

Annual Report 1996



Opened in December 1995, Glebe Island Bridge is one of the longest concrete cable-stayed span bridges in the world

Roads and Traffic Authority New South Wales



Contents



A safe road user

Subject	Page
RTA Structure and Corporate Direction	3
Highlights 1995/96	4
Performance Trends	5
Serving Our Customers	8
The Year Ahead	10
Road Network Infrastructure	11
Road Safety and Traffic Management	17
Drivers and Vehicles	24
Caring for the Environment	31
Technology Serving the Community	37
Research and Development	38
Financial Statements	39
Appendices	68
Index	104
List of Figures	104



1996 Annual Report

ROADS AND TRAFFIC AUTHORITY, NEW SOUTH WALES

The Hon Michael Knight, MP
Minister for the Olympics and
Minister for Roads

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. While the Financial Statements cover the year ended 30 June 1996, events which occurred after this date have been included.

The RTA provides essential services to the people of NSW. These services impact on the daily lives of everyone, and place the RTA in a unique position of being able to contribute to the Government's policy objectives for the public sector, to ensure that the people of NSW, as customers and funders of the programs provided by Government, get better service and value for money.

Following an extensive consultative process with the community, Government, key stakeholders and our staff, the RTA released its Corporate Strategic Plan 1996-2001. The Plan for the RTA details the key Government Priorities, provides the Statement of Corporate Direction, identifies six Critical Success Areas, and projects organisational improvements and core business deliverables over the next five year period.

In order to progress the outcomes identified in the Corporate Strategic Plan, the RTA also commenced implementation of an organisational Change Management Program during the year targeting enhancement in the RTA's efficiency and levels of customer service. Greater community awareness, improved levels of service and a commitment that the RTA will become more commercially focused and economically viable have now set the direction and challenge to all staff.

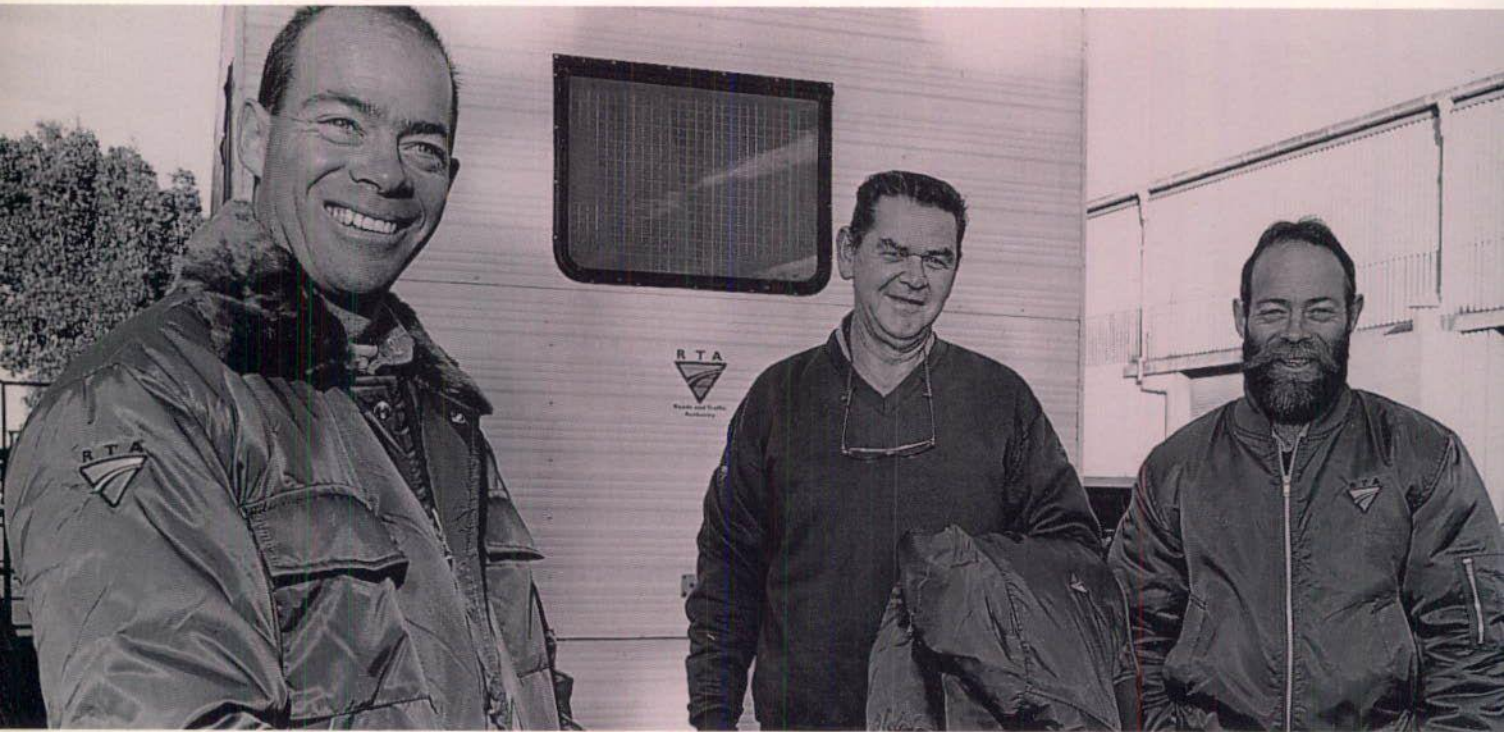
I would like to take this opportunity to acknowledge the valuable contribution made by RTA staff in 1995/96 to the achievements noted in this report.

The RTA looks forward to working with stakeholders and the community in the year ahead to ensure that our activities meet the needs of the people of NSW.



Ron Christie
Chief Executive
30 October 1996

Who we are and what we do



From left, storemen Phil Burnie and Denis Renehan and crane driver Bob Burnie were among the 2,200 outdoor staff supplied with new uniforms as part of the RTA Wages Staff Enterprise Agreement.

History

The RTA was formed under the Transport Administration Act 1988, through an amalgamation of the former Department of Main Roads, Department of Motor Transport and the Traffic Authority. We began operating on 16 January 1989.

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.

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

We are responsible for promoting road safety and traffic management, driver licensing and vehicle registration.

We manage the operation, maintenance and enhancement of 17,380 km of State Roads including National Highways. We also manage 2,970 km of Regional and Local Roads in the unincorporated area of NSW where there are no local councils. We help local councils manage 18,550 km of Regional Roads and, to a limited extent, local roads, through funding and other support.

Assets

We manage one of Australia's largest asset portfolios. The replacement value of the roads, bridges and traffic infrastructure we look after is \$36.1 billion, including the value of land under roads. Property, plant, equipment, private sector provided infrastructure and other assets are valued at \$2.2 billion.

We have an annual budget of around \$1.9 billion, derived mainly from road user charges.

We employ around 7,000 staff in more than 200 offices throughout NSW, including 132 motor registries.

Customers

We have a vast and varied range of customers, including individuals, private organisations, community and road transport groups, local councils and State Government agencies.

The owners of 3.97 million vehicles and four million drivers in NSW generate some 70,000 transactions a day and 56,000 telephone calls a week.

RTA structure and corporate direction

Structure

The RTA operates through its structure of client funders, service providers and business support.

The funding role is met by the three Core Function Directorates - Road Network Infrastructure, Road Safety and Traffic Management, and Driver and Vehicle Policy and Regulation, which set policy, guidelines and standards. These Directorates are responsible for developing core function objectives, strategies, targets and performance measures, monitoring service provider performance, core function resource allocation and funds management.

Service delivery is primarily the role of the RTA's Regions, which are responsible for management of the asset and service provision to agreed targets and performance standards (specified as part of the Service Level Agreements with the Core Function Directorates).

The RTA's business support functions are provided by the Finance, Corporate Secretariat, and Corporate Services Directorates. RTA Technology provides technical support and advice.

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.

Mission

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

Government priorities for RTA

The NSW Government's priorities for the RTA over the next five years are:

- 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.

Statement of corporate direction

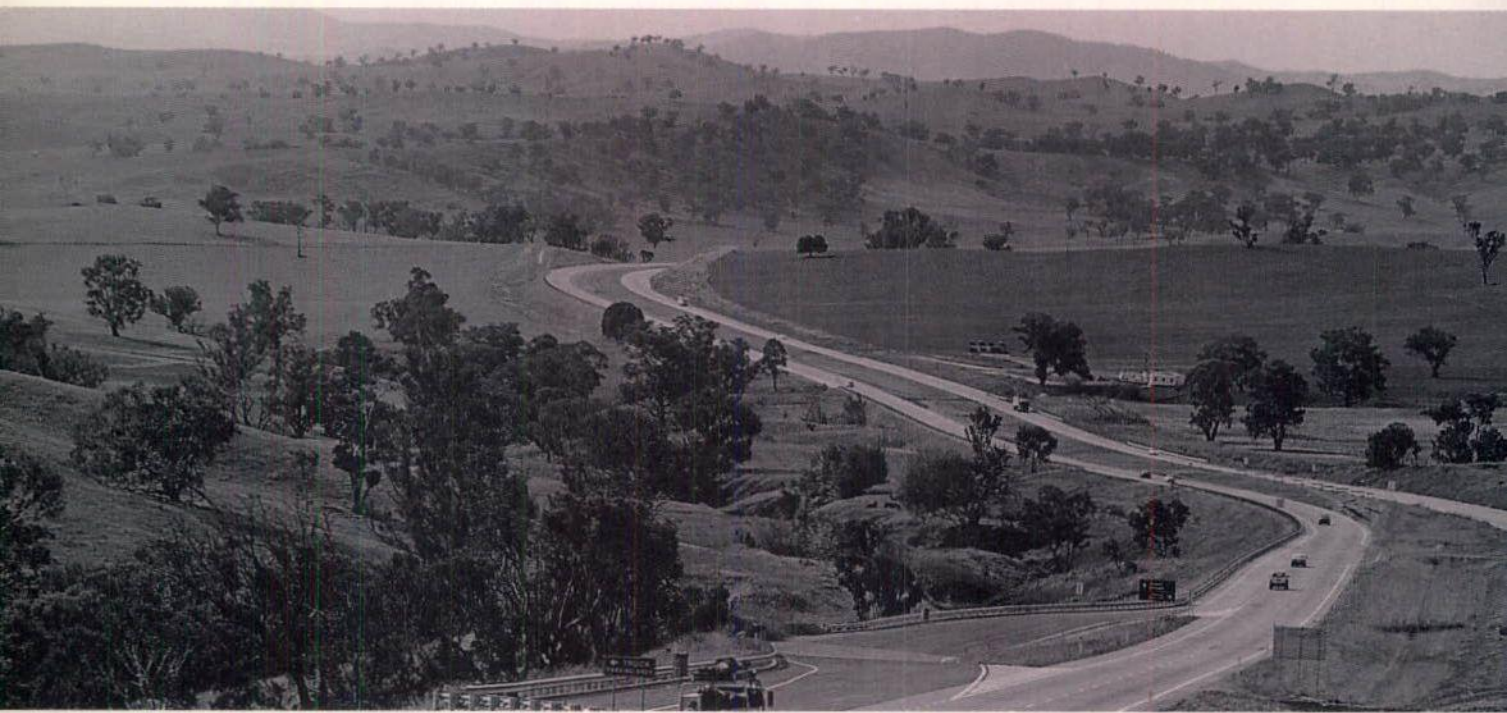
By 2001, the RTA will be an organisation which:

1. Provides road-related transport solutions for NSW, including alternatives to road building, in the context of the Government's integrated land-use and transport planning.
2. Provides a safe, efficient, environmentally acceptable road system for moving people and goods.
3. Is recognised as a good environmental and corporate citizen.
4. Is recognised as an open, innovative Best Practice Organisation with a strong customer focus.
5. Is focused on the management of outcomes, delivered by a variety of service providers.

We will deliver the Government Priorities and strive to achieve our Vision through the broad strategies set in the Corporate Strategic Plan 1996-2001, aimed at improving both our traditional core business products and services, as well as the organisation itself. We will drive this improvement through six Critical Success Areas:

- Our People
- Customer Service
- Business Efficiency
- Alliances and Partnerships
- Environmental and Social Responsibility
- Communication.

Highlights 1995/96



The \$53 million Tarcutta Range Deviation on the Hume Highway, south of Gundagai, was completed under budget and 13 months ahead of schedule. It provides 9.5 km of dual carriageway to replace a steep, winding, single carriageway section of highway.

- The RTA released its Corporate Strategic Plan 1996-2001 which focuses on the key Government Priorities for the RTA, and provides a Statement of Corporate Direction identifying six Critical Success Areas, and detail of projected organisational improvements and core business deliverables over the next five year period.
- The safety of the road network was enhanced through progressive implementation of Road Safety 2000, including \$30 million expended on accident investigation and prevention, road safety audits, the treatment of known accident blackspots, speed management and the improvement of roadside facilities.
- \$550 million was expended in maintenance of roads and bridges with improvements in overall condition.
- \$626 million was expended in road network development. Major new works completed in 1995/96 included:
 - Central Coast, dual carriageways from Kariong to Dane Drive in Gosford (\$57 million);
 - Hume Highway, Jugiong bypass (\$85.5 million) and Tarcutta Range deviation, south of Gundagai (\$53 million);
 - Glebe Island Bridge and Approaches (\$169 million);
 - Pennant Hills Rd, Stages 1 to 3 from Copeland Road to Boundary Road (\$80 million); and
 - Silverwater Road extension (\$31 million).
- \$312 million was invested in maintaining road pavements to achieve improved ride quality for the sixth consecutive year and preserve the value of existing State Road network assets during 1995/96.
- A ten year performance based maintenance contract for north-east Sydney was executed with projected savings in the order of 35% over the life of the contract.
- Significant contribution to road-related public transport infrastructure was achieved through initiation of a four year \$170 million program commitment targeting transit lanes, bus priority measures, commuter car parks and railway level crossings.
- A larger and more diverse program of environmental initiatives was undertaken.
- Leadership towards greater national uniformity in road transport law continued, especially for heavy vehicles.
- Closer liaison and alliances with other central planning and transport agencies was achieved in order to ensure the development of totally integrated and planned transport solutions for the people of NSW.

