Pacific Hwy (Stewart Ave) and Industrial Drive, Newcastle.

Barralong Bridge (Gosford Council)

Estimated Cost: \$1.5M (RTA contribution)
1997-98: \$1.3M
Estimated Completion: December 1998

Construction of bridge on Barralong Rd over Erina Creek at Erina.

The Entrance & Pitt Roads, Wamberal

Estimated Cost: \$1.7M
1997-98: \$1.1M
Estimated Completion: September 1998
Intersection improvements and bus priority.

King Street & Bayview Street, Warners Bay

Estimated Cost: \$1.3M
1997-98: \$0.4M
Estimated Completion: November 1998

Construction of roundabout at the intersection of King Street and Bayview Street, Warners Bay.

Newcastle Road & Croudace Road, Lambton

Estimated Cost: \$0.4M
1997-98: \$0.3M
Estimated Completion: August 1998

Extension of existing right turn bay from Newcastle Road into Croudace Road.

Wangi Road & Dorrington Road, Rathmines

Estimated Cost: \$0.4M
1997-98: \$0.4M
Estimated Completion: August 1998

Intersection improvement to provide painted median treatment.

William Bailey Street & Port Stephen Street, Raymond Terrace

Estimated Cost: \$0.7M (RTA contribution \$0.5M)
1997-98: \$0.4M
Estimated Completion: September 1998
Construction of roundabout at intersection.

Gunnedah to Narrabri (3x3)

Estimated Cost: \$11.2M
Cost to date: \$1.9M
1997-98: \$1.9M
Estimated Completion: December 1999

Widening to enable route to be used by B-Doubles.

Macquarie River at Eglinton (3x3)

Final Cost: \$4.3M
1997-98: \$2.0M
COMPLETED: April 1998

Replacement of single lane timber truss bridge and approaches near Bathurst.

Moree to Mungindi Road

Estimated Cost: \$3.2M
1997-98: \$0.6M
Estimated Completion: February 1999

Replacement of damaged Pioneer bridge over Gwydir River.

Gundagai to Tumut Road

Estimated Cost: \$1.5M
1997-98: \$0.1M
Estimated Completion: December 1999

Realignment of substandard curves in approaches to Gundagai to improve safety in conjunction with Hume Highway interchange works.

Howlong Bridges

Estimated Cost: \$11.6M

Cost to Date: \$1.2M

1997-98: \$0.3M

Estimated Completion: 2001

Replacement of Murray River and approach bridges at Howlong. Black Swan Lagoon bridge commenced. Replaces deficient timber structures.

Robinvale Bridge

Estimated Cost: \$4.5M

Cost to Date: \$0.8M

1997-98: \$0.5M

Estimated Completion: June 2001

Rehabilitation of existing bridge over Murray River at Robinvale, including pile foundations, new piers, widening, new deck and repainting of steelwork.

Old Bogangar Road (3x3)

Estimated Cost: \$4.0M

1997-98: \$3.0M

Estimated Completion: December 1998

Reconstruction of this local road to enable traffic between Chinderah and Brunswick Heads on the coastal route to bypass Kingscliff.

Tamworth to Warialda

Estimated Cost: \$1.1M

1997-98: \$0.7M

Estimated Completion: September 1998

Replacement of old timber bridge at Tarpoly Creek with modular concrete structure.

Lismore to Bangalow

Final Cost: \$0.8M

1997-98: \$0.7M

COMPLETED: November 1997

Replacement of old timber bridge at Wilsons Creek with modular concrete structure.

PACIFIC HIGHWAY UPGRADING PROGRAM

Pacific Highway Hexham to Queensland Border

On 25 January 1996 the Pacific Highway Reconstruction Program Agreement was signed by the then Federal Minister for Transport and the NSW Minister for Roads. This agreement confirmed the program objectives and funding arrangements.

This important program aims to:

- significantly reduce road accidents and injuries
- reduce travel times
- reduce freight transport costs
- be responsive to the community in making key project decisions
- manage the upgrading of the route in accordance with Ecologically Sustainable Development principles
- maximise the effectiveness of expenditure.

Under the terms of the Pacific Highway Reconstruction Agreement, the NSW State Government will match Federal funding on a dollar for dollar basis.

The NSW State Government will contribute \$60 million (\$1996) per annum to joint projects, in addition to a continuing commitment of \$100 million per annum for development and maintenance of the highway.

The Federal Government has committed a total of \$60 million (\$1996) per annum over the next 10 years for joint projects on the Pacific Highway in NSW.

The net impact of the Agreement and the NSW State Budget allocation is that \$2.2 billion will be available for reconstruction of the Pacific Highway in NSW, including a maintenance component of \$30 million per annum.

Overall this represents almost a three-fold increase in development activity over the next 10 years.

Enormous economic and road safety benefits will be generated by the upgrading program. In addition, the need to preserve and protect our environment is an important consideration in developing projects for this program.

Now at the end of its Second Year, the Upgrading Program is beginning to "bite" with 6 major projects opened to traffic in 1997-98. Construction is underway at 9 sites, and 19 projects are being planned.

Extensive community consultation will continue for the life of the program.

COMPLETED MAJOR PROJECTS

Hérons Creek Duplication

Estimated Cost: \$19.0M

1997-98: \$17.3M

COMPLETED: July 1998

Construction of a new northbound carriageway adjacent to existing carriageway which will be utilised for the southbound carriageway.

Taree Bypass

Estimated Cost: \$125.0M

Cost to Date: \$95.3M

1997-98: \$26.9M

Opened: December 1997 (Stages 1 to 4)

Estimated Completion: June 2000

Construction of a 14.5 km bypass of Taree starting at Koorainghat which runs east of Taree, bypassing Purfleet and Cundletown, which will improve travelling conditions and safety. 13km of new works, including 8.5km of dual carriageways are now available to the community. In late 1998 a further 2.5km of dual carriageway will be available when the notorious Oxley Bend is bypassed. Work will continue on the second carriageway at Dumaresq Island until mid 2000 to provide the full 14.5 km of dual carriageways.

Korora Hill Reconstruction

Final Cost: \$8.0M
1997-98: \$3.2M
COMPLETED: December 1997

Reconstruction to provide dual carriageways and a new pedestrian overbridge to improve road and pedestrian safety 5km north of Coffs Harbour.

Gap Road

Final Cost: \$10.4M
1997-98: \$8.5M
COMPLETED: May 1998

South of Woodburn at Gap Road, 88 to 92km north of Grafton, includes a southbound overtaking lane and provision for future dual carriageways.

Bangalow Bypass Duplication

Estimated Cost: \$5.8M
1997-98: \$1.9M
COMPLETED: December 1997

Completion of dual carriageways for the Bangalow Bypass.

Brunswick Heads Bypass

Estimated Cost: \$22.0M
Cost to Date: \$17.0M
1997-98: \$7.3M
COMPLETED: 1st Carriageway opened June 1998

Construction of the first carriageway to improve travel times and remove highway traffic from township of Brunswick Heads. Second carriageway to be built in conjunction with Tandys Lane project.

MAJOR PROJECTS UNDERWAY

Raymond Terrace Bypass

Estimated Cost: \$66.0M
Cost to date: \$55.1M
1997-98: \$18.5M
Estimated Completion: December 1998

Construction of a 7.6km dual carriageway bypass to remove highway traffic from the town centre of Raymond Terrace

Bulahdelah to Coolongolook Deviation

Estimated Cost: \$130.0M
Cost to date: \$87.5M
1997-98: \$51.4M
Estimated Completion: June 1999

Construction of a dual carriageway deviation between Bulahdelah and Coolongolook eliminating at least 60 bends, including the notorious O'Sullivan's Gap and Wootton Bends section, to improve safety, motoring conditions and travel times.

Raymond Terrace to Karuah

Estimated Cost: \$67.0M
Cost to date: \$3.4M
1997-98: \$3.0M
Estimated Completion: December 1999

Construction of a new northbound carriageway next to the existing carriageway between Raymond Terrace and Karuah, 30.3 to 49.0 km north of Newcastle.

Wang Wauk River to Bundacree Creek

Estimated Cost: \$16.5M
Cost to date: \$10.9M
1997-98: \$10.2M
Estimated Completion: November 1998

Construction of a new northbound carriageway adjacent to the existing road which will become the new southbound carriageway.

Eungai Duplication

Estimated Cost: \$15.0M
Cost to date: \$5.2M
1997-98: \$4.5M
Estimated Completion: December 1999

Construction of southbound carriageway over 4.5km to extend dual carriageways, improving road safety and travel times.

Raleigh Deviation (3x3)

Estimated Cost: \$72.0M
Cost to Date: \$65.2M
1997-98: \$23.5M
Estimated Completion: September 1998

Construction of an 8.1 km deviation, including a new bridge over the Bellinger River.

Lyons Road to Englands Road

Estimated Cost: \$54.0M
Cost to date: \$19.3M
1997-98: \$11.0M
Estimated Completion: December 1999

Construction of dual carriageways, 4.0 to 10.0 km south of Coffs Harbour, including grade-separated interchanges at Lyons and Lindsays/Sawtell Roads.

Bray Street to Arthur Street

Estimated Cost: \$25.0M
Cost to date: \$6.0M
1997-98: \$5.1M
Estimated Completion: June 2000

Upgrade between Bray/Orlando Streets and Arthur Street at the northern end of Coffs Harbour, including traffic signals at Park Beach Road, grade separated interchange at Arthur Street with a roundabout under highway, widening of railway overbridge and provision of facilities for pedestrians and cyclists.

Ewingsdale to Tyagarah

Estimated Cost: \$22.0M
Cost to date: \$16.4M
1997-98: \$12.6M
Estimated Completion: October 1998

Construction of dual carriageways from just north of the Byron Bay Road intersection near Ewingsdale to the Tyagarah Railway Bridge.

MAJOR PROJECTS BEING PLANNED

Karuah Upgrade

Estimated Cost:	\$85.0M
Cost to date:	\$1.0M
1997-98:	\$0.6M
Estimated Completion:	2003

Construction of dual carriageways at Karuah, to improve safety and access conditions and provide increased flood immunity. Route selection in progress.

Karuah to Bulahdelah Upgrade

Estimated Cost:	\$150.0M
Cost to date:	\$2.3M
1997-98:	\$2.2M
Estimated Completion:	2004

Construction of dual carriageways between Karuah and Bulahdelah. Environmental studies in progress.

Coolongolook to Wang Wauk

Estimated Cost:	\$42.0M
Cost to date:	\$1.3M
1997-98:	\$1.2M
Estimated Completion:	2000

Upgrading to dual carriageways. Environmental studies being finalised.

Bundacree Creek to Possum Brush

Estimated Cost:	\$26.0M
Cost to date:	\$0.6M
1997-98:	\$0.6M
Estimated Completion:	2001

Construction of dual carriageways to link with existing dual carriageways north of Napiac. Route selection in progress.

Taree to Coopernook

Estimated Cost:	\$40.0M
Cost to date:	\$1.0M
1997-98:	\$0.7M
Estimated Completion:	2002

Construction of dual carriageways. Environmental studies in progress.

Coopernook Bypass

Estimated Cost:	\$33.0M
Cost to date:	\$2.4M
1997-98:	\$1.5M
Estimated Completion:	December 2002

Construction of a dual carriageway bypass east of the existing highway. Community submissions received in response to the display of the Environmental Impact Statement are being assessed.

Coopernook to Moorland

Estimated Cost:	\$36-56.0M
Cost to date:	\$0.3M
1997-98:	\$0.2M
Estimated Completion:	to be confirmed

Construction of dual carriageways between Coopernook and Moorland. Route selection and detailed environmental studies in progress.

Warrell Creek Realignment

Estimated Cost:	\$19.0M
Cost to date:	\$1.4M
1997-98:	\$1.0M

Estimated Completion: 2003

Realignment and regrading 43.0 to 45.2km north of Kempsey. Environmental studies in progress.

Bonville Upgrade

Estimated Cost:	\$99.0M
Cost to date:	\$1.5M
1997-98:	\$1.1M
Estimated Completion:	2003

Construction of dual carriageways from Perrys Road, Repton to Lyons Road, Bonville approximately 12km south of Coffs Harbour. Environmental Impact Statement being drafted.

Halfway Creek Realignment

Estimated Cost:	\$11.0M
Cost to date:	\$0.6M
1997-98:	\$0.2M
Estimated Completion:	2000

Construction of single carriageway upgrade between Dunmars Lane and BP Truckstop, Halfway Creek, 46.7 to 50.5km north of Coffs Harbour, including a northbound overtaking lane and provision for future dual carriageways. Final design and property acquisition in progress.

Ulmorra Bypass

Estimated Cost:	\$19.0M
Cost to date:	\$0.6M
1997-98:	\$0.3M
Estimated Completion:	2002

Ulmorra township and northbound overtaking lane 11.4 to 15.2 km north of Grafton. Environmental studies in progress.

Tyndale Realignment

Estimated Cost:	\$4.0M
Cost to date:	\$0.4M
1997-98:	\$0.3M
Estimated Completion:	1999

Realignment of highway to improve road safety and travel times with improved access for Tyndale village. Environmental studies in progress.

Byrons Lane to Shark Creek

Estimated Cost:	\$7.0M
Cost to date:	\$0.8M
1997-98:	\$0.3M
Estimated Completion:	2000

Involves the realignment of a 4.5km section of approximately 5 km north of Tyndale. Environmental studies in progress.

Ballina Bypass

Estimated Cost:	\$131.0M
Cost to date:	\$3.1M
1997-98:	\$2.0M
Estimated Completion:	2004

Construction of dual carriageway bypass, 123.8 km north of Grafton to 13.0 km north of Ballina. Community comments received in response to the display of the Environmental Impact Statement are being assessed.

Ewingsdale Interchange

Estimated Cost:	\$16.0M
Cost to date:	\$1.4M
1997-98:	\$1.0M
Estimated Completion:	2000

Construction of grade separated interchange for access to Byron Bay to reduce traffic congestion, improve travel times and road safety. Final design and property acquisition in progress.

Bangalow to St Helena

Estimated Cost:	\$42.0M
1997-98:	\$0.2M
Estimated Completion:	2004

Construction of dual carriageways between Bangalow and St Helena. Route selection study in progress.

Tandys Lane Deviation

Estimated Cost:	\$39.0M
Cost to date:	\$1.7M
1997-98:	\$0.8M
Estimated Completion:	2001

Construction of dual carriageways between Tyagarah and Brunswick Heads including the second carriageway of the Brunswick Heads Bypass. Final design and property acquisition in progress.