Performance trends

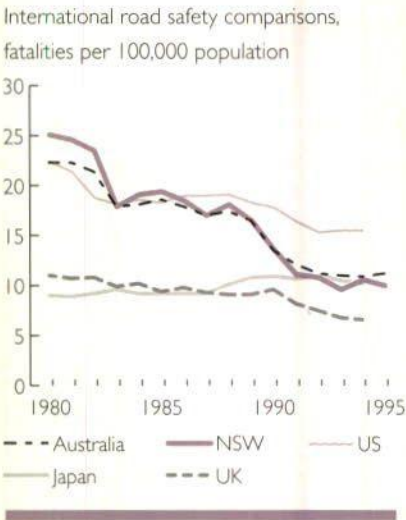


Figure 1 The NSW road toll is among the lowest in the world.



Some of the RTA staff who worked on Glebe Island Bridge were, back row, from left, Dragan Stefanovski and Graeme Cosier, surveyors, Tony Staninovski, field hand, Flann Cleary, senior project manager, Alan Thomas, project engineer, John Eveston, inspector, Harry Cheung, technical engineer, and Barry Cox, ganger. Middle row, from left, Geoff Skinner, project and liaison officer, Peter Wellings, resident engineer, Lawrie Chow, construction engineer, Ray Brown, manager, major projects, Donna Cooper, project and liaison officer, Allan Davis, inspector, Coral McCarthy, project support officer and David Hardy, inspector. Front row, from left, Scott Warden and Zorin Skoric, student engineers, and Bryce Fisk, surveyor.

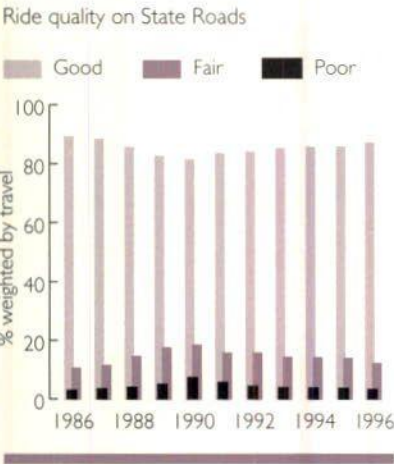


Figure 2 In 1996, and for the sixth consecutive year, ride quality has improved for State Roads, as indicated on the above graph. The amount of travel on State Roads rated with "good" ride quality has increased from 81% in 1990 to 87% in 1996.

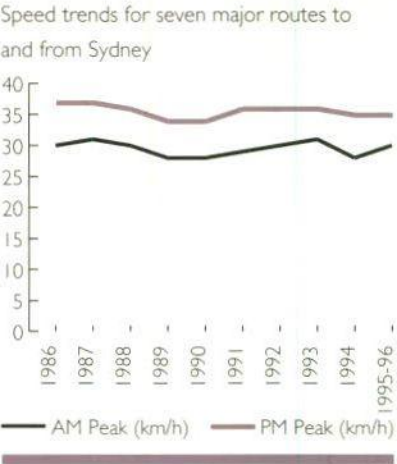


Figure 3 For the seven major routes to and from the Sydney CBD, the average speed during the AM peak was 30 km/h (an improvement from 28 km/h in 1994), whilst the average speed during the PM peak was 35 km/h (no change since 1994).

Opinion of service - proportion of customers who rated service as "very good" or "good".

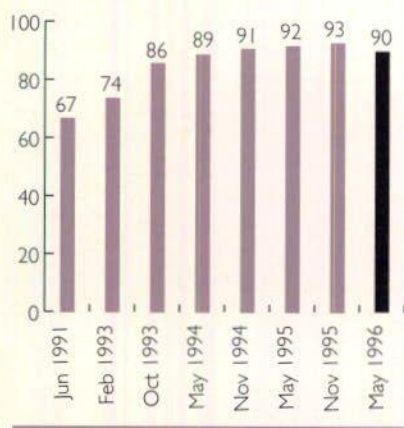


Figure 4 90% of our customers rated the service provided in motor registries as "good" or "very good". This percentage has increased from 67% in 1991. Our target for 1996/97 is for 95% of our customers to rate motor registry service as "good" or "very good".

FINANCIAL OVERVIEW 1995/96

Total Roads Program expenditure for 1995/96 was some \$1,957 million, about \$37 million less than the initial budget and only \$3.7 million less than the revised budget. In achieving this budget result, the RTA met Government commitments to specific initiatives including the Western Sydney Roads and Transport Program and the Pacific Highway and Blue Mountains Programs.

Of the funding received during 1995/96, State sources contributed some \$1,563 million as shown in Figure 6. This total was approximately \$90 million more than 1994/95, due mainly to increases in motor vehicle tax (\$35 million), fuel levies (\$25.9 million) and untied road grants (\$5 million). The RTA received \$321 million during the year from the Commonwealth Government for National Highways in NSW, which was provided from the Australian Land Transport Development Program.

During the year, there was a renewed focus throughout the RTA on adopting commercially based principles and practices to ensure the most efficient utilisation and allocation of the RTA's resources to all of its activities. In keeping with the RTA's role as a value for money service provider, commercially based policies, systems,

Total equivalent full-time (EFT) staff numbers from 1991/92 to 1995/96

Classification	EFT 1991/92	EFT 1992/93	EFT 1993/94	EFT 1994/95	EFT 1995/96
Salaried Staff	4,818	4,636	4,443	4,324	4,224
Wages Staff	3,292	3,019	2,643	2,246	2,200
Casual Staff	369	315	406	343	469
TOTALS	8,479	7,970	7,492	6,913	6,893

Figure 5 The above equivalent full-time staff numbers include full-time, part-time and casual staff. Total EFT numbers have decreased 18.7% from 8,479 in 1992 to 6,893 in 1996.

procedures and reporting structures are being developed for use throughout the whole organisation. This will enable the RTA to benefit from business-like principles and practices and facilitate comparisons internally, and with relevant external organisations, using benchmarking techniques to assist in maximising the value of the Roads Program to Government. These commercial principles and practices also support the RTA's client funder/service provider type organisation structure.

In response to the Council on the Cost of Government, the RTA assessed the cost of its corporate services in order to meet the Government's requirements for savings in corporate overheads in 1995/96 and 1996/97. This led to an organisation wide Corporate Services Efficiency Review. The Review's objectives were to identify how the Government's savings targets could be achieved, having regard to the resources required to support the core business activities, whilst determining the most efficient and effective means of delivering corporate services in the RTA.

Related to these initiatives, the RTA has been involved with benchmarking its finance function activities with those of other State Road Authorities (SRAs). The SRAs from throughout Australia are involved in this study with agreement

reached on key activities and sub-activities including definitions. Data has been collected and preliminary results discussed and exchanged between the SRAs. The next phase of the project is to enhance the activity definitions and data to determine best practice performance indicators.

Debt and cash management strategies, policies and practices were reviewed during 1995/96 and steps were taken to strengthen internal controls and to provide enhanced management information. Sound investment and debt management policies and procedures resulted in performance indicators for both the investment portfolio and the semi-government debt portfolio achieving at least the relevant benchmarks set by Treasury Corporation.

The RTA also places emphasis on risk management principles and is currently a member of the Treasury Managed Fund to protect its insurable risk. The RTA has a policy of apportioning 25% of premiums to all responsibility centres based on a per capita basis, with the remaining 75% based on their claims history. Also, it is currently developing occupational health and safety (OH&S) strategies to minimise work-related risks and injuries to employees in order to reduce rehabilitation and premium costs in the workers' compensation area. Senior management continued to be

	Note	Result	Result	Result	Target	Result	Target
Financial Performance Indicators	2	92/93	93/94	94/95	95/96	95/96	96/97
Debt Servicing Costs as % of Roads Program (%)		7.2	6.6	6.1	6.2	6.5	6.2
Debt/Equity Ratio (%)		2.8	3.1	2.9	3.4	3.2	3.2
Asset Sales (\$M)	3	27.0	47.0	38.0	41.0	24.2	30.0
Interest earned:							
- Hourglass Facility	4	5.9	5.0	7.2	7.7	7.7	N/A
- Other Institutions	5	-	-	-	7.7	8.4	N/A
Corporate Overheads as a % of the Roads Program	6	3.0	3.2	2.8	2.6	2.0	N/A

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.
3. Sale of surplus properties including those acquired for roadworks and no longer required, and other miscellaneous assets.
4. 1995/96 target represents benchmark rate as advised by Treasury Corporation.
5. Investments with other institutions commenced April 1996.
6. The RTA is currently implementing Corporate Efficiency reviews and the 1996/97 target is still being established.

supported by comprehensive auditing services based on best practice. Group Audit worked closely with management throughout the year on enhancements to the operating control environment, the assessment and improvement of performance throughout the RTA's engineering operational areas and minimising opportunities for fraud and corruption. Further details of Group Audit functions are provided in Appendix 9.

A summary of the RTA's financial performance in 1995/96 as compared to previous years is shown above.

Figure 6

Sources of Funds 1995/96 \$1,957M



Figure 7

Expenditure 1995/96 \$1,957M



Serving our customers



Some of the RTA staff who catered for thousands of visitors to the RTA display at Sydney's Royal Easter Show. Back row, from left, Bob Scott, Geoff Skinner, Alan Woodward, John Thogersen, Denise Fors, Peter Linsley and Craig Mangan. Front row, from left, Steve Berryman, Stefania Reid, Polly Cox and Donna Cooper.

The RTA places a high priority on the needs of our customers. We consider community input is imperative to the RTA to ensure future directions and priorities are in keeping with road user and stakeholder expectations. Indeed we employ a number of methods to actively seek stakeholder and community input and opinion.

One of the methods we utilise is statewide surveys to identify community satisfaction with the services we offer. This process also offers the RTA insight into the priorities and opinions of both stakeholders and the community. We also identify our customers needs on specific programs and projects via community consultation. In this regard, the RTA actively seeks feedback from stakeholders and community members with the provision of hotlines, feedback forms, evaluation questionnaires, letter box drops and public meetings. This

consultation process enables direct community input into programs and projects.

The RTA also places high importance on unsolicited feedback which communities offer, as this can alert us to issues which may not be included in our opinion surveys or issues which have only recently emerged. This represents the third method of community input, and in this regard we have active feedback management systems in place to manage community feedback.

This research and feedback indicates that the community places a high priority on the need for the RTA to provide services cooperatively within Government, to communicate and consult with the community and to be responsive to rising expectations for improved performance, including sound environmental performance.

Consultation with the community

The RTA recognises the need to involve the community in our activities. In 1995/96, a benchmarking study was undertaken on the RTA's community involvement performance in comparison with other Government agencies and with private companies.

The study found that community involvement is identified as a key operating parameter of the RTA and that considerable resources are devoted to giving effect to the corporate commitment to community involvement in our activities. The RTA's *Interim Community Involvement Guidelines* for staff and its research into improving community involvement in RTA activities were superior to most other organisations examined.

A number of opportunities for improvement were identified by the study, including:

- reinforcing executive commitment to community involvement;
- better methods to ensure that the views of all groups in the community are represented;
- developing methods to ensure greater community knowledge at an earlier stage in the process;
- examining the effectiveness of using technology based methods as an adjunct to face to face consultation;
- additional formal staff training; and
- evaluation of the effectiveness of community involvement including auditing of particular community involvement programs.

The RTA's Corporate Strategic Plan 1996-2001 sets out as one of the Government's priorities the need to create a customer focus for the organisation in the area of community consultation.

Working in partnerships to provide solutions

Management of the roads and traffic system involves the participation, activity and commitment of the three levels of Australian Governments. Achievement of service outcomes and delivering real solutions to the community's transport problems requires integrated planning, investment and action by a large number of agencies at each level. In 1995/96, the RTA worked with the Federal Government to develop and deliver the National Highways Program. An agreement was also reached between the NSW Government and the Federal Government to jointly fund an additional program to upgrade the Pacific Highway over the next ten years.

In planning for transport solutions, the RTA works closely with the Department of Urban Affairs and Planning, the Department of

Transport, the Environment Protection Authority, State Rail, Sydney Buses and Local Government to ensure integration of transport for our cities, rural centres and country areas.

The RTA works in partnership with local councils in managing and maintaining the road network. The RTA provides financial assistance to Local Government for managing Regional Roads, whilst councils act as the RTA's agent in carrying out works on State Roads. The RTA also provides assistance with road safety programs and consults with Local Government to ensure that transport initiatives meet the needs of local communities.

The Minister for Roads, the Honourable Michael Knight, MP, has announced that a Local Government Liaison Committee will be established to promote a coordinated approach to road management policy in areas of joint interest to State and Local Government.

National approach to transport law

NSW has been an active participant in the development of the National Road Transport Law. The impetus for the development of a national approach to transport law has been micro-economic reform. In 1995/96, the RTA worked with the National Road Transport Commission (NRTC) to develop proposals for governments on uniform or consistent road transport law throughout Australia to improve road safety, transport efficiency and reduce the costs of administration of road transport, as well as the establishment of the NRTC to implement the Agreements. In terms of micro-economic reform, the effect has been to provide industry with a consistent approach to many facets of road transport.



Pedestrian bridges provide safe access over busy roads.

The year ahead



The Sydney skyline from the top of Glebe Island Bridge. Construction of the bridge and approaches was completed under budget and 15 months ahead of schedule. The project achieved its objectives in reducing traffic congestion and journey times, reducing transport costs to the community and removing traffic from the streets of historic Pyrmont and Glebe.

The focus for the future direction and key initiatives to be undertaken by the RTA in the year ahead is identified in the RTA Corporate Strategic Plan 1996-2001. The key organisational initiatives are aligned to the six Critical Success Areas: Our People, Customer Service, Business Efficiency, Alliances and Partnerships, Environmental and Social Responsibility, and Communication.