Brunswick River to Yelgun

Estimated Cost:	\$75.0M
Cost to date:	\$2.2M
1997-98:	\$1.6M
Estimated Completion:	2002

Construction of dual carriageways. Environmental Impact Statement being prepared.

Yelgun to Chinderah

Estimated Cost:	\$230.0M
Cost to date:	\$4.5M
1997-98:	\$2.3M
Estimated Completion:	2002

Construction of dual carriageways, 51.0 to 100.6 km north of Ballina. Environmental Impact Statement being prepared.

APPENDIX 4

ADVISORY BODIES AND MEMBERS

ROADS AND TRAFFIC ADVISORY COUNCIL

Established under the *Transport Administration Act 1988*, the Roads and Traffic Advisory Council advises the RTA and the Minister for Roads on: the promotion of traffic safety; improvements in the movement of traffic and freight; requirements of vehicle drivers, roads and vehicles; the promotion of industrial development, primary production and tourism in relation to roads and traffic; roads and traffic legislation; and any other matter relating to roads and traffic that the Council considers appropriate.

Membership of the Roads and Traffic Advisory Council is by appointment by the Minister for Roads and comprises representatives from the:

- Local Government & Shires Associations
- NRMA
- road freight industry
- Labor Council of New South Wales
- medical profession.

There are also four ex-officio members, the:

- Chief Executive of the RTA
- Director-General of the Department of Urban Affairs and Planning
- Director-General of the Department of Transport
- Commissioner of the NSW Police Service.

ROAD SAFETY ADVISORY COUNCIL

The Road Safety Advisory Council helps develop effective road safety programs throughout the public and private sectors. Its role is to: facilitate the development of road safety as an integrated program throughout the administrations of Transport, Police, Health, Education, the Attorney General, etc, and encompassing the road safety activities of Local Government; provide policy advice to the RTA on aspects of the above administrations as they relate to road safety; provide policy advice to the RTA on priorities and programs for road safety activities by the RTA; assist the RTA in developing and implementing road safety strategies, particularly in respect of Road Safety 2000 and its soon to be developed successor, Road Safety 2010; strengthen the RTA as an effective mechanism for integrated planning and implementation of road safety throughout NSW; and endorse the RTA road safety action plans and assist in evaluating their effectiveness.

As at 30 June, the Council comprised:

- Mr Bill Grant (Acting Chair) - Department of Attorney General
- Mr Stephen Gray - NRMA Ltd
- Mr Chris Ford - RTA
- Superintendent Ron Sorrenson - NSW Police Service
- Mr Dallas Booth - Motor Accidents Authority
- Cr Patricia Gould - Local Government & Shires Associations
- Mr Fred Gennaoui - Australian Institute of Traffic Planning and Management
- Dr George Rubin - Department of Health
- Mr Peter Eagle - Insurance Council of Australia Ltd
- Ms Margaret Penhall-Jones - Department of Transport
- Mr David Walsh - Department of School Education
- Mr Harold Scruby - Pedestrian Council of Australia.

ROAD SAFETY FORUM

The Road Safety Forum has been discontinued following a review of its functions and will be replaced with a more informal mechanism to provide links between professional and community organisations with a concern for road safety.

BICYCLE ADVISORY COUNCIL

The Bicycle Advisory Council was established to: provide the RTA with advice and recommendations on all bicycle related matters; facilitate all activities of the RTA which impinge on bicycling; assist in the efficient coordination of effective programs to benefit cyclists throughout the public and private sectors; facilitate, but not necessarily undertake, provision for cyclists by all levels of government; assist in the development and on-going review of RTA strategic plans for bicycles; and provide an effective consultative forum for cyclist organisations and Government to consider matters related to providing for cyclists. As at 30 June, the Council comprised:

- Cr Patricia Gould - Local Government & Shires Associations (Chair)
- Mr Neil Ponkin - Bicycle NSW
- Mrs Elspeth Cooper - Newcastle Cycleways Movement
- Mr Matt Faber - Department of Transport
- Inspector Dave Evans - NSW Police Service
- Mr Phil Margison - RTA.

ROAD FREIGHT ADVISORY COUNCIL

The Road Freight Advisory Council provides a consultative forum for industry and Government to consider matters related to the development, coordination, planning, regulation and operation of road freight transport services in NSW. It acts as the road freight Customer Council to: advise the RTA on road freight policy, legislative and regulatory proposals and other major initiatives; provide suggestions for policy options; provide a two-way consultative forum for the NSW road freight industry and the RTA; provide advice on the impact of national road freight industry policies to NSW; coordinate road freight industry policy views to the RTA; advise the RTA of customer service indicators and levels desired by the road freight industry; and represent, to the RTA, the entire road freight industry's views and interests. Membership is by invitation from the Minister for Roads.

As at 30 June, the Council comprised:

- Mr Bob Angus (Acting Chair) - General Manager, Boral Transport
- Mr Glenn Bourke - Transport Workers' Union
- Mr Robert Gunning - Livestock Transporters Association of NSW
- Mr Gordon Martin - Livestock Transporters Association of NSW
- Mr Alan Newing - NSW Road Transport Association (resigned 27 November 1997)
- Mr David Pierce - National Road Freight Association
- Mr Greg Booth - RTA adviser.

3x3 COMMITTEE

This independent committee representing the community, monitors expenditure to ensure 3x3 funds are spent on road projects in accordance with criteria contained in the legislation.

On 5 August 1997, a High Court decision invalidated collection of Business Franchise Fees by States and Territories. On 6 August 1997 the Commonwealth Government increased the rate of customs and excise duty on petroleum products to offset the loss of State revenues. The additional revenue is being returned to the States as revenue replacement payments. The State enacted legislation in June, 1998 to appropriate 44.5% of this revenue, which is equivalent to the proportion of revenue previously collected from the State's fuel franchise fees, to the 3x3 Program.

The 3x3 Committee, as at 30 June, comprised:

- Mr Don Mackay AM (Chair) - Senior Partner, Deacons, Graham & James former President NRMA and former Chairman NSW Police Board.
- Councillor Allan Fifield OAM - Culcairn Council, Grants Commissioner and Past President, Shires Association.
- Mrs Audrey Hardman OAM - Past President Country Women's Association, Deputy Chair NSW Women's Consultative Committee and Co-Chair, Rural Women's Network.
- Mr Robert Lynn - Partner, Coopers & Lybrand and Chairman Australian Audit Standards Board.

WESTERN SYDNEY ROADS AND TRANSPORT COMMITTEE

This independent committee, representing the community, was established in 1996 to monitor and verify expenditure of road funds approved for western Sydney by the Minister for Roads. The NSW Government committed to the people of western and south western Sydney expenditure of \$145 million annually on road and road-related public transport infrastructure works in Western Sydney. As at 30 June, the Western Sydney Roads and Transport Committee comprised:

- Mr Lindsay Barnett (Chair) - Chairman, Coal Compensation Review Tribunal
- Mr Alan Finlay - Manager, Public Affairs NRMA, Nominee of NRMA
- Mr Jim Angel - Deputy Mayor, City of Blue Mountains, Nominee of Western Sydney Regional Organisation of Councils.
- Mr David Stuart-Watt is the RTA Advisor to the Committee.

ENVIRONMENTAL COUNCIL

The Environmental Council was established to facilitate greater consultation with Government and the public in relation to environmental issues, and provides independent environmental policy and strategic advice to the RTA. Its role is to: ensure the views and interests of the community are communicated to the RTA; provide independent advice on existing RTA strategies and policies; assist in identifying new strategies and policies; identify opportunities for the RTA to enhance its environmental performance; assist in identifying ways of achieving Ecologically Sustainable Development with respect to the roads and traffic system; advise on key strategic environmental community consultation process; and assist in disseminating RTA environmental information.

The Committee membership expired during the reporting period and membership was reviewed. The membership comprised:

- Professor Hans Westerman (Chair)
- Mr Mark McKenzie - NRMA
- Mr Michael Wright - Australian Institute of Landscape Architects (NSW)
- Mr Patrick Ibbotson - Environmental Law Association of NSW
- Ms Kris Durran - Environment Protection Authority
- Professor John Black - School of Civil Engineering, University of NSW
- Mr Chris Jefferd - Environment Institute of Australia
- Mr Terry Dene - NSW Road Transport Association
- Ms Kerrie Kelly - RTA.

APPENDIX 5

SENIOR EXECUTIVE PERFORMANCE STATEMENTS (LEVEL 5 AND ABOVE)

Name: Ron Christie
Position: Chief Executive
Period in position: 1997 - 98

The Minister for Roads, the Hon Carl Scully, MP has indicated his satisfaction with Mr Christie's performance.

Mr Christie continued to lead the development and implementation of key programs in the RTA's core business areas of road network infrastructure, road safety and traffic management and driver and vehicle regulation.

Mr Christie focused on the development of a "Whole of Government" integrated approach to the provision of transport, to improve the environmental, financial and social aspects of the total road and traffic system.

Initiatives included the development of the RTA's new Transport Management Centre which will employ the latest technology in the management of traffic and road based public transport. Nationally, Mr Christie continued NSW's leadership in progressing the national road transport reform agenda, with NSW one of only two States to complete the first ten point package and the first jurisdiction to implement National Registration Law.

Mr Christie lead the development of road safety initiatives by the RTA and co-ordinated across Government agencies road safety programs that contributed to improved overall road safety outcomes.

Mr Christie continued the RTA's commitment to maintaining the State's road network to high standards which includes the implementation of a major country bridge replacement program.

Mr Christie has continued to steer organisational improvements and achieve the Government's efficiency targets with savings being redirected back into the roads program. Continuous improvement initiatives have included an examination of management structures and work roles to eliminate duplication and provide a more responsive service to customers and the implementation of commercial practices across all RTA's operations.

A major initiative of the change management process was a review of motor registry operations. It is expected major benefits will be achieved in the next financial year through changes to motor registry staffing mixes and rostering arrangements with hours of operation reflecting the needs of individual communities and towns.

Significant progress has been made in the development of environmental policies, particularly on issues relating to air quality, traffic noise management and water quality practices.

Another major initiative was the development, in conjunction with the Environment Protection Authority of a vehicle emissions strategy which will include a three stage inspection and maintenance program for Sydney, Wollongong and Newcastle.

Significant changes have also been made in the area of occupational health and safety (OHS). An OHS Strategic Plan guides activity for all aspects of OHS practices and involves the establishment of OHS management systems and the infrastructure to support a range of programs to address hazards such as manual handling, plant and traffic. Significant change has occurred to produce more accurate OHS reporting and better management of injured worker's and workers compensation payments.

Name: Paul Forward
Position: Director, Road Network Infrastructure
Level: 6
Period in position: 1997 - 98

Mr Forward has continued to determine strategic priorities and consolidate the role of RNI Directorate within the framework of the RTA's funder/provider business model.

Major road infrastructure commitments completed in the Road Network Infrastructure Directorate have been in the management of the development of the NSW National Highway Forward Strategy and the development of the 10 year Pacific Highway Program and the National Highway Program.

Initiatives include striving for maximum value for money from the investment in infrastructure maintenance and the ongoing assessment of achievements of standards and targets applied through reporting on the trends and outcomes of the Infrastructure Maintenance program. An initial benchmarking study was completed with Local Government.

Mr Forward finalised negotiations with the Airport Motorway for the delivery of the Eastern Distributor Motorway which is now under construction. He progressed the planning approval and complex environmental assessment process for the M5 East Motorway.

Mr Forward successfully negotiated a performance agreement with the Commonwealth Department of Transport and Regional Development which addressed funding and standards for the maintenance of the National Highway system.

Name: Chris Ford
Position: Director, Road Safety & Traffic Management
Level: 5
Period in position: 1997 - 98

Mr Ford has successfully developed and implemented a program to improve road safety and traffic management on key routes in Sydney, targeting transit lanes, bus priority measures, commuter car parks and rail level crossings. Specific road safety initiatives included the treatment of accident blackspots and the extension of roadside rest and truck stopping areas on State Roads. The 1997 road toll was the lowest since 1949.

Mr Ford implemented an enhanced speed management program, including community awareness campaigns and management of increased support to NSW Police to extend the level of targeted enforcement. He also led the introduction of the 50 km/h speed limit in urban residential precincts across the State.

Mr Ford led the implementation of the Safer Routes to School Program, which was achieved in consultation with school sectors, peak parent bodies and the P and Cs, the Police Service, State Transit, Local Government and other stakeholders. In excess of a 1000 primary schools have registered to participate in the Program.

Mr Ford provided the lead role in the review of the five year Road Safety and Traffic Management Strategic Plan. A comprehensive review of the current NSW Road Safety Strategy - Road Safety 2000 was undertaken and a forward NSW Road Safety Strategy - Road Safety 2010 is currently under development in consultation with the Road Safety Advisory Council and other stakeholder groups.

Mr Ford lead improvements in the reliability of traffic flow in the

Sydney area through a range of initiatives including: intelligent transport system technology, variable message signs and speed limits, development and implementation of incident management plans for major special events.

Mr Ford also provided the lead role in the development and implementation of a comprehensive program for bicycles, including the provision of an extensive network of both on and off road bikeways, in collaboration with Local Government. He also provided the role in the review of the NSW Bike Plan and the forward Bike Plan 2010 which is currently under development in the consultation with Bicycle Advisory Council and other bicycle user and stakeholder groups.

Name: Peter Scarlett
Position: Director, Finance
Level: 5
Period in Position: 1997-98

Mr Scarlett has continued to improve efficiencies of business processes and support services through market testing of services and an emphasis on commercial practices being adopted throughout the RTA.

Initiatives such as the commercially based financial reporting framework with new and more detailed reports developed for operating areas and risk management service delivery being continuously improved are ensuring a move to best practice.

The RTA's 1998-99 Budget was developed and the balance between the RTA's competing objectives and across core functions was determined. In accordance with the NSW Government Strategic Management Cycle, timely and accurate advice was provided for the State Budget, the RTA's Annual Accounts and other reporting requirements.

A number of significant financing issues were managed throughout the year including the impact of the High Court decision regarding fuel franchise fees and the development of financing strategies for the M5 East Motorway.

Mr Scarlett was also responsible for the development of legislative amendments which ensured the continuation of funding for the 3x3 Program.

Increased efficiency has been achieved in the procurement and payment processes in the Western Region through the introduction on a trial basis, of purchasing cards. The success of the trial has been such that it is proposed to extend the use of purchasing cards across the RTA to further increase efficiency.

The NSW Government's M4 and M5 Cashback Scheme is operational and systems have been refined to ensure that it is operating efficiently and effectively.

Name: David Stuart-Watt
Position: Director, Sydney Operations
Level: 5
Period in position: 1997 - 98

Mr Stuart-Watt led the delivery of key RTA programs within the Sydney metropolitan area to client specifications, budget and timetables. Significant achievements during the period included the commencement of construction of the Eastern Distributor and the CityWest Link Section 3. Some major projects completed were the Homebush Bay Drive,

Australia Avenue, various sections of the M4 upgrading, the Leumeah Road level crossing replacement, and the installation of the arch cranes on Sydney Harbour Bridge. Other programs and projects successfully delivered included the Military Road/Spit Road Bus Priority works and the Westmead Traffic and Transport Study implementation. Traffic management and transport operational support services were delivered to ORTA during the Royal Easter Show. A Sydney Harbour Bridge Conservation Management Plan was developed and launched. Significant productivity improvements were recorded in the telephone customer service centre and in registry operations.

Mr Stuart-Watt continued to lead the commercialisation and the implementation of commercial practices in Sydney Operations Directorate, including continuous improvement initiatives that led to the identification of sizeable community savings. There was significant improvement in the Directorate's performance on occupational health and safety indicators. Mr Stuart-Watt is also on the Single Bargaining Unit, and has been involved in negotiations on a new Enterprise Agreement and Total Rate of Pay for wages staff.

Name: Ulf Fraser
Position: Director, Country Operations
Level: 5
Period in position: 1997 - 98

During this period Mr Fraser has focused on the development of a consistent approach to the delivery of services across rural NSW and, particularly, on delivery of Pacific Highway upgrading projects.

The second year of the ten year \$2.2 billion Pacific Highway Reconstruction Program has been successfully completed with seven major projects opened to traffic to date, construction currently underway at nine sites and 21 projects being planned. Community involvement plans, preferred route recommendation reports and environmental assessments have been successfully completed for numerous projects including Ballina Bypass, Ulmarra Bypass, Coopernook Bypass, Raymond Terrace to Karuah, Karuah to Bulahdelah, Bonville Deviation, Brunswick Heads to Yelgun and Yelgun to Chinderah.

Aside from the Pacific Highway projects, major National Highway upgrading projects completed included Lake George Stage 2 on the Federal Highway and Bookham Bypass Stage 2 on the Hume Highway.

Improvements to public transport infrastructure completed included the Wollongong University bus interchange and the bus/rail interchange at Woy Woy railway station. Road safety behavioural programs successfully delivered included Snow Safe, Drink-Drive Prevention Strategy and 'Lights On' for the School Holidays.

Mr Fraser has continued his senior role on the Single Bargaining Unit involved in high level industrial negotiations with unions/staff associations and has also played an active part in the motor registries workplace reform process as well as an agreed Total Rate of Pay for wages union members.

APPENDIX 6

CHANGE MANAGEMENT

Change Management in the RTA was established by the Chief Executive in July 1996 to drive strategic changes in organisational culture and practices based on workplace reform initiatives.

In response to the direction established through the RTA Strategic Plan, the RTA Continuous Improvement Plan and the Government's Service Competition Policy, the Change Management focus for 1997-98 was on the RTA areas of registries, road services, and support services. Particular emphasis was given to:

- flatter structures and team based working;
- improving front line management skills;
- measurement and benchmarking;
- process improvements;
- further developing the Funder/provider relationships;
- promoting business like practices.

A key responsibility of Change Management is to promote the use and understanding of continuous improvement, quality management and change principles and practices.

Throughout the change process extensive consultation and communication processes have been established to ensure staff, unions and management are informed and participate in all change initiatives such as work groups, consultative forums and focus groups.

The initial stage of structural alignment to the Funder/provider model was completed in December 1997. Change Management is continuing to drive a continuous improvement culture and practice which is team based, customer focused and business like. The change program will continue to evolve and drive the organisation towards business excellence and best practice, while ensuring change is sustainable.

OVERVIEW OF 1997-98 PERFORMANCE

Change Management Initiative	Structural Review Process
Objectives	<ul style="list-style-type: none">■ Implement a Funder/provider model that reflects business needs and separates policy from service delivery.■ Implement Corporate Services Efficiency Review (CSER) determinations to achieve cost savings in corporate services.
Results	<ul style="list-style-type: none">■ Funder/provider and CSER structural implementation substantially completed by December 1997.
Future Plans	<ul style="list-style-type: none">■ Conduct an evaluation of the CSER to confirm the implementation of structural determinations and operating principles and to identify issues and problems, and formalise any required changes and improvements.■ Implement organisational restructures for:<ul style="list-style-type: none">◆ Transport Management Centre◆ Fleet repair workshops in Fleet Services◆ Driver Vehicle Policy Regulation (DVPR) business systems◆ Vehicle Regulations and Registry Services in Sydney Operations Directorate.

Change Management Initiative	Commercialisation Program
Objectives	<ul style="list-style-type: none">■ Implement sound commercial principles and practices in the RTA.■ Utilise public funds effectively and apply savings on additional road-related work.
Results	<ul style="list-style-type: none">■ Implemented a commercially based budget process.■ Implemented monthly income and expenditure statements and a commercially based financial reporting framework for the RTA.■ Commercialisation training provided to key managers and staff.■ Briefing kit designed to enable managers to communicate the application of business-like principles and practices in the RTA to their staff.■ Established the requirement for business units to make contributions to corporate administrative costs and provide productivity dividend through cost savings.
Future Plans	<ul style="list-style-type: none">■ Enhance the integrated financial systems and commercially based financial reporting framework adopted throughout the RTA.■ Conduct staff training and education including mentoring and team building programs for managers and staff to improve financial and operational management.

Change Management Initiative

Process Improvement of Administration Centres

Objectives	<ul style="list-style-type: none">■ Improve the efficiency and effectiveness of the RTA's administration centres through the implementation of management operating systems to enable work to be forecast, planned and resourced and to enable operating problems and lost time to be identified and quantified.
Results	<ul style="list-style-type: none">■ Management operating system implemented in all 10 administration centres.■ Productivity savings at June 1998 of \$4.8 million with forecast savings at optimum staffing numbers of \$6 million.■ Project handover to Operational Directorates for ongoing maintenance and improvement.
Future Plans	<ul style="list-style-type: none">■ Complete organisational restructure of all administration centres by November 1998.■ Formalise performance reporting across all administration centres by July 1998.

Change Management Initiative

Workplace Reform

Objectives	<p>All Salaried Staff, including Motor Registry Staff.</p> <ul style="list-style-type: none">■ Implement workplace reform proposals, including specific improvement initiatives (competency based training, and performance planning and feedback) and employment conditions, to achieve productivity based improvements. <p>Motor Registry Specific</p> <ul style="list-style-type: none">■ To implement extended hours in motor registries to improve customer focus and increase productivity.
Results	<p>All Salaried Staff, including Motor Registry Staff</p> <ul style="list-style-type: none">■ Consultation between the RTA and relevant unions is continuing with a view to reaching agreement on the package of proposals. <p>Specific Improvement Initiatives</p> <ul style="list-style-type: none">■ Competency Based Training (CBT)<ul style="list-style-type: none">◆ CBT implementation briefings for staff commenced in March 1998.◆ The RTA has been accredited as a Registered Training Organisation (RTO).■ Performance Planning and Feedback (PPF)<ul style="list-style-type: none">◆ 80 % of RTA staff trained in PPF.◆ Implementation of PPF commenced. <p>Motor Registry Specific</p> <ul style="list-style-type: none">■ As a result of extensive staff consultation and union negotiation, agreement in principle has been reached with the union. Subject to staff endorsement at a forthcoming ballot, a new award provision will be implemented under which staff will now be rostered to work 35 hours over 5 days (Monday to Saturday inclusive), allowing additional registries to open on Saturdays in Sydney, Newcastle and Wollongong areas.
Future Plans	<p>Specific Improvement Initiatives</p> <ul style="list-style-type: none">■ Competency Based Training (CBT)<ul style="list-style-type: none">◆ Finalise development of competencies across the RTA.◆ Integrate CBT into mainstream Human Resource activities.◆ Maximise staff awareness of and participation in CBT.■ Performance Planning and Feedback (PPF)<ul style="list-style-type: none">◆ All staff to be trained and have participated in PPF program by June 1999. <p>Motor Registry Specific</p> <ul style="list-style-type: none">■ Implement the proposed changes associated with the new award.

Change Management Initiative

Team Briefing - Corporate Services & Country Operations Directorates

Objectives	■ Commence staged RTA-wide implementation of Team Briefing in Corporate Services and Country Operations Directorates.
Results	■ Managers trained in the role of Team Briefer. ■ Team Briefing successfully deployed in Corporate Services and Country Operations Directorates.
Future Plans	■ Team Briefing to be implemented across the rest of the RTA by July 1998.

Change Management Initiative

Workplace Measures and the Organisational Scorecard

Objectives	■ Implement Workplace Measures as a consultative and team based performance measurement system specifically for the local workplace. ■ Implement an Organisational Scorecard to report organisational performance under the RTA's six Critical Success Areas to the executive and staff and capture at an organisational level the aggregation of local improvement efforts as well as corporate initiatives.
Results	■ Workplace Measures skills workshops held for key staff from all Directorates. ■ Measures implemented in the Road Services functional groups across the RTA. ■ Organisational Scorecard reporting framework has been completed.
Future Plans	■ Review the suitability and content of the Scorecard with respect to current organisational needs and direction by July 1998. ■ Implement workplace measures across the remaining areas of the RTA by December 1998. ■ Record and register all locally developed measures in a central database to be available to all staff to enable comparison of measures and consistency of definitions for like measures and transfer of best practice measures.

Change Management Initiative

Introduction of Teams-Based Working

Objectives	■ To continuously improve the RTA workforce's delivery of services through the introduction of participative management practices.
Results	■ Detailed proposals have been developed and are under discussion with RTA staff and their unions.
Future Plans	■ Conduct controlled trials of teams-based working at a limited number of selected Road Services locations. Implementation to be staged and based on the results of the trials. ■ Implement teams-based working in motor registries as part of current workplace reform initiatives.

Change Management Initiative

Implementation of Works Support Officer Position

Objectives	■ Implement a multiskilled position to: ◆ provide skilled support in critical functions of the RTA Road Services groups; ◆ replace ad hoc local works support arrangements with a targeted, planned and consistent support resource.
Results	■ Positions for Works Support Officer in Country Operations Directorate advertised. ■ Management process developed to encourage the development and retention of critical skills and provide for staged remuneration based on the level of skills the individual brings to the position.
Future Plans	■ Ensure Works Support resources are identified and utilised in an effective and efficient manner.

Change Management Initiative

Design and Implementation of a Skills Based Wages Classification Structure

Objectives	■ Develop and implement a skills based Wages Classification Structure for all staff covered by the RTA's Wages Enterprise Agreement to encourage the development and maintenance of a skills base within the RTA's wages workforce which supports competitive, best practice delivery of Road Services.
Results	■ Existing Wages Classification Structures in other organisations have been reviewed to assist in the design of a structure appropriate to the RTA's needs.
Future Plans	■ Incorporate an appropriate Wages Classification Structure into the next Wages Enterprise Agreement.

Change Management Initiative

Management Training

Objectives	<ul style="list-style-type: none">■ Senior Executive Service (SES) Management Development Program<ul style="list-style-type: none">◆ Conduct a three-day residential management development program to examine and develop leadership and communication issues and skills.■ Frontline Management Initiative (FMI)<ul style="list-style-type: none">◆ Provide formal recognition of management skills developed in the workplace.◆ Provide a framework for ongoing development of management competencies.■ RTA/State Rail Authority (SRA) Management Development Program MBA Units<ul style="list-style-type: none">◆ Develop skills in strategic management, commercial management, change management, service and human resource management through the completion of MBA modules through the University of Technology, Sydney.
Results	<ul style="list-style-type: none">■ Senior Executive Service (SES) Management Development Program<ul style="list-style-type: none">◆ 27 managers participated in the Program during 1997.■ Frontline Management Initiative (FMI)<ul style="list-style-type: none">◆ 38% of frontline managers attended FMI workshops across the RTA.◆ Workshops were also conducted for coaches (managers) of frontline managers.◆ Applications for assessment of management competencies have been received from workshop participants.■ RTA/State Rail Authority (SRA) Management Development Program MBA Units<ul style="list-style-type: none">◆ Evaluation of the program proved positive and a further 17 placements were offered.
Future Plans	<ul style="list-style-type: none">■ Senior Executive Service (SES) Management Development Program<ul style="list-style-type: none">◆ Up to eight further programs will be offered to senior managers and representation of female managers on the Program will be increased.■ Frontline Management Initiative (FMI)<ul style="list-style-type: none">◆ All frontline managers will have completed the FMI assessment workshop by end of 1999. Of this, 30% of frontline managers will have applied for recognition of competencies at Certificate III, Certificate IV and Diploma levels.◆ Provide a Program for frontline managers focusing on the competencies required for managing people using a range of flexible delivery options including face-to-face attendances, distance or self-paced modules and technology based materials.◆ Motor registry managers and supervisors to attend programs to support the changed focus of the registries to a teams-based environment.■ RTA/State Rail Authority (SRA) Management Development Program MBA Units<ul style="list-style-type: none">◆ Further placements to be offered during the 1999 academic year.

Change Management Initiative

Women in Management Strategy

Objectives

- Learning and Development
 - ◆ Provide middle and senior female managers in the RTA an opportunity to participate in a structured career development program.
- Women's Strategy 1998-2001
 - ◆ Implement a number of short and medium term strategies for recruiting and developing women and so increase the overall representation of women within the RTA and within the management and professional levels by 2001.

Results

- Learning and Development
 - ◆ Senior and middle management placements completed.

Future Plans

- Learning and Development
 - ◆ Following evaluation further placements are anticipated during 1999. Additional, regionally-based programs will be negotiated.
- Women's Strategy 1998-2001
 - ◆ Establish a working party representing a cross-section of RTA women to: identify and develop strategies for recruiting and developing women; develop a discussion paper for circulation and comment outlining the short and medium term strategies to assist in the recruitment and development of women within the RTA; implement and evaluate these strategies.

Change Management Initiative

Graduate Recruitment Program

Objectives

- Broaden the knowledge and skill base of the RTA through the recruitment and development of graduates from a variety of disciplines.
- Ensure the RTA has a sustainable program of developing necessary professional expertise well beyond the year 2000.