In particular, our efforts during 1996/97 will concentrate on responding to issues raised by the community, Government, our key stakeholders and staff, and will include:

- upgrading the road needs in western and south western Sydney as part of the Government's commitment to invest \$145 million per annum on roads in that area, including widening of the RTA's section of the M4 west from Church Street, Parramatta to Mulgoa Road, Penrith and the widening of the M5 Georges River Bridge;
- upgrading the Pacific Highway by commencing the joint NSW/Commonwealth Governments' commitment to spend approximately \$220 million (including \$160 million by NSW) each year over the next 10 years;
- establishing an improved framework for consulting with Local Government;
- improving the traffic network efficiency, incorporating progress toward the establishment of a new Transport Management Centre which will form a key element in ensuring efficient transport and traffic flow in the lead up to and during the 2000 Olympics;
- developing and implementing a range of

initiatives designed to improve services for pedestrians, bicyclists and road based public transport;

- improving customer service initiatives in motor registries, including implementation of over the counter photo licence services throughout NSW, and extension of levels of services to our customers in country and remote areas;
- adopting commercialisation principles to ensure efficient utilisation and allocation of RTA resources;
- developing the use of advanced technology to improve coordination of traffic signal systems, better manage the response to unplanned traffic incidents, provide more information to drivers on traffic conditions, and for choice of transport mode;
- collaborating with other transport agencies to ensure a coordinated and strategic approach for improved access and facilities, including some commuter carparks, at bus and rail interchanges such as Merrylands, Campbelltown, Woy Woy, Seven Hills, Wentworthville and Central stations, and the bus-ferry interchange at Manly;
- further implementing a statewide directional signposting and delineation improvement program; and
- continuing to work cooperatively with the Environment Protection Authority to establish appropriate standards in relation to vehicle noise and air emissions, and with the vehicle repair industry to ensure that standards can be realistically achieved.

Figure 8

Sources of Funds 1996/97

COMMONWEALTH	\$ 407M
STATE	
Motor Vehicle Taxes	\$ 634M
General Fuel Franchise Fees	\$ 317M
3x3 Fuel Levy	\$ 254M
Untied Federal Road Funds	\$ 114M
M4/M5 Associated Works	\$ 30M
RTA Revenue and Other	\$ 194M
Increase in Liabilities/ Reduction in Operating Assets	\$ 59M
Total Funds Utilised	\$2009M

Figure 9

Expenditure 1996/97

Road Network Infrastructure	
- Network Development	\$ 724M
- Infrastructure Maintenance	\$ 558M
Road Safety & Traffic Management	\$ 283M
Driver & Vehicle Policy & Regulation	\$ 207M
Debt Servicing & Repayment	\$ 144M
Non-Current Assets	\$ 88M
Voluntary Redundancies	\$ 5M
Total Expenditure	\$2009M

Road network infrastructure

The RTA is responsible for the considerable State Road Network assets, and spends approximately \$1.2 billion each year on developing and maintaining these assets. For several years, we have aimed to achieve road conditions across transport routes commensurate with their function and usage, applying higher standards on roads with significant function and higher vehicle usage.

We measure our success through:

- Increased community satisfaction with road development and maintenance activities
- Reduced transport costs and travel times, and improved road safety
- Delivery of road projects on time and within budget
- Improved smoothness of ride and pavement durability on State Roads
- Reduced road costs
- Increased accessibility through integrated transport and land-use planning
- Reduced adverse environmental effects of roads and road use
- Improved consultation with the community
- Development and progression of initiatives to moderate demands for roads

INCREASED COMMUNITY SATISFACTION WITH ROAD DEVELOPMENT AND MAINTENANCE ACTIVITIES

The RTA regularly analyses community attitudes towards its performance. The results of the surveys, relating to opinions about road development and maintenance of Sydney and country roads, are quantified on a scale of 1 to 10, with 10 representing the highest level (refer Figure 10).

The 1994 RTA Community Attitudes Survey indicated that opinion regarding RTA's performance in the maintenance of roads in NSW had slightly improved for both country roads and Sydney roads. This community feedback is consistent with our measured performance.



Special priority measures for buses reduce travel times and encourage the use of public transport.

Figure 10

Community satisfaction with RNI activity



Regional Roads classification and funding

During 1995/96, the RTA implemented recommendations of a joint RTA/Local Government Working Party on Regional Roads. As a result, the NSW road network was sub-divided into the following three categories:

- State Roads, which are fully managed and funded by the RTA;
- Regional Roads, which are managed by local councils who receive funding assistance from the RTA; and
- Local Roads, which are fully managed and funded by councils.

In addition to the review of roads classification conducted with Local Government, the RTA introduced a formula based distribution of Regional Road funding and a new program for repair and improvement of Regional Roads. This "REPAIR" program is allocated on a dollar for dollar basis to specific projects which have been selected by a consultative committee of councils. Overall, the Government is committed to maintaining the level of Regional Roads funding in real terms for at least three years.

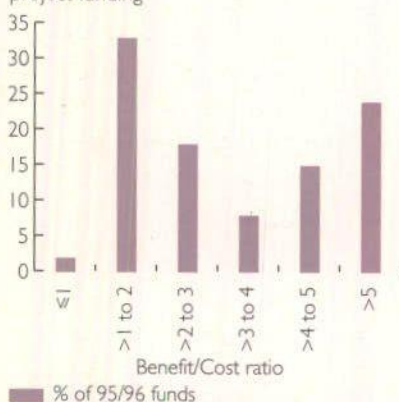
REDUCED TRANSPORT COSTS AND TRAVEL TIMES, AND IMPROVED ROAD SAFETY

Benefits of roads

Improved roads provide benefits both to road users and to the community as a whole through the reduction of transport costs, by reducing travel times and by reducing accidents. The RTA assesses the economic value of these benefits and compares them with the costs of road projects on a project-by-project basis. Figure 11 illustrates the distribution of benefit/cost ratios of projects under construction or completed in 1995/96.

Figure 11

Distribution of project benefit/cost ratios of project funding



Utilising this approach, the average RTA project, weighted by 1995/96 expenditure, produced community benefits 4.6 times greater than average project cost.

Whole-of-life costs minimised and transport costs reduced

The major economic benefit from the RTA's Infrastructure Maintenance Program is savings in vehicle operating costs, which include fuel and oil consumption, vehicle maintenance, tyre wear and vehicle depreciation. In allocating funds for maintenance, the RTA uses economic relationships which correlate vehicle operating costs with pavement roughness (ie smoother roads reduce transport

operating costs but cost more to provide). Benefits from reduced accidents, travel time and environmental impact are subjectively assessed and considered.

The RTA's long term maintenance costs are being reduced through a strategy of improving pavement durability by reducing the extent of surface cracking. The improvement in the Pavement Durability indicator shows that we have been successful, but still have some way to go.

Improved road safety

Generally, poor road conditions increase the potential severity of road accidents. Preserving road conditions at least to current levels ensures that the condition of the roads does not contribute to increased accident rates. The progressive improvement in the 'ride quality' indicator over the last six years shows that we are achieving this objective.

The RTA's routine maintenance operations are funded to meet standards which limit the exposure of road users to unexpected defects. We regularly inspect roads and undertake to repair defects within a time commensurate with the risk to the public.

Improved conditions for travel on State Roads

Results from the RTA's 1994 Community Attitudes Survey revealed that most NSW residents felt they did not have the best roads in Australia. Industry was concerned that maintenance standards on major roads may be falling, but that lesser used rural and urban roads may be over maintained. However, the majority agreed that country and Sydney roads had improved over the last five years, and 50% of the community were satisfied with the RTA's maintenance of the State Road network.

Since that time we have been addressing these concerns, and improvements in pavement durability and ride quality across NSW and on specific routes are testimony to our efforts.

These results are consistent with the movements in the value of the road asset.

Since 1989/90, the RTA has valued its infrastructure assets and reported the value in the Annual Accounts. Roads are valued on the basis of current condition, whilst bridges are valued with regard to their age. Investment in maintenance has ensured that the asset value is relatively stable, and we have been able to restore some of the deferred backlog. This is indicated by the "annual provision for pavement depreciation" adding back value for the past three years.

Bridge deficiency

Bridges that restrict freight movement are given priority for maintenance. There are two measures of deficiency on bridges located on State Roads. The structural deficiency is the number of bridges that have been either washed away or closed to traffic; have load or speed limits; or are supported by temporary strengthening measures. The economic deficiency is the number of bridges which would be less costly to replace than maintain in the long-term.

In 1996, there were 29 of the 3,887 bridges on State Roads with structural deficiency and three with an economic deficiency.

DELIVERY OF ROAD PROJECTS ON TIME AND WITHIN BUDGET

Major project delivery

During 1995/96, more than 94% (weighted by project cost) of major projects (ie with total costs greater than \$1 million) were completed within budget or within 10% over budget, and more than 87% (weighted by project cost) of major projects were completed within planned duration or within 10% over planned duration.

Detail of the extent of major projects completed or underway in NSW is provided in Appendices 1 to 4.

IMPROVED SMOOTHNESS OF RIDE AND PAVEMENT DURABILITY ON STATE ROADS

Ride quality

Ride quality is a measure of 'bumpiness' of travel over road surfaces. The measure is closely related to driving comfort and the cost of fuel, tyres, suspension and vehicle repairs caused by rough roads. Rough roads also add to driver fatigue and damage to goods being transported. Ride quality is therefore the RTA's primary performance indicator of pavement condition.

Our efforts have been instrumental over the last six years in improving ride quality by up to 23% on the ten most highly trafficked rural National and State Roads. Our success is demonstrated by all ten having ride quality at least 88% 'good', and seven routes with ride quality at least 90% 'good'.

Figure 12

Ride quality on National Highways

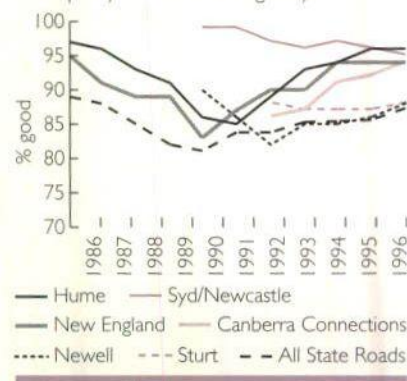
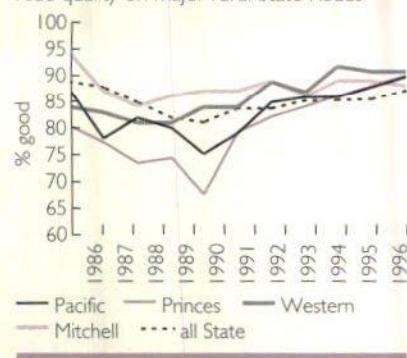


Figure 13

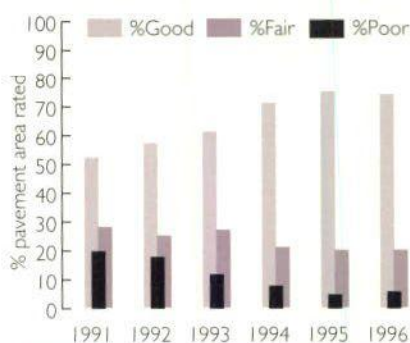
Ride quality on major rural State Roads



Pavement durability

Figure 14

Pavement durability sealed rural State Roads



Pavement durability indicates the capacity of road pavements to resist premature deterioration. In the rural area, 70% of State Roads are designed with thin bitumen and stone chip seals. When roads crack through repeated traffic and aging, vehicles pump water into the underlying layers during wet weather. This quickly leads to potholes, rough roads and increased maintenance costs.

Pavement durability is preserved by investing in sealing the surface before cracking becomes established. Figure 14 indicates the RTA has improved pavement durability from a 54% to 74% 'good' rating over the past six years, although last year durability was stable.

REDUCED ROAD COSTS

The RTA uses its own direct control resources to manage 50% of the State Road network. Local councils are preferred managers on approximately 45% of the network, with the remaining 5% managed through major term maintenance contracts.

RTA's own maintenance workers are improving their efficiency through the use of systematic management, quality assurance and improved work methods. The stable asset value and improved ride quality have been achieved with less funds than last year.

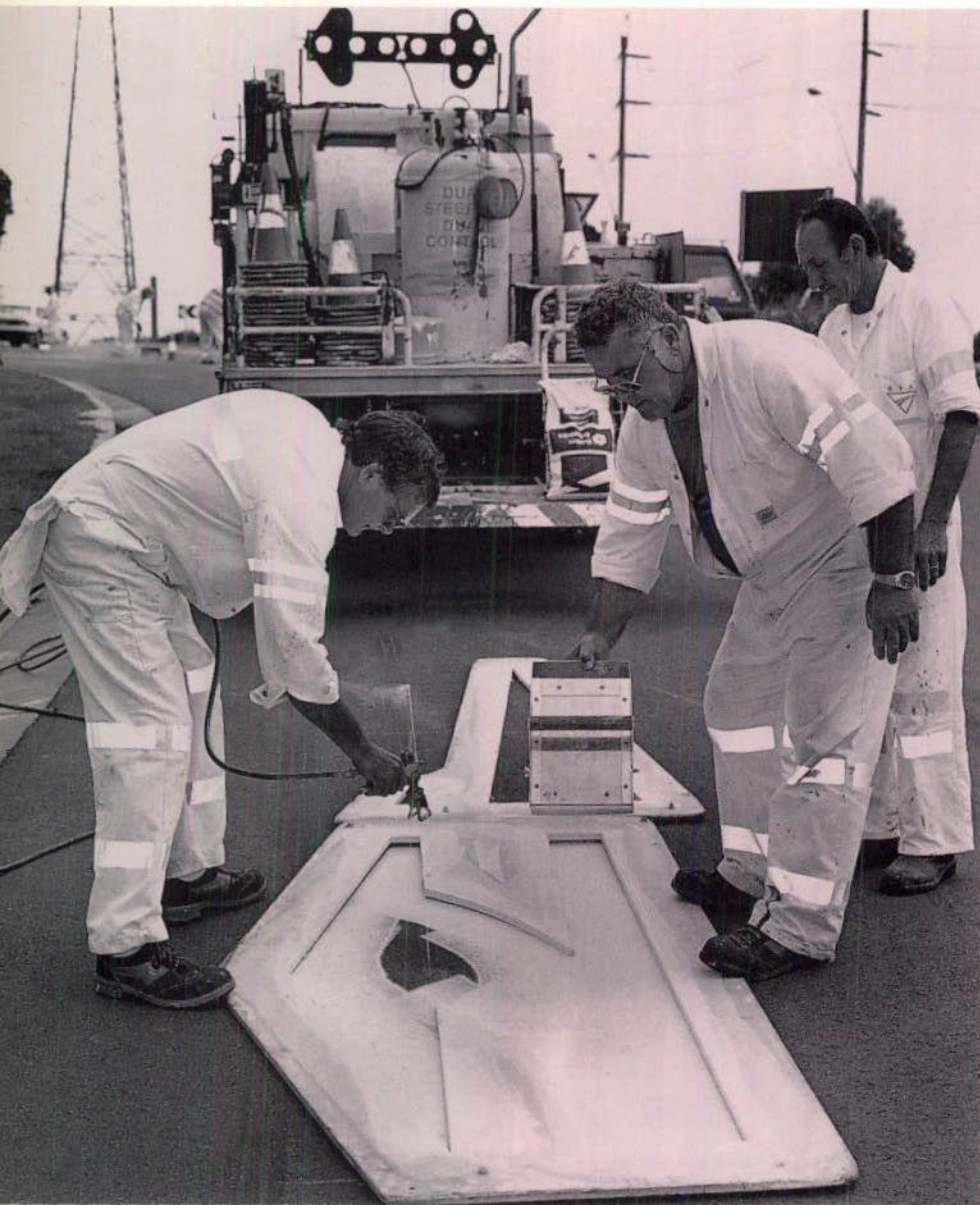
Implementation of market testing and contracting where appropriate has been an important initiative in reducing the long-term costs of maintaining the road network. Major road maintenance contracts for western Sydney continue to be successful and, over the four years they have been operating, cost savings have been demonstrated to be over 30%. A long-term Performance Specified Maintenance Contract has projected savings in the order of 35% for north-east Sydney. In rural NSW, reduced costs have been achieved by contracting large maintenance projects and by use of minor contracts for resurfacing and other specific activities.

The private sector has proposed a number of technological improvements which enhance RTA maintenance performance. In cooperation with the construction industry, the RTA has trialled and adopted recycling technologies and several new surfacing techniques such as reinforced bitumen surfaces and foam bitumen sealing.

RTA contracts

In order to ensure that RTA staff have an appropriate level of expertise in contract management, staff were provided with over 800 person days of training on newly published sections of the Contracts Manual to uphold the RTA's obligations under the Government's Code of Practice for the Construction Industry.

Partnering was implemented on 75% of construction contracts valued in excess of \$3 million. Partnering is a structured communication process in which all participants commit themselves to cost-effective project delivery without impacting on their contractual obligations. This initiative will help the RTA maintain its record of no arbitration or litigation on its construction contracts.



Members of the RTA's Sydney road line marking crew, from left, Fred Darmanin, Joe Portelli and Joe Vitagliano.

Occupational Health Safety and Rehabilitation (OHS&R) management systems were specified on RTA major contracts over \$20 million. Twenty firms had their OHS&R management systems accredited for use on RTA projects. An implementation program to use these systems on contracts of much lower value than \$20 million was developed.

Private sector infrastructure

The RTA endeavours to meet community demands and expectations in developing the road system, and thoroughly investigates the various funding and/or partnership options for each road project. Before embarking on any private sector infrastructure project, the RTA undertakes comprehensive financial and legal investigations, for which it engages highly qualified specialist advice, particularly in relation to the financing and legal aspects of the projects.

INCREASED ACCESSIBILITY THROUGH INTEGRATED TRANSPORT AND LAND-USE PLANNING

The RTA is an active partner in the Government's integrated approach to land use and transport planning, cooperating with various Government agencies such as the Department of Urban Affairs and Planning, the Environment Protection Authority and the Department of Transport.

The RTA is represented on the Better Cities 2, City South Taskforce and the City South Freight Strategy Steering Committee. It is also playing a key role with the Department of Transport in their Integrated Area Action Plan strategy to achieve coordinated planning of infrastructure.

The RTA is represented on the Metropolitan Strategy Committee chaired by the Department of Urban Affairs and Planning and is participating in the continuing development of the Metropolitan Strategy, and sub-committees including Economic Development and Employment Location. The RTA also liaised with the Metropolitan Monitoring Unit of the Department of Urban Affairs and Planning on significant actions affecting road transport in the Greater Metropolitan Area.

The RTA is also a key agency represented on the Transport Taskforce which is chaired by Department of Transport, the purpose of which is to provide an integrated transport strategy for the movement of passengers and freight.

The RTA is liaising with the Department of Urban Affairs and Planning to develop an integrated land-use and Pacific Highway upgrading strategy for the area from Brunswick River to Tweed Heads, in the Tweed Valley. This process involves an extensive community consultation program.

REDUCED ADVERSE ENVIRONMENTAL EFFECTS OF ROADS AND ROAD USE

Community concerns about the environment are increasing. We have particularly focused on recycling to reduce waste, conserve resources and save money. In cooperation with the construction industry, the RTA has trialled and adopted a number of recycling technologies. In particular, deep lift pavement recycling uses large special purpose machines to recycle old roads and relay them in one pass (to a depth of 350 mm). Other machines recycle the asphalt surface to give a new surface. The RTA also uses asphalt and concrete mixes which incorporate industrial waste products. Cement used in concrete mixes is conserved by partially replacing it with processed flyash from power stations or granulated slag from steel refining. Plantation timber is being used for stress laminated bridge decks to conserve old growth forests, the traditional source of bridging timber. These recycling initiatives conserve resources as well as saving money in the long-term.

The natural vegetation and roadside along State Roads is maintained to ensure sight distance and visual amenity. A growing problem is increased littering which detracts from the visual amenity. A campaign to reduce littering is being run in conjunction with the RTA's Road Users Handbook, and a litter hotline has been introduced in the Sydney area.

The RTA has been reviewing its management of heritage assets. A historical database for roads in NSW has been updated, and bridges with heritage significance are identified in the RTA's Bridge Information System. A conservation plan for the Sydney Harbour Bridge has been prepared, and similar plans are being progressively developed for each of the RTA's heritage bridges.

IMPROVED CONSULTATION WITH THE COMMUNITY

The RTA conducts community involvement programs in association with all its planning and construction projects. Improving the quality and results of these programs is a priority for the RTA.

To support this commitment to community involvement, a major review of the RTA's *Interim Community Involvement Guidelines* was undertaken. The review was supported with workshops to ensure a high level of staff involvement and was followed with a series of training workshops designed to increase skills in community involvement and public comment.

An annual assessment survey of community stakeholder satisfaction, using 'best practice project' examples, is conducted to examine how community involvement can be improved from stakeholder and customer perspectives. The elements of community involvement examined in the assessment include:

- how well the RTA team targeted the community;
- the quality of information provided in terms of accuracy, comprehension, timeliness and updates;
- getting feedback from the community including listening fully, willingness to discuss and adequate responses at each stage;
- how the RTA team developed options including taking all concerns and ideas seriously, reflecting input and accepting specialist knowledge;
- the overall approach and quality of community involvement activities;
- the responsiveness of the RTA team; and
- the overall impact of the community involvement on the project.

For 1995/96, 40% of the projects studied were given a 'high' community satisfaction rating, and 60% were rated as 'medium'.

On a State Regional basis, projects where community consultation was undertaken include:

Sydney Region

- Elizabeth Drive Upgrade, Bonnyrigg
- Hume Highway/Roberts Rd/Centenary Drive Upgrade and the Western Sydney Orbital, Prestons to Cecil Park
- Quakers Hill Overpass/Railway Bridge
- City West Link Stage 3
- Windsor Road Widening
- Widening and Reconstruction of Davies Road, Padstow
- Kerrie Road Noise Abatement
- Great Western Highway, Warrimoo
- James Ruse Drive, Oatlands

Northern Region

- Pacific Highway:
 - Lyons Road to Englands Road
 - Raleigh Deviation
 - Chinderah Bypass
- West Charlestown Bypass
- Golden Highway (part)
- New England Highway intersection improvements at Metford

Southern Region

- Albury/Wodonga Route
- Hume Highway Vehicle Changeover Facility near Tarcutta
- Riverina Highway Deviation East of Albury
- Main Road 197 - Murray River and Floodplain Crossing at Howlong
- Olympic Way - Gobba Deviation at Wagga Wagga
- Federal Highway - Upgrading from ACT to Sutton
- Hume Highway - Coolac Bypass

Western Region

- Development of route strategies for the various routes in the Region.

DEVELOPMENT AND PROGRESSION OF INITIATIVES TO MODERATE DEMAND FOR ROADS

RTA activity in 1995/96 to moderate demand on roads centred upon teleworking.

The RTA completed a teleworking pilot project with the publication of three reports: Report on Findings, Report on Travel Impacts, and Summary Report. Project results indicated that teleworking is an effective strategy to moderate traffic growth, increase organisational efficiency, and contribute to a more efficient road network system in Sydney by helping to reduce urban peak period congestion. As well as impacting on traffic congestion, teleworking has the potential to reduce travel, energy consumption, vehicle emissions and noise pollution.

After developing promotional material including a teleworking manual and video, a communications strategy was implemented to promote the benefits of teleworking to the business and government sectors and encourage the establishment of teleworking programs for commuters. The response from the corporate and Government sectors is positive, and teleworking programs are being established not only in Sydney, but in other major cities in Australia.

Road safety and traffic management

We measure our success through:

- Reduced serious traffic casualties (deaths and hospitalisations)
- Improved safety of the road network
- Enhanced consistency and predictability of travel times
- Improved safety and convenience for pedestrians and cyclists
- Improved consultation and community involvement
- Reduced effect of traffic and traffic management on the environment

REDUCED SERIOUS TRAFFIC CASUALTIES

During 1995, road accidents in NSW caused the deaths of 620 people, seriously injured 6,016 and left 19,947 with minor injuries. The number of people killed was down 4% on 1994, and was the second lowest total since 1949. Serious injuries were down 4% on the previous year. Amongst pedestrians and cyclists, the number of people killed was down 9% on 1994. The number of pedestrians and cyclists seriously injured was down 9%. Analysis of 52,120 recorded accidents for the year reveals:

- speeding was a factor in about 34% of fatal accidents;
- fatigue was a factor in about 16% of fatal accidents;
- drink-driving contributed to at least 21% of fatal accidents;
- at least 17% of motor vehicle occupants who were killed and 5% of those seriously injured were not wearing available seat belts;
- country roads accounted for 32% of all accidents, but 57% of fatal and 43% of serious injury accidents; and
- road traffic accidents were estimated to have cost the NSW community \$1.96 billion in 1995.

Figure 15

Serious casualties, NSW, 1990-1995

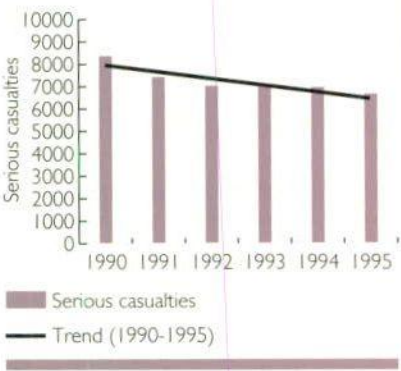


Figure 16

Fatalities, NSW, 1990-1995

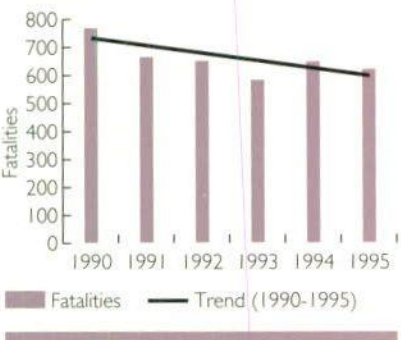
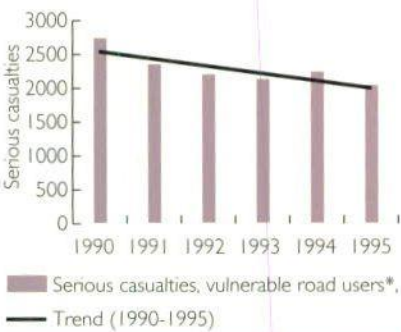


Figure 17

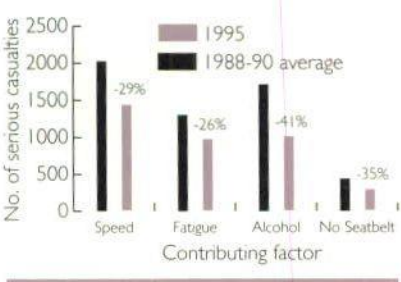
Serious casualties, vulnerable road users*, 1990-1995



*Includes pedestrians, motorcyclists and pedal cyclists

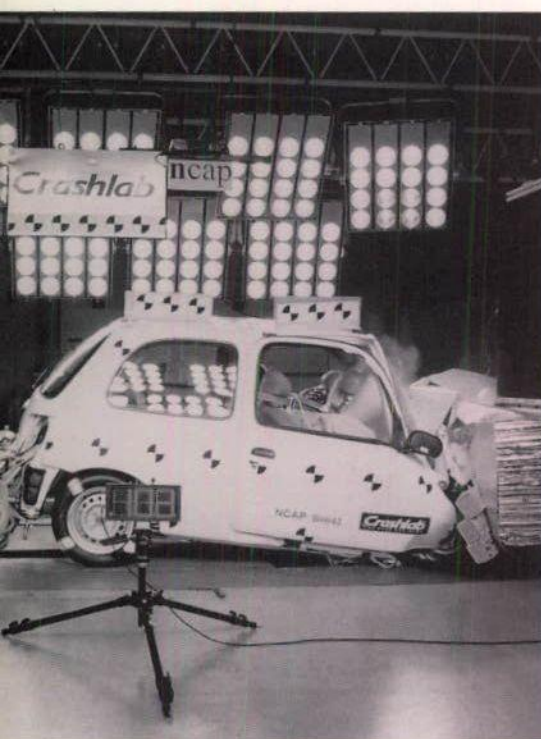
Figure 18

Serious casualties, contributing factors





The RTA's Crashlab tests provide information to the public on the safety of vehicles.



IMPROVED SAFETY OF THE ROAD NETWORK

Safety improvements to the road network are a prime statewide priority for the RTA as part of the NSW road safety strategy, Road Safety 2000.