Results

- 1997 Graduate Program
 - ◆ All of the 19 graduates recruited in 1997 are still employed in the RTA. One has left the program to take up a permanent appointment within the RTA.
- 1998 Graduate Program
 - ◆ Eighteen graduates from information technology, geology, structural, civil, electrical and traffic and transport engineering, survey business and sociology disciplines commenced in February 1998.
 - ◆ One graduate has taken up a position with private enterprise. The remaining graduates are currently finalising their first placements.

Future Plans

- Evaluation of the Program and matching the Program with RTA future Workforce Planning requirements will continue.

Change Management Initiative

Staff Induction Program

Objectives

- To ensure staff who are new to the RTA are aware of RTA business concepts, Government and RTA policy.

Results

- Staff induction book "Welcome to the RTA" placed on the RTA Intranet.
- Staff induction policy drafted.

Future Plans

- Conduct quarterly "Welcome to the RTA" seminars.
- Disseminate the staff induction policy.
- Distribute staff induction book to all new employees on their first day with the RTA.

APPENDIX 7

AUDIT COMMITTEE

The RTA's Audit Committee is chaired by the Chief Executive and comprises senior RTA executives, a non-public sector representative from the auditing profession, and an observer from the Audit Office of NSW. The Committee meets every three months to provide advice to the Chief Executive, consider progress under the strategic audit plan, generally oversee the direction of the auditing function and consider the RTA's financial control and reporting systems. It makes an effective contribution to internal controls and improved accountability by monitoring the implementation of the audit recommendations arising from the audit reports.

GROUP AUDIT

Group Audit provides senior management and other key customers with a high quality cost-effective and value-added service with a focus on assisting management in the achievement of objectives and critical success factors of the RTA.

Its primary objective is to provide the Chief Executive and senior management with a reasonable level of assurance that the operations of the organisation exist in a secure and controlled environment.

Group Audit's strategic audit plan covers all of the RTA's financial, operational, engineering and information technology. It also provides a corruption prevention investigation service. Its commitment to excellence is evidenced by its continued quality systems accreditation in accordance with ISO 9001, and further development and implementation of new audit techniques and methodologies in line with Treasury's Statement of Best Practice - Internal Control and Internal Audit.

During the year, Group Audit refocused its efforts by aligning them with the core activities of the RTA. This led to an internal restructure of the Branch that was characterised by:

- the creation of audit manager positions responsible for the audit of each of the RTA's core activities, ie a client relationship role, and
- use of a mix of permanent staff, contractors and outsourcing to technical experts to achieve its objectives.

Financial and operations audits have focused on the identification and management of risk. Systems and activities as well as asset categories identified as high risk have been targeted during the year. For example, audit attention was directed at obtaining assurances over the probity and cost effectiveness of the financial and contract administration of major projects including Taree Bypass, Bulahdelah/Coolongolook Deviation and M2 Motorway projects.

Consistent with Audit's focus on high risk and value assets, a comprehensive audit was completed on the \$38 billion worth of infrastructure assets. The principal benefits derived from this audit included improvements in systems and processes used in the accounting for and management of the assets. Further areas for improvement were identified to ensure assets are fairly presented in accordance with accounting standards and other professional reporting requirements.

Audits of stock inventory management, debtors system and hired plant administration, were completed with principal benefits including improvements to the systems and procedures and managing cash flow to maximise benefit to the RTA.

Audit continued to review the administration of roadworks carried out by Local Councils on RTA's behalf with visits to 18 Councils. As a result of the commercial costing approach now being introduced by many Councils, audit focus is on benchmarking road work costings to ensure the RTA receives value for money on the \$330 million of RTA funded projects.

Group Audit continued its development and implementation of initiatives to minimise corruption in functions administered by the RTA. Comprehensive training is being delivered to over 700 senior officers to inform them of the often unique ethical standards required of the public service. Shared communication with the Independent Commission Against Corruption is ensuring that ethical issues are addressed as soon as they are identified. All allegations of misconduct are subject to assessment and investigation and any procedural controls which are found to be inadequate are assessed and recommendations for improvements made to management.

During 1997-98, Information Technology (IT) Audit has had two main areas of focus; ensuring controls are in place in new systems and in new modules of existing systems when these systems are implemented and ensuring that critical RTA systems will function correctly in the year 2000 and beyond.

In this regard, Group Audit has been heavily involved in new DRIVES initiatives including the introduction of payments by EFTPOS and the development of the National Exchange of Vehicle and Driver Information System to help minimise fraud in this area. In addition, an audit of the security aspects of the UNIX operating system as used by DRIVES was undertaken to, amongst other things, help prevent any unauthorised data changes.

IT Audit is closely monitoring progress on the investigation and modification of systems to ensure continuity of business at the turn of the century. Audit will test revised systems as required as part of the process.

Audits of engineering activities were carried out using audit staff and specialised external firms to assist in achieving ongoing improvement to road construction, maintenance and management and the associated technical support activities. The multidisciplinary auditing of private venture projects continued with a view to achieving improved procedures and value for money in this important area.

Change Management Initiative

Staff Award Scheme

Objectives	<ul style="list-style-type: none">■ Recognise work groups, teams or individuals who have demonstrated outstanding initiative, hard work and achievements in a particular year in the following categories: community consultation, customer service, environmental awareness, equity, leadership, occupational health and safety, road safety and team performance.
Results	<ul style="list-style-type: none">■ Individual and team award winners and special commendation winners announced at presentation held in June 1998 attended by Minister for Roads, Director of ODEOPE, representatives of the Labor Council and unions and RTA senior management and staff.
Future Plans	<ul style="list-style-type: none">■ Review the Scheme to ensure a high participation rate among all RTA staff.■ The RTA Award Scheme to become an annual event.

Change Management Initiative

Communication

Objectives	<ul style="list-style-type: none">■ Ensure staff and managers are aware of and consulted with throughout the Change Management Program and about specific Change initiatives.
Results	<ul style="list-style-type: none">■ Consultative Group, comprising senior management and union representatives, established to discuss Change Management and other staff related issues.■ Senior executive continued to visit corporate and regional areas of the RTA.■ Regional and Corporate Consultative Groups have continued to provide a communication link between staff and management.■ Special Change Management Work Group Bulletins seeking staff comments and feedback, and Determination Bulletins advising of final structures produced for functional areas reviewed and distributed to all staff.■ Change Management articles published in staff newspaper 'Around & About'.
Future Plans	<ul style="list-style-type: none">■ Change Management Update news-sheet to be produced to keep staff up to date with change initiatives.■ Change Management site to be established on the RTA intranet.

APPENDIX 8

RISK MANAGEMENT

GENERAL

Risk management within the RTA is used to ensure the cost effective delivery of its core business activities. This is achieved through minimising exposures to risks and purchasing insurance cover for exposures that have the potential to impact on the RTA's financial capacity to delivery programs and to conduct its legislative obligations.

RISK MANAGEMENT

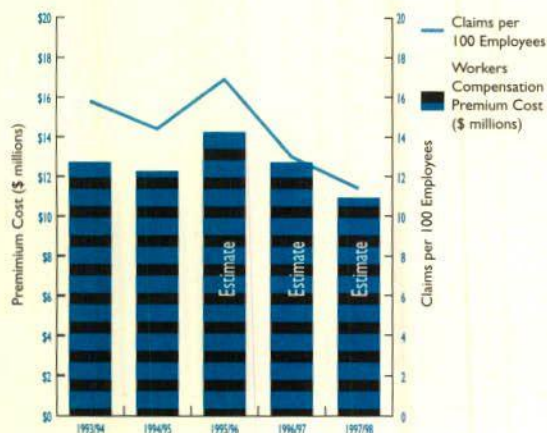
Specific action taken to manage risk exposures include:

- allocation significant resources to ensure the effective transfer of risks to consultants, contractors and contract staff engaged by the RTA.
- transfer of the Workers Compensation Claims Management Unit from Finance to the Corporate Services Directorate to consolidate claims management with OH&S and rehabilitation activities
- use of a risk management approach to reduce the cost of supervising plant hire contractor's compliance with contract insurance conditions through replacement of 100% checking with random audits.
- conduct of risk reviews of projects, new programs, and contract arrangements to ensure effective delivery.
- continual review of insurance types and quantum required for all consultants, contractors and contract staff engaged.
- the ongoing review of standard contracts to ensure that insurance clauses align with current insurance industry practices and cover risk exposures resulting from court judgements.
- providing line managers with timely and appropriate information to effectively manage risk exposures.

INSURABLE RISKS

Figure 20

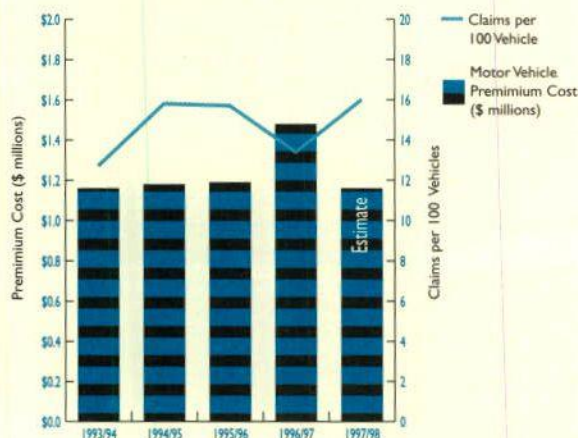
Workers Compensation & Frequency of Compensation Claims



Frequency of claims has fallen by 32% compared to 1995/96. Premium costs appear to have peaked in 1995-96 and the current indications are for decreases in 1998-99 and 1999-2000 financial years.

Figure 21

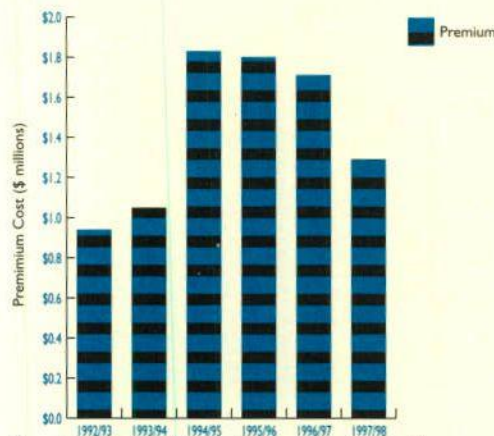
Motor Vehicle Premium and Motor Vehicle Accident Claims Frequency



The number of claims per 100 vehicles has risen by 1.5% since 1994/95 and 20% on last year's result. In contrast claims costs are low (at the 1993/94 level) and an estimated 22% less than last year.

Figure 22

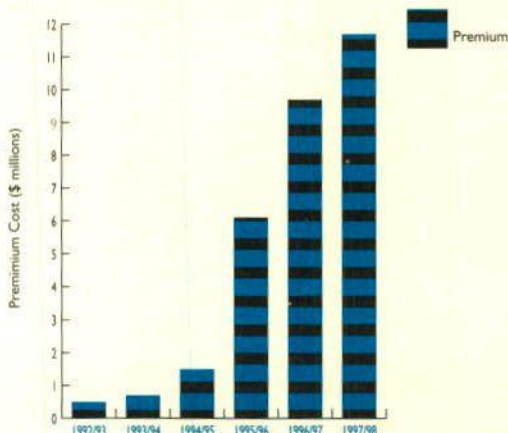
Property Insurance Premium



Premium has reduced due to low claims history.

Figure 23

Liability Insurance Premium



Liability Insurance premium has increased by 16.6% due to increased community awareness of litigation processes. The RTA continues to review and improve its policies and practices to reduce risk exposures involving the public and contractors. Reducing costs in this area will have a high priority in 1998-99.

APPENDIX 9

1997-1998 ANNUAL REPORT OVERSEAS VISITS BY RTA OFFICERS

Officers from the RTA's Traffic Technology Branch travelled to the USA, Singapore, South Africa, Hong Kong, New Zealand, China, Phillipines, Iran, Malaysia, Indonesia, and Fiji during the last twelve months. The officers concerned were:- Peter Lowrie, Alan Dixon, John Robert, James Giffin, Ken McCallum, John Bliss, Nick Rubbi, Colin Hall, Jon van Luyt and Andrew Mehaffey and Fraser Johnson. Their duties involved the installation, testing, reviewing, optimising and upgrading of the RTA's Sydney Co-ordinated Adaptive Traffic System (SCATS) and its Automatic Network Travel Time System (ANTTS) operating or being established in these countries, as well as the training of customers. All associated costs incurred by the RTA are fully recoverable along with a margin of profit.

Visits were made to New Zealand by:-

- Bruce Fishburn, General Manager, Road Technology, to attend a meeting in Auckland of Committee CE33 of Standards Australia/New Zealand on safety barriers;
- James Holgate, Manager Road Environment and Vehicle Safety to attend the 9th Annual Conference of the Road Engineering Association of Asia and Australasia (REAAA); and
- David Stuart-Watt, Director, Sydney Operations, to view the operation of the moveable median barrier on the Auckland Harbour Bridge and meet with local authorities;
- Rolf Lunsmann, General Manager, Corporate Strategy, to attend an Austroads Council meeting;
- Paul Duignan, Manager Research and Development to attend an Austroads Council meeting and the 9th Annual Conference of REAAA.

A tri-lateral workshop on diesel vehicle emissions was held in Hong Kong and was attended by Bruce Dowdell, Manager Vehicle Standards.

The Director, Driver and Vehicle Policy and Regulation, Margaret Crawford, and Don Carseldine, Manager Licensing, travelled to America and Canada, visiting Los Angeles, Sacramento, Denver, Chicago, Ottawa, Washington, Edmonton and Calgary. The purpose of the visit was to -

- investigate technological advances and current research in the regulation of heavy vehicle driver fatigue;
- examine alternative approaches to the delivery of driver licensing and vehicle registration programs; and
- explore new initiatives in the field of competency based assessment of drivers, vehicle breath interlock devices, drug testing, older driver programs and the like.

Lori Mooren, General Manager, Road Safety Branch, travelled to Johannesburg, South Africa to present a paper on road trauma to the 6th International Conference on Safe Communities.

The RTA is establishing a new Traffic Management Centre at Redfern. The core system for traffic management by RTA officers in the new centre is the NSW Incident Management System which is being provided by a UK based company located near Middlesex. Peter Lardner-Smith, Project Manager, Road Safety Network and David Lowe, Leader, Network Technology, Traffic Management Branch, travelled to the United Kingdom to meet a contract requirement to undertake a design review of the system prior to the Contractor completing the final stage of the work.