Between the 1988-90 benchmark and 1995, serious casualty crashes have been reduced on all major highways by at least 23% (Princes) and up to 43% (Pacific). Serious casualty crashes have also been reduced on unclassified (local) roads by 22%. Also, the number of severe blackspot intersections (those with 25 crashes or more during a two year period) across the State has fallen from over 90 to less than 40. In 1995/96, the safety of roads was further improved through a \$30 million program focused on accident investigation and prevention, road safety audits, the treatment of known accident blackspots, speed management and the improvement of roadside facilities.

In Sydney, 17 existing routes and roads at design and pre-opening levels were the subject of road safety audits, with funding provided by the RTA, and 14 local councils undertook audits. Remedial works valued at \$1 million were initiated following the audits. A total of 177 blackspots were treated at a total cost of \$7.6 million. Works included signals, roundabouts, separation medians and red light cameras. A further \$1 million was spent on improving roadside and road design, including the relocation of hazardous power poles, upgrading road lighting, installing guardrail and median barriers including wire rope separation.

At selected locations, some major innovations have been trialled in order to extend safety levels. These include new edgeline and roadside markers to help heavy vehicles in the far west and north west of the State, together with main street treatment studies in Albury and Wagga Wagga.

To assist local council and RTA staff to assess safety projects, guidelines for treatment of crash locations were re-written, draft guidelines for implementing 'Safe Routes to School' were prepared and training programs in accident investigation and road safety audit were provided.

RTA staff have also contributed to national projects including the Austroads' project on road and roadside treatments to help address fatigue related crashes.

Reduced levels of speeding

Whilst speeding still contributes to one in three fatal crashes in NSW, the number of serious casualties from speeding related crashes has fallen from around 2,000 (1988-90 benchmark) to less than 1,500 in 1995.

During 1995/96, major features of the coordinated Speed Management strategy which were implemented included:

- completion of revision of speed zones for 4,000 kilometres of the State Road network, with speed zone amendments instituted on 810 kilometres of road;
- trialling small speed limit repeater signs on arterial roads in Sydney; and
- initiation of mass media campaigns which encouraged drivers to check their speeds, and promoted awareness of the consequences of speeding. Police enforcement activities reinforced this important road safety message.

Driver speed observation surveys have indicated that average speeds in residential areas and during the daytime on highways are close to the speed limit. However, average speeds continue to be in excess of the speed limit on urban arterial roads and at night on some highways.

A submission was prepared and tabled, and evidence was provided to the Parliament of NSW Joint Standing Committee on Road Safety (STAYSAFE) current inquiry into a 50 km/h local street speed limit; and guidelines for speed zoning outside schools were revised.

An investigation of accidents occurring on multi-laned arterial roads in Sydney which were rezoned from 60 km/h to 70 km/h was undertaken, indicating that the rezoning of these arterials has not had a negative road safety impact.

Improved safety of vehicles

An estimation of the risk of serious injury to drivers and front seat passengers in older (<1992) cars compared with newer (>1994) cars indicates a risk reduction of one third.

These results are a feature of the New Car Assessment Program which completed its third year of crash testing vehicles in 1995/96.

There is now safety performance information available for buyers of new vehicles in the small, medium and large cars, utilities, vans and four wheel drive vehicle categories.

In response to community demand for more information on child restraints, a joint comprehensive user friendliness and crash test performance program was conducted on child restraints by the RTA, NRMA and consumer associations. Information to consumers through the Buyers' Guide to Child Restraints has been well received.

The Safe Vehicle Selection package, developed by the RTA, was again delivered by invitation to all the major fleet managers at seminars in NSW and insurance company gatherings.

Vehicle improvements focused on specific crash and injury types are a feature of targeted research. Three key examples include research designed:

- to reduce injury in truck involved crashes, a truck front underrun protection system was developed in conjunction with Sydney University and was successfully tested at speeds of up to 100 km/h. Industry is now being encouraged to develop the system through to a production version;

- to extend knowledge about pedestrian injuries, full-scale crash tests on the effect of different shaped car fronts and bull bars in pedestrian crashes was completed at the RTA's Crashlab; and
- to understand the importance of vehicle roadworthiness in crash and injury outcomes, a major study of defects in crashed vehicles progressed from the training and piloting phase into full scale investigations in all RTA Regions.

Accelerated road safety education for school children

Support was provided by the RTA for road safety education in State, Catholic and independent school systems and early childhood agencies to protect children from road injury and to develop a more safety conscious society in the longer term.

1995/96 saw a significant growth in the Early Childhood Road Safety Education Program. Over 1,333 children's services were contacted during 1995/96. Of these, over 750 services and 1,350 staff were trained in road safety education. Road safety education was also expanded to include tertiary students in early childhood programs in Universities and TAFE Colleges.

Provision of support for primary and high schools to deliver quality road safety education to students also continued to expand during 1995/96. Over 93% of Government and 90% of Catholic primary schools participated in the Back to School Road Safety Program. A highlight of the Back to School Campaign was the provision of a Street Sense road safety education to kindergarten children throughout NSW. The response to this initiative, sponsored by the Motor Accidents Authority was excellent, with over 100,000 road safety calendars ordered by schools.

The Young Driver Program continues to be implemented in high schools throughout NSW. The RTA has developed a number of new

road safety education resources for teachers, students, police and the community. Resources developed include the Kids and Traffic Resource Folder and Jigsaw puzzles (for preschools), Street Sense Calendar and the Driving Experience; Tertiary Student Kit (for teachers and students); Road Whys Police Program; Police Picture Pack (for police); and a Community Picture Pack (for community groups).

Improved safety of road users

Measures aimed at improving the behaviour of road users are a high priority.

Compared with the benchmark of 1988-90, the involvement of major road user behaviours which contribute to crashes and injury has been reduced in 1995. Fatigue related serious casualties have fallen 26%, serious casualties from alcohol related crashes have dropped 41% and non-seat belt user serious casualties are down 35%.

To maintain this downward trend, RTA funding enabled an estimated increase in Police enforcement of 8,500 eight hour shifts operating at key times of the year over 1994/95 levels. All major Police enforcement operations, which targeted speeding, drink-driving, driver fatigue and seat belt usage, were coordinated with RTA public education and communication activities to ensure that drivers received supporting messages during periods of enhanced enforcement.

Mass media campaigns were coordinated with Police operations to inform and educate people about drink-driving, speeding, seat belt and child restraint use, driver fatigue and pedestrian and bicycle safety.

Other campaigns have aimed to inform the public about the dangers of driver fatigue (not only on long trips but also on shorter trips) and methods of avoiding these dangers, and to provide information to rural areas and to people whose first language is other than English.

Improved urban amenity

The RTA continues to develop an acceptable system of speed management using traffic calming measures to maintain appropriate speeds in residential areas.

In 1995/96, the RTA, in partnership with local councils, managed the traffic system to reduce the adverse impact of traffic in sensitive areas through traffic calming treatments such as roundabouts, slow points, threshold treatments and speed zones in residential areas, and Sharing the Main Street projects in retail precincts. Traffic calming projects to which the RTA contributed included:

- The Rocks and Millers Point Precinct Scheme;
- Johnston Street, Annandale;
- Reservoir Road, Blacktown;
- Mosman and North Sydney (trial of 50 km/h traffic calming zone);
- Parramatta CBD Precinct;
- Slade Road, Bardwell Park; and
- Oakes Road, Winston Hills.

ENHANCED CONSISTENCY AND PREDICTABILITY OF TRAVEL TIMES

Consistent travel times

On the State Road Network in Sydney, overall peak travel times, expressed as average speeds, changed marginally on the previous year's figures with the AM peak at 37 km/h (38 km/h in 1994) and the PM peak at 40 km/h (41 km/h in 1994).

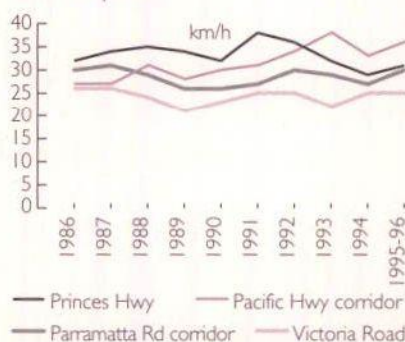
For the seven major routes to and from the Sydney CBD, the average speed during the AM peak was 30 km/h (an improvement from 28 km/h in 1994), whilst the average speed during the PM peak was 35 km/h (no change since 1994).

On the major routes, average speeds during the AM peak on Princes Highway,

Pacific Highway and Parramatta Road improved slightly (figure 19).

Figure 19

Speed trends for major routes to Sydney CBD AM peak



Note: Whilst the average for Victoria Road showed no change over the previous year, the speed recorded in March 1996 was 28 km/h (compared to the average for the year of 25 km/h), reflecting improvements since officially opening the Glebe Island Bridge in December 1995.

Improved network traffic flow

Improvements to traffic flow on the existing road network support economic growth and community needs at lower financial, economic, social and environmental costs, compared with building new roads.

In 1995/96, major traffic management projects commenced or completed included:

- Blacktown Road and Leabons Lane - right turn lane;
- Cabramatta Road, Cabramatta - turn bays;
- Cobra and Fitzroy Streets, Dubbo - roundabout;
- Corimal and Market and Corimal and Burelli Streets, Wollongong - traffic signals and right turning bay;
- Main Road and Lowry Street, Cardiff - traffic signals to improve bus access;

- Mitchell Highway between Dubbo and Narromine - overtaking lanes;
- Mt Ousley Road - grade separated right turn to Picton Road to assist coal truck movements;
- Old Olympic Way, Gerojery - realignment;
- Pacific Highway and Chittaway Road, Ourimbah - roundabout;
- Terrigal Drive and Duffys Road, Terrigal - roundabout; and
- William and Durham Streets, Bathurst - traffic signals.

Other RTA activities were:

- upgrading directional and tourist drive signposting throughout the State;
- introducing new road markings for roundabouts with two or more approach lanes to give clearer guidance to approaching vehicles and to clarify priority for exiting vehicles - traffic regulations were amended and an education campaign for the public was initiated;
- working with Sydney City Council on the Central Sydney Integrated Transport Strategy - the "Accessible City" document was released by Sydney City Council in August 1995; and
- further upgrading the technology for Sydney's traffic signal coordinating system (SCATS).

Improved management of disruptions to traffic flow

Incidents such as crashes, breakdowns, spills and emergency roadworks, and special events such as the Royal Easter Show and major sporting events, cause traffic disruptions which require coordinated action.

In 1995/96, the RTA:

- efficiently managed public transport and emergency vehicle access, parking and pedestrian control at special events;



The RTA Cycle Sydney event attracts thousands of participants.

- responded to over 1,000 calls per month for towing services on 700km of clearways and on the Sydney Harbour Bridge;
- participated in the development of plans associated with Homebush Bay;
- upgraded our SCATS technology to improve traffic diversions to accommodate disruptions;
- continued research on an Incident Management system, including variable message electronic signposting, for the M4 Motorway, with trials scheduled for 1996/97; and
- investigated improved provision of traffic information to road users.

Improved road-related public transport infrastructure

The RTA is playing a major role in improving the State's public transport infrastructure by supporting the integration of transport systems and encouraging a more balanced use of different types of transport.

In 1995/96, the RTA commenced a Public Transport Infrastructure Improvement Program with a commitment of \$170 million over four years on improvements to routes and interchanges for road-related public transport. This program, funded through the 3x3 fuel levy, will help make public transport a more attractive option, and the RTA, Department of Transport and the State Rail Authority are all participating in delivering the projects.

Bus priority measures in the program, such as bus lanes, transit lanes, "B" traffic signals and bus bays on targeted routes, commenced or completed, included:

- Victoria Road, West Ryde to CBD;
- Pacific Highway, Lower North Shore;
- Military and Spit Roads, The Spit to North Sydney;
- Church Street, North Parramatta;
- Sunnyholt Rd, Blacktown; and
- Westmead Hospital area access (in conjunction with local councils)

Interchanges and commuter car parks at railway stations and other improvements to vehicle and pedestrian access and locations were commenced or investigated at:

- Seven Hills Station Commuter Car Park;
- Wentworthville Station Commuter Car Park;
- Merrylands Station Interchange and Commuter Car Park; and
- Woy Woy Station Commuter Car Park.

The RTA also commenced elimination of rail level crossings, including new flyovers at four sites in western and south-western Sydney, and undertook an expanded program of upgradings at sites across the State. Investigations or works on replacement of level crossings with bridges commenced at:

- Narellan Road, Campbelltown;
- Leumeah Road, Leumeah;
- Lalor Road, Quakers Hill; and
- Garfield Road, Riverstone.

IMPROVED SAFETY AND CONVENIENCE FOR PEDESTRIANS AND CYCLISTS

Serious casualties amongst pedestrians has reduced by 26% between the 1988-1990 benchmark and 1995, with cyclist serious casualties falling 41% and motorcyclist serious casualties falling 35% over the same period. Within these areas, youths under 17 and young adults 17 to 29 are amongst the groups with the greatest safety improvement achieved.

In 1995/96, draft strategic plans to address both these areas were completed to provide a coordinated program designed to achieve further reductions. Public education addressing unsafe road use is a feature of action in this area, and campaigns were undertaken targeting pedestrians to improve their road crossing behaviour and drivers to encourage reduced speeds in pedestrian precincts.

Improved pedestrian safety, access and mobility

To protect vulnerable road users and increase convenience and mobility, the community needs a safer and more pleasant environment for pedestrians.

In 1995/96, the RTA implemented a program to improve pedestrian safety and to encourage walking, including:

- the provision of new and improved signalised pedestrian crossings, 'pedestrian safety' refuges, and pedestrian overbridges – giving pedestrians more opportunities and longer to cross at more crossings in the Sydney CBD and in King Street, Newtown;
- continuation of a program to help children get safely to and from school, including new 40 km/h speed zones around 277 additional schools;
- provision of 29 additional sites with school crossing supervisors; and
- provision of audio-tactile facilities at traffic signals to assist the hearing and/or visually impaired.

From accident research report data, pedestrians involved in crashes often report not seeing the striking vehicle. Accordingly, a special campaign targeting drivers in Sydney was conducted encouraging the daylight use of headlights, especially in the winter months.

Improved cyclist safety and mobility

The community also expects a safer and more pleasant environment for cyclists. A publicity campaign targeting the wearing of bicycle helmets to assist in maintaining the level of bicycle helmet wearing, especially amongst teenagers, was undertaken as a key priority.

An integrated program including improved facilities and public education was undertaken. In 1995/96, the RTA developed the Draft Sydney Bicycle Network Strategy Plan, incorporating the concept of Sub-Regional Bicycle Networks centring on major traffic generators such as schools and sporting complexes. As part of the NSW-wide program of bicycle works, we:

- constructed 180 km of on-road and off-road cycleways, eg North Ryde, Windsor-Richmond sub-regional network, Minnamurra to Dunmore, Punt Straight (Newcastle), The Esplanade

(Speers Point), Newee Creek (Macksville), Scone, Western Plains Zoo, Bathurst;

- continued to provide wider kerbside lanes for cyclists where necessary in Sydney, Newcastle and Wollongong as part of maintenance and reconstruction works;
- provided safer bike routes as part of new roads wherever practicable, eg Sunnyholt Road, Pennant Hills Road, New England Highway at Liverpool Range; and
- installed over 40 bicycle parking facilities at various locations and over 200 'Watch for Cyclists' signs at dangerous locations.

To support more widespread safe use of bicycles as a viable form of transport, we:

- revised the NSW Bikeplan in consultation with all stakeholders;
- continued to promote bicycle use and safety to the community and education sectors;
- sponsored the annual Bike Week awareness campaign;
- constructed additional Community and Road Education Scheme facilities at Bankstown and Penrith;
- promoted the continued use of bicycle helmets in association with Police enforcement;
- emphasised safe road user behaviour for both drivers and cyclists;
- continued promoting to Local Government the need to provide for cycle facilities in their budgets;
- provided technical input into manuals and guidelines for bicycle facilities; and
- initiated legislative changes to improve conditions for cyclists.

IMPROVED CONSULTATION AND COMMUNITY INVOLVEMENT

The revised Road Safety 2000 Strategy was launched by the Minister for Roads, the Honourable Michael Knight, MP, in April 1996. The Strategy sets new and challenging targets aiming to reduce fatalities (from 1994 levels) by 23% and serious casualties by 13% by the year 2000. If these targets are met, there will be 530 fewer people who die and 2,770 fewer serious injuries, resulting in a saving of \$800 million to the community.

Local Government, with the encouragement and funding support of the RTA, further developed its capacity as a key agency in contributing to the achievement of the Government's road safety targets.

Over 50 Road Safety Officers are now employed in selected local councils across the State. These officers have undertaken a wide variety of road safety activities focusing on their local communities and local road safety problems.

The Institute of Municipal Engineering (IMEA) provided further encouragement and support for Local Government road safety activities. Motor Accidents Authority (MAA) funding was provided to local councils to undertake various road safety activities. The inaugural MAA/IMEA/RTA Local Government Excellence in Road Safety Award acknowledged the more outstanding efforts of local councils in this area.

The Local Government and Shires Associations, focusing on elected councillors, has joined with the RTA to provide further support in raising the issue of road safety and developing policy in Local Government.

Road Safety Induction courses were provided by the RTA for local council Road Safety Officers to enhance their relevant skills and knowledge.

Local community action to prevent drink-driving was further encouraged by the



Some of the 50 or so road safety officers whose positions are funded by the RTA at selected local councils throughout NSW.

provision of grants and other joint resourcing ventures between the RTA and the Health Department in the RTA Sydney, Southern and Northern Regions.

In the far west of the State, the RTA worked very closely with local Aboriginal communities to further develop initiatives which specifically address their road safety issues, including the licensing of drivers, the wearing of seat belts, drinking and driving and adolescent bicycle helmet wearing.

A Guide to Behavioural Issues was published and promoted to support the road safety effort of Local Government, other agencies and community groups.

A Road Safety Campaign Planner was produced involving the RTA, Police, Local Government, Health and Education sectors to coordinate State, Regional and local road safety action.

Local community groups also organised and supported Driver Reviver stops and developed promotional initiatives to encourage their use.

Community Road Safety Groups supported by the RTA undertook road safety activities tackling local road safety problems including drinking and driving, use of restraints and driver fatigue. In July 1995, the inaugural Southern Region Community Road Safety Group Conference was held at Queanbeyan, and the NSW Parliamentary Secretary for Roads, Mr Grant McBride,

MP, conducted the official opening.

The promotion of local drink drive initiatives and training in the responsible serving of alcohol, in conjunction with the Institute of TAFE at Albury, are a feature of the work being conducted jointly by the RTA and the Department of Health in southern NSW.

REDUCED EFFECT OF TRAFFIC AND TRAFFIC MANAGEMENT ON THE ENVIRONMENT

We can minimise adverse impacts of traffic by increased use of public transport, by walking and cycling more, and by moderating traffic movement through sensitive areas such as residential precincts. In 1995/96, much of the RTA's traffic management effort was directed at helping road users and the community to make appropriate choices.

However, we can also reduce the effect of our own operations on the environment by maximising the reuse and recycling of materials and the use of more environmentally-friendly products and processes. Trials conducted by the RTA in 1995/96 will lead this year to a switch to water-based linemarking paint, which will eliminate approximately one million litres each year of hydrocarbon emitted by the solvent-based paint currently in use.

Drivers & vehicles

Driver licensing, vehicle registration and compliance activities are RTA core business. The NSW community expects and appreciates that people licensed to drive on the State's roads are competent and fit to do so, that vehicles used to transport people and goods are in a safe condition and do not impact adversely on the built and natural environment, and that the regulations and activities used to ensure compliance with these principles are applied consistently and fairly.

We measure our success through:

- Continued improvements to customer service in motor registries
- Improved competence of drivers and motorcycle riders
- Initiatives to make vehicle use safer and more efficient
- Improved consultation with the community
- Achievements towards national uniformity in road transport law
- Reductions in the effects of vehicle use on the environment

CONTINUED IMPROVEMENTS TO CUSTOMER SERVICE IN MOTOR REGISTRIES

The motor registry network is, for most of our customers, the shopfront for the RTA. There are 132 motor registries spread throughout NSW, supported by an additional 29 local council agencies, 13 Police agencies and eight itinerant facilities. These outlets conduct a very broad range of transactions ranging from registrations through to driver knowledge tests and licence assessment.

For many years now the RTA has invested considerable effort and resources into improving customer service within registries. Those efforts were rewarded in October 1995 when the Australian Customer Service Association presented the RTA with the 1995 Award for Government Service in NSW.

During 1995/96, the following initiatives were pursued:

• Over the counter photo licences

The RTA has been piloting a new over the counter photo-licensing system since March 1996.

Unlike the current drivers' licences which are produced centrally, the new licences will be issued on the spot in motor registries throughout the State. The RTA has been developing the new system with Olivetti Australia, the prime contractor of the system, for 18 months. The new system has several customer service benefits such as reduced mailing costs, eliminating the delay in receiving licences through the mail, removal of interim paper licences, and removal of the need for customers to be invited back to be re-photographed due to quality problems with the licence.

Photo-licences will be produced on a plastic card similar to a credit card and will display all existing licence details.

There is a direct interface to DRIVES (the RTA Driver and Vehicle computer system used in motor registries) which enables registry staff to move through the computer transaction without the need to re-key any customer details. Customer signature and images can be captured with accuracy, as the details are displayed on the screen before the licence is produced.

The licences incorporate a number of state of the art features including a unique three dimensional hologram for increased security, unique card identification number and image capture using a digital video camera.

The system will be implemented throughout the State in late 1996.

• Qmatic

The Qmatic automatic queuing system was extended to 72 motor registries and will be introduced to most of the remaining motor registries in the next twelve months. The system records queuing times, transaction times and other information to help the RTA provide faster service by matching staffing needs to customer arrival patterns. It allows customers to be seated while waiting to be served.

• Access to motor registry services

To make motor registry services more readily accessible to our customers in the more remote parts of the State, an agency service was opened at Lake Cargelligo and itinerant registry facilities were established at Hillston, Khancoban and Oaklands.

In addition, the RTA is improving access to customers with a disability. Motor registries are being modified to offer better access to customers with a mobility problem.

• **Audio induction loops/tele-typewriter**

As a result of research with hearing-impaired customers, audio induction loop systems were installed in 38 registries throughout the State, in addition to those already installed in all 42 registries in the RTA's Northern Region. These systems allow for registry staff to speak quietly into a microphone and for the sounds to be easily picked up in the customer's hearing aid. Background noise is eliminated as is the need for registry staff to raise their voice to talk to hearing-impaired customers. In addition to the above audio systems, a tele-typewriter was purchased and installed at the Sydney Telephone Customer Service Centre. The typewriter allows for deaf and hearing impaired customers to communicate by telephone.

• **Extended trading hours**

More than half of the registries in NSW now offer some form of extended trading from Monday to Friday. These registries are open as early as 8.00 am and may operate until 5.00 pm.

Forty three motor registries across the State also open on Saturday mornings from 8.30 am to 12.00 midday. Twenty of these registries are located in the Sydney metropolitan area, with the remaining 23 motor registries located throughout NSW.

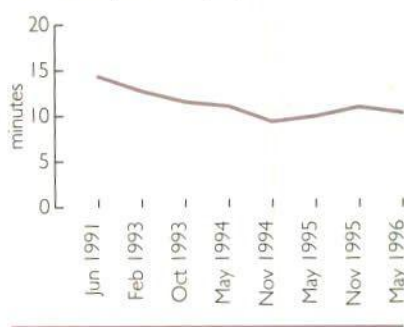
Telephone Customer Service Centres in Sydney, Newcastle and Wollongong also operate extended trading hours from Monday to Friday and on Saturday mornings. Customers are able to call these centres to inquire about motor registry services.

These initiatives along with continuing improvements to DRIVES and staff training have produced the following results in terms of customer satisfaction:

- 90% of our customers rated the service provided in motor registries as 'good' or 'very good'. This percentage has increased from 67% in 1991. Our target for 1996/97 is for 95% of our customers to rate motor registry service as 'good' or 'very good'; and
- 10.5 minutes is the average total time customers spend waiting and being served. This amount has been reduced by 28% since 1991 (figure 20).

Figure 20

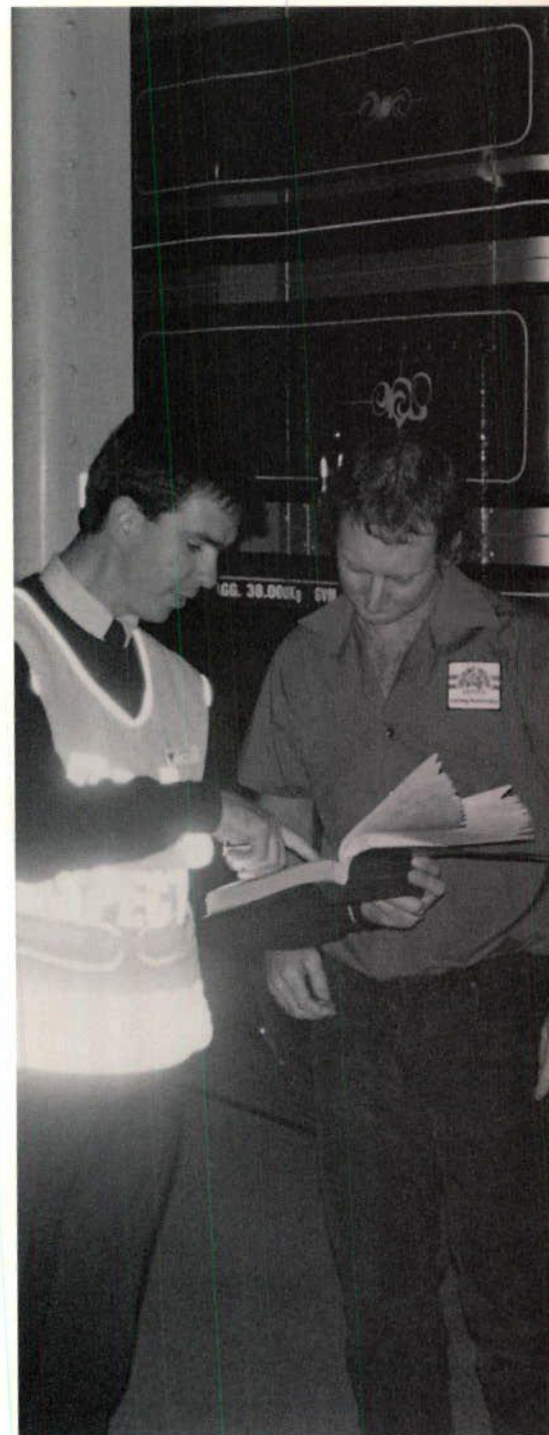
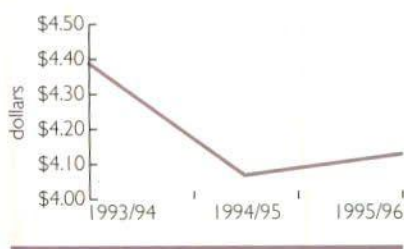
Total time spent in registry



These initiatives have also contributed to productivity savings of the following magnitude:

Figure 21

Motor Registry - total cost per weighted transaction



Inspector Trevor McEachan, left, checks truck driver Henry Momson's log book during 'Task Force Hume', a campaign which targeted heavy vehicle driver fatigue.

IMPROVED COMPETENCE OF DRIVERS AND MOTORCYCLE RIDERS

It is recognised that one contributing factor to the safe use of vehicles on NSW roads is the level of competence of drivers and motorcycle riders. Consequently, the RTA's actions are balanced between the development of driver training and improvement programs, and the application and enforcement of licensing laws.

During 1995/96, the driver licensing policy section undertook the following programs:

- **STAYSAFE inquiry into driver licensing**

In September 1995, the RTA made a submission to the Parliament of New South Wales Joint Standing Committee on Road Safety (STAYSAFE). The submission included a package of safety restrictions and incentives to further improve the competency of novice drivers. The submission also featured other proposals to enhance road safety such as a trial improvement program for repeat offenders. These initiatives will be further considered when STAYSAFE releases its report later in 1996.