APPENDIX 10

OUR PEOPLE

PERSONNEL POLICIES AND PRACTICES

- The Human Resources Strategic Plan 1998-2003:
- emphasises the primary responsibility of line managers in the management of staff;
- focuses on aligning people management practices to the business needs of the RTA;
- recognises the importance of a skilled and knowledgeable workforce in delivering the highest standard outcomes to the people of NSW;
- aims to create an informed, responsive and adaptable workforce by emphasising the importance of two-way communication between management and teams or individuals;
- plans for future human resource requirements;
- provides performance indicators to incorporate human resource initiatives into directorate and branch business plans;
- seeks to achieve a diversity of RTA staff which reflects the diversity of the NSW community;
- promotes a work environment which is safe, fair and free of harassment and discrimination; and
- sets values for staff behaviour towards each other and customers.

Enterprise bargaining

Approximately 38% of staff are covered by enterprise agreements. Enterprise bargaining developments included:

- certifying the Professional Engineers Enterprise Agreement in October 1997, operative until 31 December 1999;
- registering the Wages Staff Enterprise Agreement on 12 January 1998, operative until 31 December 1999;
- signing the Wages Staff-Barrier Industrial Council Enterprise Agreement on 20 February 1998, operative until 31 December 1999; and
- commencing a program to reduce absenteeism which was designed to reinforce improvements shown over the past three years and to meet related industry levels.

Negotiations are continuing to finalise an enterprise agreement for Traffic Signals Salaried Staff.

Through the Wages Staff Single Bargaining Unit, task groups are developing a new wages classification structure and seeking to reduce the number of allowances paid.

Communication and consultation

Consultative groups representing management, spokeswomen, grievance officers and unions communicate with staff on matters under review, seeking opinions to proposals as well as the implementation of outcomes from enterprise bargaining, change management and workplace reform.

Movements in salaries, wages and allowances

The Public Service Association of NSW (PSA) was successful on a sector wide basis in obtaining award salary increases totalling 16% to cover the period 1 January 1997 to 31 December 1999. Classifications in the RTA covered by the PSA receive these increases.

Unions covering other staff in the RTA have been successful in negotiating similar increases through enterprise bargaining.

The Industrial Relations Commission of NSW denied an application for a further \$20.00 per week salary increase for Toll Plaza officers and group leaders on the basis that salary increases applying in the public sector were sufficient.

Industrial relations policies and practices

Negotiations with staff associations and unions are underway to establish conditions of employment and salaries for staff to be employed in the new Transport Management Centre and for the new classification of Work Support Officers.

Sydney Operations Directorate and Southern Region have trialed a self assessment of skills program for Inspectors, Vehicle Regulations which is being evaluated.

During the year, a total of 87 days were lost through industrial action. Of this, 23 days were lost by salaried staff as a result of a PSA stop work meeting on 12 June 1998, and 64 days lost by wages staff. Wages staff at Illawarra District Office held three stop work meetings arising from enterprise bargaining negotiations. Some maintenance staff at Sydney Harbour Bridge stopped work for half a day to support union action not related to the RTA.

Reinstatement applications

Six reinstatement applications on the grounds of unfair dismissal were made to industrial tribunals by former staff. Two applications were dismissed, two were withdrawn, one is still before a tribunal and one was resolved by agreement between the parties with the tribunal's concurrence.

GREAT appeals

Twelve promotional appeals were lodged with the Government and Related Employees Appeal Tribunal (GREAT). Six appeals were successfully defended by the RTA, five were withdrawn and one hearing is unfinished.

STAFF NUMBERS

	30.6.94	30.6.95	30.6.96	30.6.97	30.6.98
Salaried Staff	4,443	4,324	4,224	4,128	4,163
Wages Staff	2,643	2,246	2,200	2,196	2,116
Casual Staff	406	343	469	334	346
	7,492	6,913	6,893	6,658	6,625

The RTA employs full-time, part-time and casual staff. At 30 June 1998, the equivalent full-time staff was 6,625, or 0.5% less than 30 June 1997. Total staff numbers have decreased by 867, or 11.5% since 1994.

EEO ACHIEVEMENTS 1997-98

Sound information database

An RTA-wide survey in May 1998 updated the equal employment opportunity (EEO) database to provide a more reliable analytical basis for developing equitable policies and strategies to meet the needs of all staff.

There was a 70% response rate compared to 47% in a 1995 staff survey. The results show that women represent 22% of our staff. The estimates for other EEO groups (assuming a 100% survey return) are: Aborigines 2.1%; racial, ethnic, ethno-religious minority groups 18%; people with a disability 14%; and staff with a disability requiring adjustment at work 4.9%.

A software program introduced in 1997 to assist with multi-dimensional analysis of the workforce was extensively tested to improve data integrity. The key analysis dimensions include EEO groups, gender and age.

The RTA continued participation in a national human resources benchmarking program to identify and adopt best practice. One benchmark in this program is male to female staffing ratio to assist with gender equity strategies.

Further work was undertaken on a competency framework to develop a reliable skills profile for effective workforce and strategic human resources planning.

Computer-based reports were developed to assist with the equitable management of the Attendance Maximisation Program, which aims to improve productivity by reducing unscheduled absences from work. Seventy-five per cent of team members who developed this program were from EEO groups. The program is being implemented and over 70% of wages staff were briefed by 30 June 1998. Translator services were provided where appropriate. Remaining staff will be briefed in 1998-99.

Employee views are heard

Staff representing EEO groups provided input to develop or review all key initiatives introduced during the year, including review of the RTA Strategic Plan, competency based training, regional consultative groups, motor registry operations, grievance resolution, Employee Assistance Program, teleworking, enterprise bargaining and other workplace reform initiatives.

EEO outcomes included in planning

Some of the EEO-focused priorities in the RTA Strategic Plan, the Journey Ahead, include:

- managing services to meet the needs of remote communities, people with disabilities, children and senior citizens;
- increasing openness and trust through two-way communication between management and staff;
- communicating objectives and values to staff, stakeholders and the community;
- creating opportunities for all staff to realise their potential and be valued for their differences;

- developing a workforce with the skills to support the achievement of RTA objectives;
- increasing the level of workplace safety;
- balancing the needs of all customers in managing road use and the road network; and
- working in partnership with Government and non-Government agencies to achieve shared commitments for the benefit of the community.

A framework was developed to show the relationship between RTA plans including the EEO Outcomes Framework, Aboriginal Employment Equity Plan, Disability Strategic Plan, Ethnic Affairs Priority Statement and Plan, the Journey Ahead 1998-2003 and business plans.

Fair policies and procedures

Recruitment guidelines were made available to all staff on the RTA intranet. They give practical advice on how to apply for positions and how selection panel members can ensure that fair and equitable processes are followed. They include EEO and cultural diversity issues and outcomes so that staff, managers and selection panel members have the know-how to function equitably and effectively within the legal framework.

The RTA's Family and Compassionate Leave Policy provides access to an array of leave entitlements for staff to care for a family member who is ill and to meet community responsibilities. This policy was amended to clarify the accrual of leave.

The Flexible Work Practices Policy enables staff to combine work and personal responsibilities by occasionally altering work patterns. The Working From Home Policy was amended to emphasise equity considerations to ensure improved access. Other initiatives include making greater use of existing RTA office space to allow staff to work at an office close to their home, reducing travel time.

The Harassment Free Workplace Policy continued to reflect the RTA's position that harassment will not be tolerated.

Other policy initiatives implemented during 1997-98 were:

- Relocation Expenses Policy amended to reflect changes to Government policy;
- Management of Displaced Staff Policy amended to reflect Government enhancement of the voluntary redundancy package and to make the policy more user friendly;
- A new Work Apparel Policy to support provision of work apparel to wages staff which was an outcome of enterprise agreement negotiations;
- Extended leave provision made to recognise extended leave for long-term casual staff;
- New Learning and Development policies introduced for competency based assessment, to support the RTA's competency based training framework and to regulate tertiary level trainee recruitment; and
- Discipline Policy amended to ensure consistency in decision making and accountability.

Needs based programs for EEO groups

An elder care advisory and referral service provider was selected to assist staff with responsibility for caring for elderly relatives. The service will include a toll free TTY (teletypewriter) number for use by those with a hearing impairment.

A free childcare referral service for staff was reviewed to ensure it meets the specific needs of staff with part-time and weekend childcare requirements.

A free Employee Assistance Program for staff and their families provides counsellors who reflect our diverse community, including Aboriginal and Torres Strait Islander (ATSI) counsellors and counsellors who speak Italian, French, German, Afrikans, Zulu, Maltese, Mandarin, Greek, Thai, Dutch, Indonesian, Malaysian, Spanish and Portuguese. A toll free TTY (teletypewriter) number was provided for the hearing impaired.

The Grievance Network continued to operate and a review of the relevant policies, protocol and training material is underway.

The Spokeswomen's Network conducted 15 network development days across the State. These included presentations on human resources and corporate initiatives of relevance and/or interest to women, and how the RTA plans to achieve Government equity targets.

A partnership was established with the Valuer General's Department (VGD) to assist women in VGD exchange information and ideas with RTA spokeswomen on matters of common interest.

A workplace culture displaying fair practices and behaviours

The staff awards scheme includes an Equity Award to recognise efforts to increase and value diversity in the RTA, and efforts to assist staff have equal access to information, opportunity and development.

The mentoring program continued in which senior staff nurture and develop the culturally diverse graduate trainees appointed in 1996-97.

An Alternative Duties During Pregnancy Policy requires supervisors/managers, in consultation with staff, to examine options (if requested by the staff member) available to vary the staff member's duties or temporarily transfer the staff member to another position as close as possible in status and remuneration to her substantive position for the duration of the pregnancy.

A diverse and skilled workforce

As the RTA SCATS computer based traffic control system is expanded around the world, the multicultural mix of skills and ethnic background of staff has provided valuable assistance in understanding new markets and servicing existing customers with telephone support from Australia in languages other than English.

The 1998 EEO survey results indicate that the representation of women at salary levels above \$56,080 increased from 7% to 10% and at Senior Executive Service (SES) level from 12% to 13%. The estimates for other EEO groups (assuming a 100% survey return) are: above the same salary, people from racial, ethnic, ethno-religious minority groups increased from 16% to 27% and at SES

level from 10% to 11%. Representation of people with a disability at a salary level of above \$56,080 increased from 5% to 9% and at SES level from 2% to 11%. Representation of people with a disability requiring adjustment at work at a salary level of over \$56,080 increased from 1.3% to 1.5% and at SES level from 0% to 2.7%.

The RTA Human Resources Strategic Plan 1998-2003 provides a framework for achieving a diverse and skilled workforce. The plan emphasises staff involvement in the operation of the RTA through team work, improved communication and recognition for a job well done.

The competency framework under development aims to more effectively retain and harness the skills of the diverse work force as well as provide the skills data needed for a comprehensive workforce plan.

This process is further assisted by the Performance Planning and Feedback (PPF) system which continued to be implemented in 1997-98. The PPF system facilitates two-way feedback and operates as a structured means by which employee views are heard on a regular basis.

The Human Resources Strategic Plan, Competency Framework and the PPF scheme support EEO groups in their contribution to a workforce culture displaying fair practices and behaviours.

Managers and employees informed, trained and accountable

Ethics training for senior staff creates greater understanding of the importance of EEO at work, the laws in place to achieve EEO and RTA policies and practices to deal with breaches of EEO legislation.

An induction program for new staff includes their responsibilities on a range of equity and organisational issues. New employees are informed about EEO and cultural diversity issues and are encouraged to complete an EEO survey form.

Improved employee access and participation for EEO groups

Equity and access issues were at the forefront of Enterprise Bargaining negotiations and developments in 1997-98, with agenda items being monitored to ensure compliance, including the motor registry review, performance planning and feedback system, work redesign, competency based training, conditions of employment and work patterns.

The RTA developed an Ethnic Affairs Priority Statement and Plan (EAPS Plan) in conjunction with the Ethnic Affairs Commission. It details how the RTA will achieve, monitor and evaluate the commitments of EAPS.

The RTA is channelling the energy and creativity of year eleven students to investigate and provide solutions to improve various work process across the RTA. The 'E' Team Program was developed by the Australian Quality Council (AQC) to provide students with a structured workplace opportunity which is challenging and rewarding. It is designed so that the host organisation can also benefit. Participants during the year included females (85%), students from racial, ethnic, ethno-religious minority groups (70%) and students whose first language spoken as a child was not English (30%).

Disability Strategic Plan 1995-2000

The RTA's Disability Strategic Plan 1995-2000 (available in audio-tape, braille and large print) aims to ensure people with disabilities achieve employment and social equity through access to generic services and facilities, opportunities for employment and career development, and high quality disability specific support services.

Initiatives include: wheelchair access, drive-through facilities at motor registries, audio-tactile traffic lights, provision of rest areas with ramp access toilets, introduction of waterborne paint to improve night-time/wet weather vision of road markings and appropriate work place adjustments to assist staff with a disability.

A special disability driving test is available which allows additional time for the test and is conducted by a specially trained examiner.

The Mobility Parking Scheme addresses mobility disability and temporary disability issues.

Information on modified vehicles for people with a disability and a register of people authorised to make modification is regularly updated.

The RTA Road Design Guide for road engineers and designers includes information on meeting the needs of the disabled.

The Pedestrian Road Safety Strategy 1996-2000 supports the development by Councils of pedestrian networks in local communities, including provision for seniors and people with disabilities.

A Pedestrian Amenities Strategy is being developed to improve the quality of road environment for pedestrians through the effective integration of pedestrian access, mobility and priority within the road transport system. A key component will be to ensure that all existing and new infrastructure provides for the needs of people with disabilities and the elderly as a minimum requirement.

A road safety strategy focusing on senior citizens was developed as part of the NSW Government's Healthy Ageing Strategy.

Plans are underway to provide all motor registries with a lower counter to improve access to computer knowledge tests for customers in wheelchairs. Disability awareness is a part of all motor registry customer service training.

Aboriginal Employment Equity Plan 1998-2003

The Aboriginal Employment Equity Plan 1998-2003 (AEEP) aligns RTA activities with the NSW Government Statement of Commitment to the Aboriginal People and with the AEEP developed by the Premier's Department. It supports increased Aboriginal representation in the RTA and quality of service and responsiveness to Aboriginal communities in NSW. The RTA works with other Government agencies in NSW and with ATSIC at State and Federal level to implement the AEEP.

The RTA employs two Aboriginal Liaison Officers, at Parkes and Port Macquarie respectively. Another two will be located at Wagga Wagga and Blacktown respectively. These newly created positions were advertised in May-June 1998. These officers develop and maintain internal and external Aboriginal and

Torres Strait Islander (ATSI) networks; provide a point of contact for people regarding the operations of the RTA; conduct research to determine expectations and needs of ATSI people; integrate the findings into RTA business plans and activities and assist in the development of programs to increase career opportunities for Aboriginal staff.

An Aboriginal Road Safety Officer at Parkes develops and implements road safety education programs that communicate effectively with Aboriginal communities and assist in achieving community ownership of the programs.

The first Aboriginal Road Safety Group at Dubbo convened by the RTA includes representatives from Health, Police, Education, Land Councils and private Aboriginal agencies. The group has been looking at all mainstream issues relating to road safety and giving them an Aboriginal perspective to ensure acceptance in Aboriginal communities.

The RTA continued to contract an Aboriginal artist to develop appropriate resources for Aboriginal communities throughout NSW, including brochures and posters with an Aboriginal focus to promote road safety.

Seven positions under the two-year ATSI Customer Service Officer Training Scheme were created and advertised in May/June 1998.

The RTA continued participation in an inter agency project sponsored by the Construction Policy Steering Committee to develop a policy on Aboriginal employment in the construction industry and continued to sponsor an Aboriginal female cadet engineer.

The RTA has an Aboriginal Cultural Awareness Training program for staff. Program content will be reviewed periodically to ensure its continued relevance.

Employment files and personal records are made available to identified ATSI employees or relatives of former employees to ensure their accuracy and to assist in researching family history.

The RTA's Employee Assistance Program provides access to Aboriginal counsellors.

The RTA works closely with Aboriginal communities and Local Aboriginal Land Councils in the environmental assessment of road construction and maintenance programs with potential impacts on Aboriginal sites.

The RTA, Premier's Department and other State Government agencies have worked together to support development of the Murdi Paaki Regional Plan.

The RTA was a sponsor of the National Aboriginal Rugby League Carnival over the October long weekend which attracted more than 15,000 ATSI people from around Australia. RTA staff promoted licensing, road safety, employment in the RTA and road projects.

RECOMMENDATIONS OF THE ROYAL COMMISSION INTO ABORIGINAL DEATHS IN CUSTODY

The RTA continues to address relevant recommendations from the Royal Commission through its business, employment and educational programs.

Equitable access and consultation

(Recommendation No 75)

RTA projects involving Aboriginal heritage and significance are discussed with Aboriginal Land Councils and agencies.

Motor vehicle offences (recommendation No 95)

The RTA's community based knowledge testing program in Aboriginal locations across the State helps people who have problems understanding and reading the driver licence knowledge test, and aims to reduce the number of unlicensed drivers in outback communities.

Staff training (Recommendation No 210)

Motor registries in Western Region have piloted a training package developed by Aboriginal agencies that looks at Aboriginal culture and beliefs. It aims to give individual staff a brief background of issues faced by Aboriginal people in today's society and to provide better customer service.

Recruitment (Recommendation No 305)

Existing Aboriginal employment strategies are being reviewed to ensure they meet their objectives for the benefit of both the RTA and its Aboriginal and Torres Strait Islander staff members.

EEO STRATEGIES FOR 1998-99

The RTA will continue to implement and improve its EEO programs and initiatives in 1998-99 and beyond.

The 1998 EEO survey estimates show that the RTA is close to meeting the percentage targets set by the NSW Government for all EEO groups except women. Our EEO focus therefore will shift to ensure equity of representation of EEO groups at different income levels in the RTA.

An Equity Policy will be developed to ensure equity of representation of women, Aborigines, people of non-English speaking backgrounds and people with a disability.

To improve the representation of women, a Women's Strategy will be developed. The Aboriginal Employment Equity Plan 1998-2003 will be launched in 1998-99 and a Koori Network will be established to assist Aboriginal staff. Selection and induction of two Aboriginal Liaison Officers and seven ATSI Customer Service Officer Trainees will be completed.

An Eldercare Referral Service will be introduced and evaluated for use by RTA staff and their elder relatives.

The RTA will pilot a teleworking centre at West Gosford to provide an additional flexible working option for its staff. The participants will be provided an EEO survey form to assist with future profiling. A case study will be developed on the pilot.

The RTA Staff Award Scheme will be evaluated and improved.

The Employee Assistance Program will be evaluated and improved through staff feedback.

Policies to be reviewed and/or implemented during 1998-99 include: Employment Equity, Code of Conduct and Ethics, Recruitment/Selection, Induction, Grievance Resolution, Sick Leave, Discipline, Learning and Development, Performance Planning and Feedback, Teleworking and the Community Language Allowance Scheme.

Ethics training of senior staff will continue to familiarise them with ethical and probity considerations and how to apply these in day-to-day practical situations.

Training will be provided to grievance officer's and spokeswomen undertaking a grievance officer's role.

Cultural awareness training will be provided by the RTA's four Aboriginal Liaison Officers.

The RTA will continue to monitor equity of representation of EEO groups on RTA committees.

ETHNIC AFFAIRS PRIORITY STATEMENT AND PLAN 1998-99

The RTA provides services to people in the most culturally diverse state in Australia. Our vast and diverse range of customers includes individuals, private organisations, community and road transport groups, local councils and state Government agencies.

The RTA is committed to delivering quality services to all who use the NSW roads, including the ethnic communities, people with disabilities, pedestrians and cyclists.

RTA achievements have directly impacted upon our culturally diverse customers and staff. The ongoing allocation of funds and resources by the RTA to these initiatives reflect the RTA's commitment and ongoing support to proactive measures that ensure productive diversity within and outside the organisation. The RTA's Ethnic Affairs Priority Statement and Plan (EAPS) was developed in conjunction with the Ethnic Affairs Commission and details how the RTA will achieve, monitor and evaluate the commitments of EAPS.

The RTA's Ethnic Affairs Plan is a commitment by the RTA to develop concrete actions to address the key result areas of Social Justice, Community Harmony and Economic and Cultural Opportunities.

For Social Justice the RTA is ensuring equity of representation on its committees and councils, and specifically targeting ethnic media for communications.

To promote Community Harmony and Economic and Cultural Opportunities the RTA is undertaking a number of specific initiatives including providing its services through a variety of community languages and through its interpreter service.

Details of the Ethnic Affairs Priority Statement and Plan have been forwarded to the Ethnic Affairs Commission.

A copy of the plan can be accessed on our internet site www.rta.nsw.gov.au.

TABLE 1 PERCENTAGE OF TOTAL STAFF BY LEVEL

LEVEL	TOTAL STAFF (Number)	Subgroup as percent of total staff at each level			Subgroup as estimated percent of total staff at each level				
		Respondents	Men	Women	Aboriginal People & Torres Strait Islanders	People from Racial, Ethnic, Ethno-Religious Minority Groups	People Whose Language First Spoken as a Child was not English	People with a Disability	People with a Disability Requiring Adjustment at Work
< \$23,339	41	46%	95%	5%	10.5%	5%	0%	5%	0.0%
\$23,339 - \$34,269	3,174	63%	73%	27%	3.3%	18%	19%	17%	6.9%
\$34,270 - \$43,366	1,572	72%	77%	23%	1.1%	13%	11%	13%	4.2%
\$43,367 - \$56,080	826	80%	84%	16%	0.6%	17%	15%	11%	2.4%
> \$56,080 (non SES)	808	83%	90%	10%	0.1%	27%	25%	9%	1.5%
SES	46	80%	87%	13%	0.0%	11%	8%	11%	2.7%
TOTAL	6,467	70%	78%	22%	2.1%	18%	17%	14%	4.9%
Estimated Subgroup Totals		4,522	5,039	1,428	134	1,148	1,084	914	317

Note: Figures for EEO groups other than women have been adjusted to compensate for the effects of non-response to the EEO data collection. EEO statistics reported in previous years may not be comparable due to a change in the method of estimating EEO group representation.

- ◆ Data prepared according to Treasury guidelines.
- ◆◆ Total staff numbers exclude all casual and school crossing staff.

TABLE 2 PERCENTAGE OF TOTAL STAFF BY EMPLOYMENT BASIS

		Subgroup as % of total staff in each category			Subgroup as estimated percent of total staff in each employment category					
LEVEL	TOTAL STAFF (Number)	Respondents	Men	Women	Aboriginal People & Torres Strait Islanders	People from Racial, Ethnic, Ethno-Religious Minority Groups	People Whose Language First Spoken as a Child was not English	People with a Disability	People with a Disability Requiring Adjustment at Work	
Permanent	Full-Time	5,862	71%	81%	19%	1.7%	18%	17%	14%	4.8%
	Part-Time	272	73%	7%	93%	1.0%	19%	17%	9%	2.0%
Temporary	Full-Time	286	50%	88%	12%	6.3%	24%	15%	12%	2.8%
	Part-Time	1	100%	0%	100%	0.0%	0%	0%	0%	0.0%
	Senior Executive Service	46	80%	87%	13%	0.0%	11%	8%	11%	2.7%
	Casual	1,322	36%	30%	70%	1.3%	9%	8%	9%	1.3%
	TOTAL	7,789	64%	70%	30%	1.8%	17%	15%	13%	4.0%
Estimated Subgroup Totals		4,994	5,430	2,359	139	1,286	1,204	1,006	315	

Note: Figures for EEO groups other than women have been adjusted to compensate for the effects of non-response to the EEO data collection. EEO statistics reported in previous years may not be comparable due to a change in the method of estimating EEO group representation.

- ◆ Total staff numbers include all casual and school crossing staff.

APPENDIX 11

FREEDOM OF INFORMATION

In 1997-98 the RTA received 286 requests for information under the Freedom of Information Act 1989, compared with 209 in 1996-97 a 37% increase. Nine applications were brought forward into the current period, compared to 14 in 1996-97. Thirty-four applications were not completed at the end of the 1997-98 reporting period.

Freedom of Information (FOI) requests continued to be received for access to internal documents concerning decisions made, details of access made against licence records, details of over dimension vehicle permits issued, motor vehicle records, the names and addresses of certain Authorised Inspection Stations (AIS), the sources of complaint letters, accident reports on motor vehicles, documents relating to the planning, construction, maintenance and funding of roads and records relating to maintenance of the road system. A significant number of applicants continue to use FOI to obtain accident reports on motor vehicles and to obtain details of the identity of the authors of complaint letters concerning licence holders. The use of FOI by legal practitioners and insurance investigators continues to increase.

Of the 249 requests completed, 167 were granted in full, 30 in part, and 52 were refused. However, of the 82 applications refused in full or in part, six were refused on the grounds that the information was otherwise available, 33 were refused as the documents were not held by the RTA and 17 were refused as the applicant did not pay the necessary fees.

Of those requests not granted in full, five applicants sought an internal review of the decision (compared with eight in 1996-97) and one took the matter to the Ombudsman (compared with two in 1996-97).

There have been no District Court appeals in the past two years.

Eighty-one applications required consultation with a total of 209 third parties outside the RTA (64 applications required a total of 153 consultations in 1996-97).

Processing FOI requests cost an estimated \$6,562.50 (\$8,301.30 in 1996-97) and fees received totalled \$10,862.75 (\$11,080.25 in 1996-97). There was one request for

amendments to personal records (none in 1996-97). There were no requests for a notation to personal records (one in 1996-97) and no Ministerial certificates have been issued in the past two years.

There continues to be increased awareness by management of the importance of documenting the reasons for decisions.

The RTA continued with the identification, computerised recording and the provision of policy documents in accordance with the requirements of the FOI Act.

FOI APPEALS TO THE OMBUDSMAN

One FOI matter was referred to the Ombudsman, which is yet to be finalised.

The applicant sought access to a copy of the RTA's assessment or representations report relating to the Eastern Distributor.

A determination was made that the document was exempt on the grounds that it was an internal working document and a decision was yet to be made by the Minister for Urban Affairs and Planning; the release could have a substantial adverse effect on the affairs of the State by providing the applicant with prior knowledge of potential property transactions and could reasonably be expected to have a substantial adverse effect on the performance of the agency's functions by interrupting the Environmental Impact Assessment process.

The applicant lodged an internal review application. The internal review upheld the original determination.

The applicant then lodged an appeal with the Ombudsman's Office. The Minister for Urban Affairs and Planning released the report after the date of the lodgement of the appeal to the Ombudsman's Office.

A copy of the report was lodged in the RTA's library and, following discussions with the Ombudsman's Office, approval was given for the applicant to read the report and, if desired, arrange for copies of any parts of the report the applicant wished to obtain. An officer from the Ombudsman's Office advised the RTA that he regarded the complaint resolved and congratulated the RTA on its expeditious and conciliatory response.