- **Promotion of RTA medical guidelines and reporting procedures**

The RTA, in conjunction with various medical bodies, has run several workshops for doctors to enhance their awareness of RTA medical guidelines and reporting procedures in order to promote the medical fitness of drivers. The workshops included the new set of national medical standards for commercial drivers. These standards were published by the National Road Transport Commission and Federal Office of Road Safety and sent to all doctors in NSW in early 1996.

- **Japanese version of the Road Users' Handbook**

In January 1996, the Minister for Roads, the Honourable Michael Knight, MP, launched a Japanese version of the Road Users' Handbook to meet the growing community need for the publication in Japanese. The Handbook is of particular interest to Japanese consular officials, visitors and the tourist industry.

- **'Driving and Dementia' brochure**

The RTA and the Alzheimer's Association of NSW jointly published a Driving and Dementia brochure in November 1995. The brochure provides information for dementia sufferers, their families, friends or carers. It describes the adverse effects on safe driving resulting from dementia, and the ways to help the driver suffering from dementia.

- **Driver knowledge test**

A new driver knowledge test system was introduced in June 1996. The system has several new features to make the road-rules knowledge test easier to understand and use. These include a touchscreen for easier access and improved graphics for better understanding of the questions. An audio facility in English has also been included, so that the applicant can hear the questions/options and answers as they appear on the screen. Audio in other community languages will be introduced over the next few years. The new system has been shown to be particularly beneficial to applicants with a low level of literacy skills or with a limited knowledge of written English.

The security of the test and the probity of the results have also been maximised using new computer technology.

The RTA conducts more than 500,000 knowledge tests per year for applicants for a car or motorcycle learner's licence or for a heavy vehicle driver's licence.

- **Competency based system of training and assessment for heavy vehicle drivers**

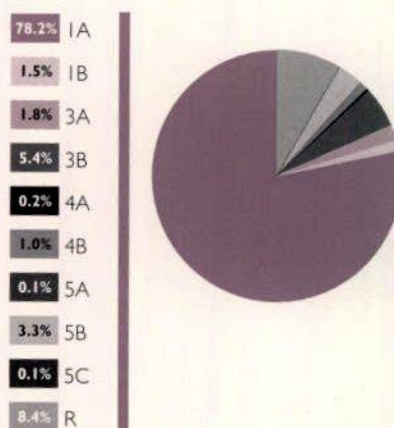
A competency based system of training and assessing (CBA) heavy vehicle and bus drivers was introduced in 1995 as an alternative to taking a driving test for a heavy vehicle driver's licence.

Subsequently, preparations have been made for CBA to become the only means for gaining a heavy vehicle licence in northern NSW, again on a trial basis. The trial, which will run for one year from 24 July 1996, will assess customer service issues such as cost and accessibility to all heavy vehicle licence applicants. In addition, the probity and consistency of the system will be strictly monitored.

- **Licensing statistics**

In total, 4,216,212 drivers' and riders' licences were on issue in NSW at 30 June 1996, broken down as follows:

Figure 22



Driver and rider training and licensing can only go so far in ensuring that licensees act appropriately on our roads. For the protection of all members of the community, road safety laws and regulations must also be enforced. To this end, during 1995/96, the RTA undertook the following enforcement program:

- 19,364 licences were cancelled because the licensees had exceeded the demerit points limit. A further 2,049 people were refused the issue of a licence because of accumulated demerit points. Additionally, 49,985 people who held unrestricted licences, and who had accumulated between seven and 11 demerit points, were sent letters warning them to improve their driving habits or face licence cancellation.
- The Excessive Speed Scheme provides for a driver's licence to be automatically cancelled for three months if the licensee commits the offence of exceeding the speed limit by more than 45 kilometres an hour. This offence also carries six demerit points and may lead to further action being taken against the licensee under the Demerit Points Scheme. In 1995/96, 2,005 licences were cancelled because of excessive speed.
- The RTA reviews about 60,000 licensees a year to assess their medical fitness to hold driver's licences. This includes older drivers and people who suffer from conditions such as diabetes, cardio-vascular disease and epilepsy, including heavy vehicle drivers. Some older drivers are also required to undergo an annual driving test as well as a medical review. In 1995/96, the RTA cancelled 1,915 licences on medical grounds, and refused the issue of a further 256 licences on the same grounds.



Inspectors Steve Humphries, left, and Steve Williams help determine the roadworthiness of vehicles involved in accidents during the ongoing Crashed Vehicle Study.

INITIATIVES TO MAKE VEHICLE USE SAFER AND MORE EFFICIENT

A range of regulatory functions are linked to the annual registration of motor vehicles. Roadworthiness inspections, vehicle standards, reduction in vehicle theft, and, of growing importance, programs to reduce vehicle emissions and noise. These functions have a huge impact on the general light vehicle community and especially on the efficiency of the heavy vehicle road freight industry. Accordingly, it is critical that we focus our regulatory activities on those factors which most affect safety and which adversely impact on the built and natural environments.

During 1995/96, major innovations in this program area included:

• Alternative compliance

NSW RTA is responsible for developing the roadworthiness and administration components of the proposed National Alternative Compliance Scheme. This Scheme works in partnership with industry to develop different approaches to ensuring compliance with the intent of regulation.

The Roadworthiness Pilot concluded on 30 June 1996 with 32 out of the 38 participating companies gaining accreditation. Early feedback from the pilot operators has been very positive. They have identified a range of benefits including greater flexibility, improved communications between drivers and workshop staff, as well as a better overall relationship with on-road enforcement officers. Operators are also starting to see economic benefits through better

maintained vehicles and reduced down time. These benefits are on top of the exemption granted from the annual vehicle inspection.

The pilot is currently subject to a full economic and social evaluation. The evaluation report was completed in October 1996 and the report is available.

• **Safe-T-Cam**

Safe-T-Cam is a system which photographs heavy vehicles, reads the number plate and records the time and date the vehicle passed the site. The system measures a vehicle's travel time between two or more points to determine where the truck or bus was last seen on the network, and whether the time difference between the two locations indicates that the vehicle has been speeding. Cameras have now been installed at nine sites on the Hume, Pacific and New England Highways and the Summerland Way. A further 11 sites are proposed to be installed at sites throughout NSW over the next 12 months.

Warning letters are sent to the registered owners of vehicles whose drivers are speeding or not taking the required number of rest breaks. Safe-T-Cam can also detect unregistered vehicles by comparing the number plate read by the camera with the RTA's registration records.

• **Heavy and public passenger vehicle roadworthiness assessment program**

Studies of the level of roadworthiness of heavy and public passenger vehicles using NSW roads have been conducted in 1992 and again in 1995. The studies provide information on the level of defect by vehicle class (ie articulated, rigid, trailers, taxis etc), year of manufacture and components of a vehicle (ie brakes, steering, suspension, body etc).

The results of the 1992 study indicated that approximately 9.2% of heavy vehicles were defective. Results from the 1995 study indicate the level of defective heavy vehicles has decreased to 7.8%.

The level of defective taxis has increased from 10.7% in 1992 compared to 12.9% in 1995. As a result, the Heavy Vehicle Inspection Scheme (HVIS) Metropolitan Taxi Cab Inspection Scheme was developed to increase the level of roadworthiness of taxis.

• **Unregistered vehicles**

Since 1992, surveys have been conducted to determine the level of unregistered vehicles in NSW. The results of a study this year and previous studies show a very low ratio of unregistered vehicles to the total vehicle fleet, as follows:

Year of Study	Percent
1992	2.0%
1993	1.3%
1994 (Mar)	0.9%*
1994 (Sept)	1.0%*
1995 (Mar)	1.0%*
1995 (Sept)	0.5%*
1996 (Mar)	0.8%*

*Note: indicative only

• **Load restraint standards**

On 6 October 1995, new standards for security of loads were incorporated into the Motor Traffic Regulations. These standards require loads on all vehicles to be secured properly so that they will not come off during all normal driving manoeuvres. A booklet was produced as a guide to load restraint and is available from all motor registries. A substantial advertising campaign was put in place and groups such as Transport Workers Union, Road Transport Forum, WorkCover and insurance companies are helping to distribute brochures.

• **Agricultural trailers**

In order to alleviate equipment needs and financial hardship for farmers, various industry groups and the RTA developed amended guidelines for the equipment and registration of agricultural trailers. Agriculture trailers are exempted from registration, and the equipment required to be fitted to the trailers has been simplified.

• **Vehicle registration status**

Annual and quarterly vehicle registration statistics are compiled by the Research Unit of the Driver and Vehicle Policy Branch. During 1995/96:

- the total vehicle fleet was 3,956,351
- new and second hand registrations totalled 452,690
- 1,170,067 registrations were transferred.

IMPROVED CONSULTATION WITH THE COMMUNITY

The Driver and Vehicle Policy and Regulation (DVPR) Directorate of the RTA continually consulted with key government, industry and community groups during 1995/96 in the development of RTA policies and actions.

Consultation is sometimes formalised, as where a standing committee is regularly convened. An example is the RTA's Road Freight Advisory Council which comprises representatives of different sections of the heavy vehicle transport industry and unions, with support from Government agencies such as Police.

DVPR also liaised with key groups and community generally to explore the desirability and implications of new policy initiatives. For example:

- Mobility Parking Scheme - we talked with representatives from Local Government, the medical profession and groups representing disabled and aged persons.
- New Regulations for mass loading and access to the road network - we consulted extensively with key industry groups, Police and other NSW Government agencies, the National Road Transport Commission (NRTC) and the Road and Transport authorities of other jurisdictions.

In this way, key union, industry, professional, enforcement, commercial and educational groups are afforded an opportunity to contribute to the policy making process. In addition, marketing and community surveys are conducted as the need arises.

Through its customer feedback program, the RTA is committed to a systematic response to community concerns arising from its registry and telephone customer service operations. The RTA continues to



Marulan Heavy Vehicle Checking Station on the Hume Highway was upgraded to the most sophisticated facility of its kind in Australia. Inspector George Kull runs a check on one of the 1.2 million vehicles that pass through Marulan each year.

provide quality customer service and regularly consults community groups through research. We have also conducted research and held discussions into the needs and expectations of general and specific client groups such as the elderly, the hearing impaired, motor vehicle dealers and heavy vehicle retailers, distributors, repairers, owners and drivers.

In the development of national initiatives under the NRTC, the RTA has widely distributed draft national proposals and formally consulted, on a regular basis, with government agencies, industry groups and community groups.

ACHIEVEMENTS TOWARDS NATIONAL UNIFORMITY IN ROAD TRANSPORT LAW

During 1995/96, the RTA continued to actively participate in the national uniformity initiatives of the NRTC. The proposed national road transport law being developed by the NRTC consists of six individual modules for National Charges, Vehicle Operations, Vehicle Registration, Driver Licensing, Dangerous Goods and Compliance and Enforcement.

The objectives of developing uniform or consistent road transport law throughout Australia are to improve road safety and transport efficiency, and to reduce the costs of administration of road transport for industry and governments. During 1995/96, a heavy emphasis was placed on the preparation and adoption of a package of ten early implementation reforms. The package aims to provide industry with early reforms in the following areas in anticipation of the finalisation of the National Law:

- common mass and load limits for heavy vehicles;
- one driver/one licence;
- fewer permits, better access to roads and common registration charges for heavy vehicles;
- common heavy vehicle standards;
- national roadworthiness standards for heavy vehicles;
- simplification of registration and licensing systems;
- better management of driver fatigue;
- promotion of the wearing of seat belts by heavy vehicle drivers; and
- development of alternative compliance schemes for heavy vehicles.

National heavy vehicle registration charges

On 1 July, 1996, NSW adopted national registration charges developed by the NRTC for heavy vehicles with a gross vehicle mass (GVM) over 4.5 tonnes. The adoption of national charges means that operators of heavy vehicles in all mainland States will pay the same road usage charge for the same vehicle. The new charges, which apply on renewal of registration, are calculated using the vehicle's shape, GVM, number of axles and the operator's nominated configuration, including the number of trailers to be towed.

As a result of the introduction of national charges, the majority of the 145,000 heavy vehicle operators will pay significantly lower registration costs. Many operators will save approximately \$1,000 a year and some will save considerably more each year.

However, the adoption of charges will mean an estimated financial loss to the RTA of \$75 million for the first full year, diminishing to \$60 million per year after three years.

The adoption of uniform charges throughout Australia is likely to result in many more heavy vehicles being registered in NSW which, until now, had the highest fees. The initiative should also mean safer trucks on NSW roads, with operators less likely to register their vehicles in States where registration fees were cheaper and annual registration safety checks are not required.

Abolition of excess weight permits

In line with the introduction of national charges, NSW has also abolished the requirements of operators to obtain excess weight permits for vehicles operating within mass limits of up to 42.5 tonnes. Operators will be able to carry 'as of right' up to the highest weight allowed by their permit, resulting in considerable savings.

The RTA has produced three brochures to assist operators in the change to national registration charges: Questions and Answers for Operators, What is a Special Purpose Vehicle? and Heavy Vehicle Mass, Loading and Access. These are available from all motor registries.

REDUCTIONS IN THE EFFECTS OF VEHICLE USE ON THE ENVIRONMENT

Air and noise pollution are key community concerns arising from vehicle use. The RTA is working with the Environment Protection Authority on these issues. The RTA's air and noise initiatives contribute enforcement expertise in the following areas:

- Involvement in the National In-Service Emissions (NISE) study conducted by the Federal Government. This study was designed to establish the rate of deterioration of emission control equipment in the vehicle fleet and to assess tests which may be suitable for use in an annual emission test program. The results of the NISE study were presented in May 1996 at a conference jointly sponsored by the Federal Office of Road Safety, the Environment Protection Authority and the RTA.
- Cooperation with the vehicle repair industry to improve the ability of the industry to repair polluting vehicles. Industry leaders have been involved in presentations of the Metropolitan Air Quality Study to familiarise them with the air quality issues in the greater metropolitan area. The industry has also assisted in a review of a training curriculum being used to train mechanics, and is participating in the Emission Test Demonstration Program. This Program is designed to evaluate the ability of the industry to repair vehicles which an emission test has identified as a polluting vehicle.