FOI requests	Personal		Other		Total	
	1996-97	1997-98	1996-97	1997-98	1996-97	1997-98
New (including transferred in)	18	47	191	239	209	286
Brought forward (incomplete requests from previous year)	2	1	12	8	14	9
Total to process	20	48	203	247	223	295
Complete	17	42	180	207	197	249
Transferred out	0	0	0	0	0	0
Withdrawn	1	1	12	11	13	12
Total processed	18	43	192	218	210	261
Unfinished (carried forward)	2	5	11	29	13	34

Results of FOI requests	Personal		Other	
	1996-97	1997-98	1996-97	1997-98
Grant in full	13	32	108	135
Grant in part	0	9	26	21
Refused	4	1	46	51
Deferred	0	0	0	0
Completed	17	42	180	207

Basis of disallowing or restricting access	Personal		Other	
	1996-97	1997-98	1996-97	1997-98
Section 19 (application incomplete, wrongly directed)Section 22 (deposit not paid)	0	0	0	0
Section 25 (1) (a1) Unreasonable diversion of resources)	0	0	13	17
Section 25 (1) (a) (exempt)	0	0	1	0
Section 25 (1) (b), (b1), (c), (d) (otherwise available)	4	21	54	34
Section 28 (1) (b) (documents not held)	1	1	1	5
Section 24 (2) (deemed refused, over 21 days)	0	1	30	32
Section 31 (4) (released to medical practitioner)	0	0	0	0
Totals	5	23	99	88

Days to Process	Personal		Other	
	1996-97	1997-98	1996-97	1997-98
0-21	18	30	150	184
22-35	0	4	40	12
Over 35	0	1	2	3
Over 21 (Out of time)		0		13
Over 35 (Out of time)		3		4
Totals	18	38	192	216

Hours to Process	Personal		Other	
	1996-97	1997-98	1996-97	1997-98
0-10	18	40	188	217
11-20	0	2	4	1
21-40	0	1	0	0
Over 40	0	0	0	0
Totals	18	43	192	218

Type of discount allowed on fees charged	Personal		Other	
	1996-97	1997-98	1996-97	1997-98
Public interest	0	0	1	6
Financial hardship - Pensioner/Child	4	8	12	5
Financial hardship - Non profit organisation	0	1	2	2
Totals	4	9	15	13
Significant correction of personal records	0	0	0	0

Grounds on which internal review requested	Personal				Other			
	Upheld		Varied		Upheld		Varied	
	1996-97	1997-98	1996-97	1997-98	1996-97	1997-98	1996-97	1997-98
Access refused	0	0	0	0	4	2	1	0
Deferred release	0	0	0	0	0	0	0	0
Exempt matter	0	1	0	0	1	1	1	1
Unreasonable estimate of charges	0	0	0	0	1	0	0	0
Charges unreasonably incurred	0	0	0	0	0	0	0	0
Amendment	0	0	0	0	0	0	0	0
Totals	0	1	0	0	6	3	2	1

OMBUDSMAN

The Ombudsman referred 15 complaints to the RTA, compared to seven the previous year. Complaints were received on the following matters:

- a community group required information in relation to the costings of the proposed M5 East and data relating to the carriage of dangerous goods and accidents data for vehicles travelling in tunnels;
- a complaint from a husband in regard to the RTA's treatment of his wife during a driving test;
- a complaint from a father that his son had been provided with incorrect information concerning fine defaults and the cancellation of his licence as a result of exceeding the allowable demerit points;
- further enquiries from the Ombudsman's Office relating to the above complaint from a father, on behalf of his son, concerning the relationship between the issue of fine defaults and licence cancellations resulting from exceeding the allowable penalty points;
- a complaint regarding the late payment of registration fees for the renewal of a motor vehicle and the associated loss of time;
- a complaint from a RTA customer in regard to the treatment he received when he replaced his driver's log book at Penrith Motor Registry;
- a complaint concerning the payment of the unexpired portion of NSW driver's licence fees following the issue of a Queensland licence;
- an objection received from the Ombudsman concerning the RTA's statement to a customer that the Driving Ability Road Test (DART) is an objective test and does not require subjective judgements and an agreement that this is incorrect;
- a complaint from a customer that he was experiencing difficulty in obtaining a professional driver's licence;

- an appeal to the Ombudsman for a review of a determination made under the Freedom of Information Act in regard to documents associated with the proposed Ulmarra Bypass;
- a complaint from a landowner that the RTA required him to remove material from RTA land and his assertion that he had made improvements to the land in question;
- a complaint regarding problems experienced when registering a motor vehicle and an error made by the RTA in relation to the Green Slip;
- a complaint from a RTA customer in regard to the cancellation of his Heavy Rigid driver's licence for the loss of demerit points;
- enquiries from the Deputy Ombudsman concerning the process followed by the RTA and other Government agencies in the EIS/determination for the M2 Motorway; and
- a request from the Ombudsman's Office for a copy of a report prepared by an independent party into a motor traffic accident which resulted in the death of two people. The family of the deceased maintain that an RTA inspector had made false allegations at the inquest and that the RTA had not adequately investigated the incident.

Six of the complaints were referred by the Ombudsman to the RTA for investigation and nine were referred for consideration and response direct to the complainants in the first instance.

Most matters were responded to by 30 June 1997. The Ombudsman's Office recorded its concern that the RTA did not explain to its customers the relationship between fine defaults and licence cancellations resulting from exceeding the allowable penalty points. The Ombudsman also objected to the RTA's statement that the DART does not require subjective judgements.

SUBORDINATE LEGISLATION

There were no departures from the Subordinate Legislation Act 1989.

NEW ACTS

The **Traffic Amendment (Street and Illegal Drag Racing) Act 1997** amends the Traffic Act 1909 with respect to the use and confiscation of vehicles in connection with illegal drag racing and other activities.

The **Traffic and Crimes Amendment (Menacing and Predatory Driving) Act 1997** amends the Traffic Act 1909, the Crimes Act 1900 and the Criminal Procedure Act 1986 with respect to menacing and predatory driving.

The **Traffic Amendment (Disqualification for Speeding) Act 1997** amends the Traffic Act 1909 to provide for the disqualification of drivers' licences for certain speeding offences committed during the 1997-98 Christmas-New Year holiday period.

The **Traffic Legislation Amendment Act 1997** amends the Traffic Act 1909 to make some of the terminology of that Act consistent with the Roads Transport Reform (Heavy Vehicles Registration) Act 1997 of the Commonwealth and to enable the Minister by declaration to include or exclude certain areas from the operation of the Traffic Act 1909 and regulations under the Act.

The **Road Transport (Heavy Vehicles Registration Charges) Amendment Act 1997** amends the Road Transport (Heavy Vehicles Registration Charges) Act 1995 with respect to the registration charges payable for primary producers' vehicles as well as making corresponding amendments to the Motor Vehicles Taxation Act 1988.

The **Road Transport (Vehicle Registration) Act 1997** provides for the registration of vehicles and for related matters as part of the system for nationally consistent road transport laws as well as making consequential amendments to the Traffic Act 1909 and other Acts.

The **Business Franchise Licences (Repeal) Act 1997** repeals the Business Franchise Licences (Petroleum Products) Act 1987 and the Business Franchise Licences (Tobacco) Act 1987.

The **Statute Law (Miscellaneous Provisions) Act 1997** amends, amongst other things, the Roads Act 1993 and the Road Transport (Mass, Loading and Access) Regulation 1996 and permits a person to drive a heavy vehicle along a road with light thoroughfare notices if the destination of the vehicle is located within that road.

The **Traffic Amendment (Confiscation of Keys and Driving Prevention) Act 1998** amends the Traffic Act 1909 to empower police officers to prevent persons who are under the influence of alcohol or other drugs from driving motor vehicles.

The **Traffic Amendment (Pay Parking Schemes) Act 1998** amends the Traffic Act 1909 enable declared public authorities to establish and operate pay parking schemes on public streets under their control.

The **Traffic Amendment (Variable Speed Limits) Act 1998** amends the Traffic Act 1909 with respect to variable speed limits and certificate evidence of speeding offences.

The **Roads and Traffic Legislation Amendment (Load Restraint) Act 1998** amends the Roads Act 1993 with respect to directions relating to unsafe loads on vehicles and vehicles carrying such loads as well as amending the Traffic Act 1909 with respect to unsafe loads on vehicles.

The **Road Transport (Vehicle Registration) Amendment Act 1998** amends the Road Transport (Vehicle Registration) Act 1997 to make further provision for the registration of vehicles and to regulate vehicle standards, and to provide for the testing and inspection of registrable vehicles, as well as amending the Traffic Amendment (Vehicle Identification) Act 1996 to clarify the meaning of certain provisions in that Act.

The **Traffic Amendment (Penalties and Disqualifications) Act 1998+** amends the Traffic Act 1909 and increases the maximum penalties for offences under that Act, increases and imposes minimum periods of automatic licence disqualification, as well as making other changes to penalties and licence cancellation.

The **Road Improvement (Special Funding) Amendment Act 1998+** amends the Road Improvement (Special Funding) Act 1989 to continue special funding arrangements, known as the "3x3 program", for road improvement, road safety and road related public transport infrastructure following the High Court decision invalidating business franchise licence fees.

+These Acts were enacted by Parliament prior to 30 June, 1998 but were not assented to by that date.

NEW REGULATIONS

The **Motor Traffic Amendment (Fees, Charges and Penalties imposed by Penalty Notices) Regulation 1997** increases certain fees and charges imposed by the RTA and certain penalties imposed by penalty notices as well as creating new offences concerning tow truck operators' licences.

The **Motor Traffic Amendment (Parking) Regulation 1997** introduces further categories of exemptions from paid parking and parking restrictions.

The **Motor Traffic Amendment (Driver Licences) Regulation 1997** changes the classes of driver licences in line with proposed national classes, sets out the qualifications for the classes of licence and vehicle types, and effects consequential changes concerning learner, provisional and probationary licences.

The **Motor Traffic Amendment (Transfer of Registration Application Fee) Regulation 1997** increases slightly, the fee for the late lodgement of an application for the transfer of the registration of a motor vehicle.

The **Motor Traffic Amendment (Bus Safety) Regulation 1997** imposes safety requirements on the use of buses engaged in transporting school children.

The **Motor Traffic Amendment (Clean Air) Regulation 1997** updates a cross-reference following the repeal of the Clean Air Regulations 1964 and their replacement (in relation to motor vehicles and motor vehicle fuels) by the Clean Air (Motor Vehicles and Motor Vehicle Fuels) Regulation 1997.

The Motor Traffic Amendment (Law Revision) Regulation 1997 effects minor amendments as a consequence of the Road Transport (Mass, Loading and Access) Regulation 1996.

The Motor Traffic Amendment (Impounded Vehicles) Regulation 1997 prescribes a towing fee and the circumstances in which an impounded or forfeited vehicle may be offered for sale by the Commissioner of Police.

The Motor Traffic Amendment (Additional School Bus Warning System) Regulation 1997 introduces a bus warning system in a trial scheme in Newcastle and Lake Macquarie to provide greater protection for school children.

The Motor Traffic Amendment (Police Parking Exemption) Regulation 1997 allows a police vehicle to be driven and parked on a footpath while being used for enforcement purposes.

The Motor Traffic Amendment (Golf Course Exemption) Regulation 1997 exempts golf course vehicles from registration requirements, exempts drivers of such vehicles from the need to be licensed, and exempts persons on certain vehicles from wearing safety helmets.

The Motor Traffic Amendment (Visiting Motor Vehicle) Regulation 1997 exempts Victorian registered box trailers when travelling in NSW from NSW registration.

The Motor Traffic Amendment (Demerit Points) Regulation (No. 3) 1997 increases over the Christmas 1997 and New Year 1998 holiday period the demerit points applying to offences under the 'points system' of licence cancellation.

The Justices (Short Descriptions of Motor Traffic and Other Offences) Amendment (School Bus) Regulation 1997 prescribes short descriptions of offences (relating to school buses) which can be used in enforcement documentation.

The Motor Traffic Amendment (Demerit Points Allocation) Regulation 1998 effects consequential amendments to reflect the fact that penalty notice enforcement orders are to be made under the Fines Act 1996 rather than under the Justices Act 1902.

The Motor Traffic (Registration Fee Reduction) Amendment Regulation 1998 enables the RTA to reduce registration, and renewal of registration, fees on motor vehicles the subject of approved alternative vehicle maintenance schemes.

The Motor Traffic Amendment (Fees and Charges) Regulation 1997 requires payment for the first issue of a number-plate or number-plates when a motor vehicle is registered, and increases certain fees and charges.

The Motor Traffic Amendment (Fees) Regulation 1998 terminates from 1 July 2000 the increase in fees and charges (prescribed by the Motor Traffic Amendment (Fees and Charges) Regulation 1997), reduces the registration transfer fee of a motor vehicle for licensed dealers and wholesalers, and exempts pensioners from the fee for the issue of number-plates.

The Motor Traffic Amendment (Removal of Unattended Vehicles) Regulation 1998 allows an authorised officer to cause an unattended motor vehicle unlawfully standing on a bus

lane or buses only lane to be removed if it is considered that the motor vehicle is causing or likely to cause danger or undue traffic congestion.

The Motor Traffic Amendment (Special Event Parking) Regulation 1998 provides for the designation of special event parking areas, in the vicinity of major sporting or entertainment venues, that will have parking restrictions during special events such as the Olympics.

The Motor Traffic Amendment (Heavy Vehicle Speed Limit) Regulation 1998 prescribes a uniform maximum speed limit for coaches and heavy motor vehicles of 100 km/h.

The Motor Traffic Amendment (Rural Fire Brigade Vehicles Exemption) Regulation 1998 exempts rural fire brigade vehicles from certain requirements relating to the registration and affixing of number-plates.

The Road Transport (Mass, Loading and Access) Amendment Regulation 1997 modifies the formula for assessing the mass limit of a road train as regards axle spacing for consistency with the formula approved by the Ministerial Council for Road Transport (for national uniform road transport laws), and restricts vehicles or combinations from entering certain light thoroughfares, bridges and roads.

The Roads (General) Amendment (Penalties Imposed by Penalty Notices) Regulation 1997 increases penalties imposed by penalty notices for certain offences under the Roads (General) Regulation 1994.

The Road Transport (Mass, Loading and Access) Amendment (Short Descriptions and Other Matters) Regulation 1997 prescribes short descriptions of offences which can be used in enforcement documentation.

The Road Transport (Mass, Loading and Access) Amendment (Permit Application Fees) Regulation 1997 increases slightly, application fees for certain permits for heavy vehicles.

The Road Transport (Mass, Loading and Access) Amendment (Dimensions) Regulation 1998 exempts oversized, special purpose vehicles from having to comply with some dimension limits when standing or operating on a road or road related area.

The Road Transport (Vehicle Registration) Regulation 1998 establishes a system for the registration of light and heavy vehicles that is consistent with the uniform national road legislation, and provides for vehicle standards.

The Road Transport (Heavy Vehicles Registration Charges) Amendment (Refunds) Regulation 1998 calculates refunds of charges on a daily basis.

The Motor Vehicles Taxation Regulation 1998 calculates refunds of taxes on a daily basis.

The Motor Traffic Amendment (Law Revision) Regulation 1998 makes consequential changes relating to registration, inspections and vehicle standards.

JUDICIAL DECISIONS AFFECTING THE RTA

NEGAL V RTA

In a Stated Case to the Supreme Court from the decision of a Local Court it was held that the RTA was entitled to record on the person's record a speeding matter in Victoria and to have regard to it for the purpose of considering cancellation or suspension of the person's NSW drivers licence.

The Court stated that the fact that the speeding matter occurred in Victoria did not mean it could not be taken into account for the purpose of the particular regulation in question it being a relevant matter bearing upon the "interests of public safety" which is the paramount consideration in the Regulation.

SKEWES V COALCLIFF COLLIERIES PTY LTD & RTA

The Plaintiff claimed damages for injuries sustained in an accident that occurred when he was riding his motorcycle through a succession of bends in the road which is on the side of a cliff face next to the sea. The RTA had erected warning signs stating "Falling rocks" and "Do not stop". The adjacent cliff face was highly unstable, with numerous major rock falls onto the roadway. He alleged he ran over rock debris on the roadway while negotiating a right hand bend causing him to slide out over the unbroken centre line and colliding with a vehicle coming in the opposite direction.

The Supreme Court found no liability on the part of the adjoining owner nor the RTA, neither being negligent in the circumstances of the case. Further the Court found the Plaintiff was negligent for not keeping a proper lookout for rocks and travelling too fast in the circumstances.

The Court stated that the RTA was not negligent in not deciding to allocate funds to further reduce the risk of rockfall on to the roadway at the location of the plaintiff's accident on the basis that such a decision was a policy making decision, as opposed to an operational decision and that such policy making decisions are not subject to review in an action in negligence such as this.

WORKCOVER V RTA

In November 1995 an RTA employee drove a water tank in reverse across the main north railway line near Urunga in Northern NSW when a collision occurred with a southbound XPT train resulting in his later death.

The RTA pleaded guilty to the two summons before the NSW Industrial Relations Commission for breaches of the Occupational Health and Safety Act.

A fine of \$190,000 was imposed. The Court considered that the risk to which the people working on the site on the day of the accident were exposed was the risk of death.

The Judge considered that on the occasion in question there was a complete absence of the ordinary precautions utilised by the defendant for work of this nature.

S HOLLAND V NIXONS PTY LIMITED

This matter involved stated cases in the Supreme Court against the decision of a Magistrate in four overloading cases that certain evidence was sufficient to invoke the defence set out in the State Roads Act which is substantially the same defence as is in S.235 of the Roads Act. The defence is that the owner took all reasonable steps to prevent the contravention of the weight requirements. Further a Court must be satisfied the person either weighed the vehicle or caused the weight to be calculated at the start of the journey.

The Supreme Court found in favour of the RTA in each matter.

The Supreme Court held that, under the defence to an overloading prosecution provided for in the State Roads Act (and consequently the current Roads Act), it was necessary for the whole of the load to be weighed as one item. In the event that individual items were separately weighed, it would be necessary for a defendant to rely upon the provision that it was in possession of sufficient and reliable evidence from which the weight of the whole load could be calculated.

This case confirms the policy behind the introduction of such a limited defence to overloading

APPENDIX 13

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 1997-98, contracts were brought to account for the sale of 99 properties for a total value of \$31.482 million. Of these, 10 properties were valued over \$0.5 million each, with a total value of \$21.33 million.

All properties valued greater than \$5 million were sold by auction or tender.

No properties were sold to people with family or business connections 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 (FOI) Act.

APPENDIX 14

PUBLICATIONS

The RTA produces publications to help 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 at Head Office.

The RTA Technology Library at Rosebery carries a range of Acts of Parliament, Australian Standards, general reference books and specialist publications. The library is open to the public.

The following new or substantially revised titles were issued during 1997-98.

BRIDGES

Sydney Harbour Bridge cranes video

CONSTRUCTION

- Building Better Roads in Western Sydney
- Taree Bypass
- Upgrading in the Pacific Highway, Building a Safer Highway

Community Newsletters

- Barton Highway Route Selection
- Cessnock Heavy Vehicle Bypass Study
- City West Link Road: Balmain Road, Leichhardt to Boomerang Street, Haberfield
- Cowpasture Road/Bringelly Road/Camden Valley Way Intersection
- F3 National Highway Connection between Minmi and Beresfield
- Have your say about M2 - Gore Hill Tunnel Options through Lane Cove
- Hume Highway, Roberts Road and Centenary Drive at South Strathfield

- Illawarra Highway: Realignment between Robertson and the Pie Shop
- Improvements to the Princes Highway at South Nowra
- Moore Park/Darlinghurst and Environs Bus and Traffic Improvement Proposals
- Nowra to Nerriga Road Design Study
- Olympic Highway: Gobba Deviation, Wagga Wagga
- Proposed National Highway Route F3 Freeway to Branxton, Allandale to Illalong South
- Proposed Tarcutta Truck Changeover Facility
- Proposed Upgrade of Cowpasture Road from Edensor Road to The Horsley Drive, Fairfield
- Proposed Upgrade of Cumberland Highway, The Horsley Drive, Smithfield to Merrylands Road, Merrylands West
- Upgrade of Great Western Highway Blaxland and Valley Heights

Upgrading the Pacific Highway

- ◆ Barkhut Road near Woolgoolga
- ◆ Bonville
- ◆ Brunswick Heads Bypass and Brunswick Heads to Yelgun
- ◆ Bundacree Creek to Possum Brush
- ◆ Cumulative Impact Assessment
- ◆ Coolongolook to Wang Wauk
- ◆ Karuah
- ◆ Tandys Lane
- ◆ Taree Bypass
- ◆ Tyndale
- ◆ Ulmarra Bypass

CORPORATE

- Annual Report 1997
3,000 copies produced at a unit cost of \$14.66. 2000 copies of the 1998 Annual Report are estimated to have a unit cost of \$15.00.
- Commitment to Service
- RTA Award Scheme 1997 (brochure and poster)
- Serving Country NSW - Country Operations Directorate

DRIVER LICENSING

- Heavy Vehicle Drivers' Handbook
- Licensing requirements for drivers from other countries
- Road Users' Handbook
- Re-Torque (newsletter)

ENVIRONMENT

- Sydney Harbour Bridge Management Plan (book and brochure)
- Compliance Guidelines for the Waste Minimisation and Management Act 1995 and WMM Regulation 1996
- Guidelines for Environmental Auditing of Construction Works
- Upgrading the Pacific Highway, Protecting our unique Environment

FOI

- Inside the RTA
- Customer Information Directory

INFRASTRUCTURE MAINTENANCE

- Road Maintenance
- Road Surfaces

ROAD SAFETY

- .02 and you - guide for new and young drivers
- 1996 Road Traffic Accident Statistics
- Cheers Without Fears
- Community Outreach Kit
- Community Road Safety Group Review
- Community Road Safety Groups Review Fact Sheet
- Current Information Drink Driving Information Booklet
- Early Childhood - Road Safety
- Easy Audit (Version 1.1)
(computer system for road safety audits)
- 'Hold My Hand' board book
- Newcastle 40 km/h bus safety brochure
- Newell Highway Kid Fun Trip Planning (Activity Sheet)
- Newell Highway Trip Planner
- NSW Ethnic Community Profiles
- NSW School (K-12) Road Safety Education Program - Strategy and Action Plan 97-98
- Publication of Kids & Traffic Gazette for the Early Childhood Road Safety Program
- Road Safety Education Program - Resource Folder
- Road Safety Officers Resource Folder
- Roads and Traffic Authority - 50 km Urban Speed Limit Trial - Evaluation Report June 1998

- Safe Speeding. There's No Such Thing.
- Safer Routes to School Program
 - ◆ guidelines
 - ◆ parent information
 - ◆ parent survey
 - ◆ principals' kit
- Safer School Travel Package
- Safety Update RES 15: Easy Audit -
(a computer system for road safety audits)
- School Bus Safety Education Kit
- Something for Everyone
(electronic catalogue of road safety material)
- Speed Management Kit
- The Physics of Car Crashes
- Working Together: An Interim Activity Report on the Local Government Road Safety Program - Research Report RR 98/1 May 1997

TECHNOLOGY

- Concrete Roundabout Pavements: A Guide to their Design and Construction
- Guide to Maintenance of Geotextile Reinforced Seals on Clay Pavements

TRAFFIC MANAGEMENT

- Sydney Cycleways
 - ◆ Badgerys Creek-Campbelltown
 - ◆ Inner West-Eastern Suburbs
 - ◆ Homebush Bay
 - ◆ Liverpool
 - ◆ North Shore
 - ◆ Parramatta
 - ◆ Penrith-Windsor-Blue Mts
 - ◆ Pittwater
 - ◆ Riverstone-Dural
 - ◆ Sutherland

VEHICLE REGISTRATION

- Attention Trailer Operators
- Fund Levy Exemption
- Information for Primary Producers
 - ◆ oversize vehicles
 - ◆ registration
 - ◆ vehicle weight limits
- National Registration
(changes to registration that may affect you)
- Sydney 2000 Olympic Games
(number plate brochure)

APPENDIX 15

TOTAL CONSULTANTS COSTS FOR YEAR ENDED 30 JUNE 1998

Project	Consultant	\$
Legal services to assist assessment of proposals- Eastern Distributor	Blake Dawson Waldron	552,534
EIS Legal advice M5 East	Freehill Hollingdale & Page	149,460
Taxation advice M4/M5	Arthur Andersen & Co	61,568
Tunnel Estimates	Evans & Peck Pty Ltd	54,490
Eastern Distributor	UBS Australia	53,170
Fauna advice - Raymond Terrace Bypass	ISHTA Consultants	38,931
Legal advice - M4 widening	Blake Dawson Waldron	36,500
Consultants costing over \$30,000	7	946,663
Consultants costing \$30,000 or less	9	130,858
TOTAL		1,077,521

The RTA also engages numerous 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.

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APPENDIX 16

ACCOUNT PAYMENT PERFORMANCE

OUTSTANDING ACCOUNTS AT 30 JUNE 1998

Period	Number of Claims	Value
Current (within Due Date)	4,930	\$36,572,741.68
<30 Days Overdue	3	\$94,604.95
31 - 60 Days Overdue	1	\$2,220.00
61 - 90 Days Overdue		
> 90 Days Overdue	17	\$9,525.58

For Past 12 Months	Value
Percentage of Accounts Paid on Time	85.37%
Value of Accounts Paid on Time	\$1,366,092,116.50
Value of Accounts Paid	\$1,430,594,464.72

Details of any payment under clause 18 of the Public Finance and Audit Act

This clause deals with interest payable to a supplier of goods and/or services where payment of the account is not made within the determined time. There have been no penalties for late payments.

An initiative currently being undertaken to improve payment performance is the implementation of Electronic Funds Transfer facilities throughout the RTA.

APPENDIX 17

FUNDS GRANTED TO NON-GOVERNMENT COMMUNITY ORGANISATIONS

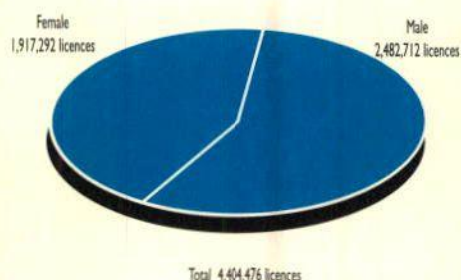
Event/Sponsorship	Description	Cost
RTA Rec Club City to Surf	FUN Run participation by RTA REC Club members	\$500
Institute of Public Administration State Conference	Sponsor the cost of presenter at the State Conference	\$1,500
Scholarship Co-op	Student Scholarship	\$10,500
Program Civil Engineering Student APESMA	1st Prize, best graduate in project management	\$1,000
UNSW BIT Program		\$94,500
National Engineering Excellence Awards	1998 National Engineering Excellence Awards	\$10,000
RTF Trucks & Road Safety Summit	Dinner before summit	\$10,000
Australian Institute of Traffic Management National Conference	Display Booth at the Conference	\$7,000
Cycle Sydney	Share the road with bicycles	\$60,000
NSW Big Bike Ride	Share the road with bicycles	\$75,000
Angel II Cycle Classic	Share the road with bicycles	\$5,000
Waratah Veteran Cycle Classic	Share the road with bicycles	\$950
Institute of Municipal Engineers Australia (IMEA) Conference	Morning Tea	\$1,500 approx
International Monocots Conference	International specialist conference	\$2,000 approx
Total 1997-98		\$279,450

APPENDIX 18

DRIVER AND VEHICLE STATISTICS AND HEAVY VEHICLE INFRINGEMENTS

Figure 24

Licence Holders by Gender



Including 0.1% of the total where licence holder's gender was not recorded.

Figure 25

Licence Holders by Age Group

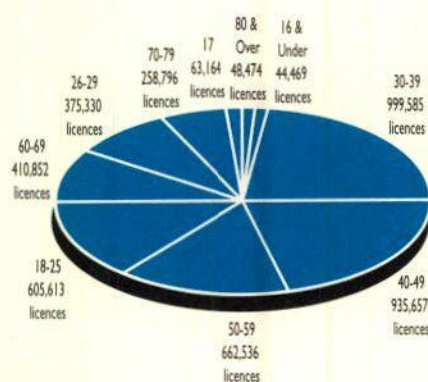
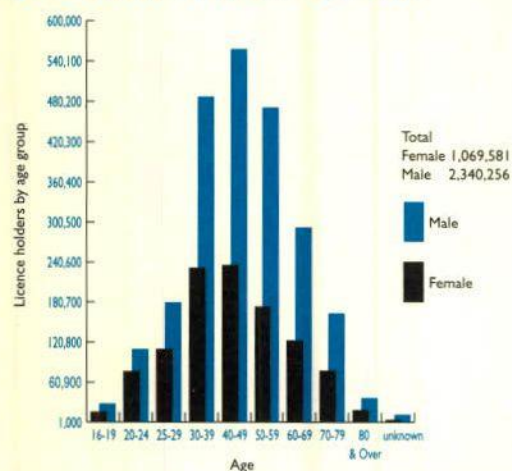


Figure 26

Age & Gender of Vehicle Operators



Vehicle Usage	Number of Vehicles
Private	2,689,402
Pensioner	535,809
Primary Producer	91,451
Business	649,644
Taxi	5,419
Public Bus & Coach	6,465
FIRS	1,445
Other Vehicle Use	137,088
Total	4,116,723

Vehicle Type	Number of Vehicles
Passenger Vehicles	2,645,084
Utilities & vans	525,540
Trailers	597,069
Motorcycles	77,119
Rigid Trucks	219,218
Buses	12,375
Plant	21,908
Prime Movers	14,004
Other	4,406
Total	4,116,723

Year of Manufacture	Number of Vehicles
Unknown	99,691
Pre 1960	8,366
1960-1964	14,038
1965-1969	33,585
1970-1974	128,004
1975-1979	320,062
1980-1984	687,104
1985-1989	908,220
1990-1994	1,030,188
1995	251,966
1996	244,039
1997	273,937
1998	117,523
Group Total	4,116,723

Infringements by Region, 1997-98	Sydney	Southern	Hunter	Northern	Western	South Western	Total
Defects	41,911	16,315	17,325	11,815	14,388	5,396	107,150
Traffic infringement notices	6,561	5,170	6,931	2,395	4,767	4,149	29,973
Weight breaches	713	2,602	1,210	338	718	230	5,811
Total	49,185	24,087	25,466	14,548	19,873	9,775	142,934
Major enforcement operations	26	71	16	29	13	12	167

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Entries in bold refer to requirements of the Annual Report
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