- In conjunction with the Environment Protection Authority, development of an effective emissions test program for light and heavy vehicles. A review has been made of overseas programs. Discussions have been held with stakeholders to identify all the factors that may impede the introduction of an effective program into NSW. Data is now being collected to establish the costs and benefits of various programs.
- Conducted a pilot test on remote sensing equipment to evaluate its effectiveness in identifying polluting vehicles. The study established that the equipment can measure the emissions of a vehicle driving past the remote sensor. More work is now being done on establishing the emissions 'signature' of various vehicle moves to improve the ability of remote sensing to separate clean vehicles from polluters.
- Discussions with the Environment Protection Authority to gain authority for RTA vehicle inspectors to enforce legislation for smoky and noisy vehicles. Legislation is being amended to increase the powers of RTA inspectors, and they have received training from the Environment Protection Authority in enforcement procedures.
- Purchase of additional noise testing equipment to allow the existing program of noise testing on heavy vehicles to be expanded.

Caring for the environment

Because the environment is of major importance to the RTA, we have a corporate Environment and Community Policy Branch which develops strategy, policy and procedures and coordinates with RTA regional environmental sections in caring for the environment during road planning, construction, maintenance and use of the road system.

Consultation with the public, other government agencies and environment and community groups is a key part of our environmental work. The RTA's Environment Council, on which a number of such groups are represented, gives year-round advice on a range of environmental issues.

During 1995/96, the RTA received no penalty notices from the Environment Protection Authority.

We measure our success through:

- Reduced and minimised impact of road traffic on air and water quality
- Reduced and minimised impact of road traffic noise
- Improved environmental planning and management processes
- Enhanced roadside environment
- Improved consultation and community involvement
- Minimised impacts on wildlife and habitats
- Applied results of our environmental research

REDUCED AND MINIMISED IMPACT OF ROAD TRAFFIC ON AIR AND WATER QUALITY

Air

The RTA aims to effectively manage the roads and traffic system to minimise impacts on air quality. To fulfil this aim, implementation of the *RTA Plan for Reducing Vehicle Emissions* is being progressed.

The roadside air quality monitoring component of the RTA's *Air Monitoring Plan* was completed during 1995/96. Preliminary results were reported at the Environment Protection Authority and Department of Health Urban Air Quality & Health Conference held on 3-4 June 1996. The model validation work is nearing completion.

The RTA, together with the Environment Protection Authority and the Federal Office of Road Safety, organised the Motor Vehicle Pollution in Australia Conference held on 8-9 May 1996. The Conference reported on a program in which the RTA was a participant to assess the emissions performance of in-use vehicles in Australia.

The information from the Conference has been valuable for the RTA and Environment Protection Authority in order to progress the development of a motor vehicle emissions test and repair program for Sydney, Newcastle and Wollongong. Part of this development has been the purchase of two emissions testing dynamometers. These are being used in a research program to gather information on typical emission control faults and the costs of repair.

The RTA made considerable advances in its trial of the latest generation remote sensing devices, to assess whether they can screen vehicle emissions at the roadside and detect polluting vehicles. The trial is expected to be completed by the end of 1996. This research is an important



'Eco-friendly' toilets, in which all waste is recycled into compost, have been installed at a number of locations along the Pacific Highway during upgrading of roadside rest areas.

component in the development of an emissions testing program. If the equipment is effective, it could significantly reduce the program implementation costs.

The RTA continued its role on the Federal Advisory Committee on Vehicle Emissions and Noise (ACVEN), pushing for tougher vehicle emissions standards. The RTA is involved in revising Australian Design Rule (ADR) 37/01 for petrol engine vehicles and ADR 70/00 for diesel engine vehicles.

To address the issue of smoky vehicles, the RTA negotiated with the Environment Protection Authority to amend the Environmental Offences and Penalties Act, 1989 to allow RTA vehicle inspectors the same enforcement powers as Environment Protection Authority officers with respect



From left, Dave Nolan, Noel Eggins and Alan Lawrance helped community groups plant 'The Peace and Friendship Grove' at Homebush, between Sydney's M4 Motorway and Parramatta Road.

to smoky and noisy vehicles. The amendments are currently being prepared. This will significantly increase the State's environmental enforcement resources to reduce vehicle smoke emissions.

The RTA also commenced research in conjunction with the Federal Office of Road Safety and the Environment Protection Authority to develop a short, but reliable and effective emissions test for diesel vehicles. This was seen as a high priority because of the potential health impacts of particles and oxides of nitrogen, of which diesel vehicles are a major contributor.

Due to the enhanced air quality initiatives which the RTA has been involved in over the past few years, we were requested to address the Clean Air Society's Energy & Air Quality Conference in November 1995 and, as stated previously, the Environment Protection Authority and Department of Health's Urban Air Quality & Health Conference.

An RTA Inventory of Greenhouse Gases was prepared to help set priorities for future action in the development of an RTA Greenhouse Reduction Plan.

Water

A draft Water Policy was developed to address water issues related to road development activities. It is expected to be released by the end of 1996. The Policy covers water management practices, water quality and water conservation issues related to the planning, design, construction, operation and maintenance of the roads and traffic system. It contains a set of policy objectives which the RTA aims to meet in the future, and which are consistent with national and State water quality goals and objectives.

The RTA is involved in the Blue Mountains Urban Stormwater Runoff Program together with Blue Mountains City Council, the Department of Land and Water

Conservation, the Environment Protection Authority, the National Parks and Wildlife Service, Sydney Water, the Blue Mountains Catchment Management Committee, and the Department of Local Government. A whole of catchment inter-governmental approach is being taken to control stormwater runoff from the urban areas controlled by the Blue Mountains City Council.

REDUCED AND MINIMISED IMPACT OF ROAD TRAFFIC NOISE

In conjunction with other agencies, the RTA continued to implement relevant recommendations of the Road Traffic Noise Task Force, such as research into the noise impact of traffic calming devices and development with the Environment Protection Authority of a commonly agreed set of noise criteria. One of the important outcomes was the establishment of a Road Traffic Noise Committee responsible for overseeing the Task Force recommendations. The Committee is chaired by the RTA and includes representation by the Department of Urban Affairs and Planning, the Department of Housing, City Rail, the Environment Protection Authority, The Cabinet Office, the Department of Transport and the Department of Local Government.

The RTA is conscious of its responsibility to work within the Government framework for managing road traffic noise. The Government position will be established by Environment Protection Authority policy. To this end, the RTA worked closely with the Environment Protection Authority throughout 1995/96 in the revision of the RTA Interim Traffic Noise Policy and Guidelines. The revision will be the subject of community consultation prior to the policy being finalised.

Heavy vehicle noise testing continued as part of the Heavy Vehicle Inspection Scheme, and the Minister for the Environment agreed to RTA vehicle inspectors being given the same enforcement powers as Environment Protection Authority officers to take random action against excessively noisy heavy vehicles.

A total of 150 noise complaints were received. A range of actions was taken in response, including road maintenance work, provision of low noise pavements and installation of signs encouraging limitation of heavy vehicle engine compression braking in urbanised areas.

The Noise Abatement Program seeks to address the environmental impacts of road traffic noise on residents along existing noisy roads. A number of sites have been treated in close consultation with the community. Noise attenuation measures range from using quieter road surfacing to the construction of noise barriers.

For example, sections of major arterial roads such as Old Windsor Road and Cumberland Highway have been provided with open grade asphalt road surfaces. Noise barriers and mounds have been provided along sections of the M4 Western Freeway, the F1 Warringah Freeway, and the F5 Southwest Freeway, and noise walls have been provided at Eastlakes Public School on Southern Cross Drive.

IMPROVED ENVIRONMENTAL PLANNING AND MANAGEMENT PROCESSES

Ecologically Sustainable Development

The RTA aims to adopt the principles of Ecologically Sustainable Development (ESD) through the implementation of the Austroads' Strategy for ESD and the development of our own Environmental Management System, which establishes procedures, policies and guidelines.

Improved environmental practices

The preparation of Environmental Management Plans is now being undertaken on all major road projects.

RTA staff and contractors have been engaged on various construction sites to advise on environmental protection measures and to assist in managing and monitoring the environmental impacts of various projects. For example, the Federal Highway duplication at Lake George has a full-time Site Environmental Officer whose responsibilities include monitoring environmental safeguards outlined in the project Environmental Management Plan.

Recycled road material, demolition waste, industrial slag and flyash were used during road maintenance and construction at various sites.

A number of initiatives have been undertaken in RTA offices, Motor Registries, properties and works depots, including:

- reducing waste;
- greater use of recycled paper and other material;
- buying re-useable items;
- improved use of electronic communication technology such as electronic mail;
- undertaking energy audits; and

- assessing environmental performance and compliance at our depots and stockpile sites.

RTA depots in different parts of the State were surveyed for environmental risks, and cleanup actions, including environmental management plans, were initiated.

Environmental impact assessment

Environmental Impact Statements were exhibited for the following major road proposals:

- upgrading of Elizabeth Drive from east of Mamre Road to Luddenham Road;
- Hume Highway - Albury Wodonga Bypass;
- Princes Highway - North Kiama Bypass (Supplement);
- Great Western Highway - Victoria Pass Rock Batter Rectification; and
- proposed Highway link between the F3 Freeway and the New England Highway at Branxton.

During 1995/96, work commenced on the preparation of Environmental Impact Statements for the following major road proposals:

- Western Sydney Orbital - Prestons to Cecil Park;
- Western Sydney Orbital - Cecil Park to West Baulkham Hills;
- Alstonville Bypass, Bruxner Highway;
- Ballina Bypass, Pacific Highway; and
- ACT to Sutton, Federal Highway.

Over 250 Reviews of Environmental Factors (REFs) were also undertaken on other proposed works. REFs are also being undertaken on an annual basis for road and bridge routine maintenance activities.

An example of the application of environmental impact assessment to routine maintenance activities is provided by a cooperative project initiated between the RTA and the National Parks and Wildlife Service on the Perisher Road and

the Snowy Mountains Highway within Kosciuszko National Park. Routine maintenance activities will be identified, and the environmental impacts of each activity will be assessed by way of REFs.

Amendments were issued to the RTA's Environmental Impact Assessment Guidelines to provide improved guidance on the application of environmental management procedures throughout the contracting process and the construction and operation of major roads and bridges.

The RTA commissioned research into how to improve the consideration of cumulative impacts in environmental impact assessments.

Heritage conservation

Considerable work was undertaken towards the improvement of the RTA's performance in heritage management:

- the RTA's Thematic History was prepared and is being used to identify areas for further development of heritage management;
- investigations were initiated into the most useable database for the RTA's Heritage and Conservation Register. It is intended that the Register be accessible to all appropriate RTA staff, particularly in the areas of road and bridge maintenance, property management and project development, and that it complement the State Heritage Inventory being developed by the Heritage Office;
- initial drafts of the RTA's Heritage Guidelines were prepared;
- discussions were initiated with the Heritage Office and the National Trust on the most appropriate management structure for heritage issues within the RTA; and
- preparation of a Conservation Management Plan was commenced for the Sydney Harbour Bridge.

The Lachlan Valley Aboriginal Scarred Tree Project is an example of practical heritage protection work undertaken by the RTA. Funded by the RTA, the project located and recorded 244 Aboriginal scarred trees in the road reserve throughout the Lachlan Valley and created a comprehensive database. The project provided valuable information to assist in planning road construction and managing the road reserve. The project also raised awareness in the local and wider community and highlighted the value of this important cultural resource. The project involved the RTA, local Aboriginal community representatives, Forbes Shire Council, the Lachlan Total Catchment Management Committee, and the National Parks and Wildlife Service.

Resource conservation

The first draft of the RTA *Resource Conservation Strategy* was developed to guide future recycling and conservation initiatives. The draft will be reviewed as a result of comments received.

ENHANCED ROADSIDE ENVIRONMENT

The Roadside Environment Strategic Plan was developed with the NSW Roadside Environment Committee, Federal and State agencies, Local Government, the RTA Environment Council and community interest groups.

The RTA implemented protection and enhancement practices to maintain and regenerate biological diversity on roadsides in line with the National Strategy for the Conservation of Australia's Biological Diversity.

Important road corridors were landscaped in preparation for the 2000 Olympics.

Anti-litter campaigns like Clean Up Australia projects were sponsored by the RTA.

The RTA facilitated the Bellingen Roadside Environment Management Plan.

Many sites were revegetated with native

species. Major programs were carried out along the Mitchell and Newell Highways in the Central West, the M4 Motorway in western Sydney, the Hume Highway south of Goulburn and the Cobb Highway at Deniliquin. The following details are from the Central West Roadside Corridor Project (a joint RTA/Greening Australia Project):

- roadside vegetation was assessed along approximately 1,000 km of State Highways in the Central West (Great Western, Mid Western, Newell and Mitchell Highways). A comprehensive database was created;
- 16,333 trees were planted in and adjacent to State Highways in the Central West. Trees were planted at a total of 63 individual corridor sites, involving four LEAP (Landcare Environment Action Program) teams, nine Landcare groups, one Local Aboriginal Land Council and 36 individual landholders; and
- bush regeneration was undertaken at three separate sites.

A project was undertaken in cooperation with Greening Australia to address the problem of rising groundwater and salinity on land adjoining the Riverina Highway between Deniliquin and Finley. Through intensive tree planting, it is hoped that groundwater levels will fall, with a resulting drop in soil salinity. An additional benefit would be reduced maintenance costs for the Riverina Highway.

The Olympic Way Roadside Corridor Project is a cooperative program involving the RTA, eight Shire Councils, Greening Australia, Landcare and other community groups. The project involves the development of an inventory of vegetation and cultural features along the road, promotion of the value of the roadside, development of management guidelines for the remnant roadside vegetation and cultural plantings, as well as encouraging the community and adjoining landholders to help manage and enhance the roadside vegetation.



From left, Suresh Surendran, project manager; Peter Booreo, engineering student and John Eveston, supervisor, at the site of a replacement pond they built to relocate wildlife as part of a road construction project.

A review of the RTA model specification on direct seeding was commenced with the intention of encompassing modern technology and methods to enhance the roadside vegetation works.

IMPROVED CONSULTATION AND COMMUNITY INVOLVEMENT

We continued our efforts to achieve effective community involvement in RTA activities:

- a review was commenced of the RTA Interim Guidelines for Community Involvement, to ensure that the growth in knowledge and expertise in community involvement both within and outside the RTA was accurately reflected in RTA practices and procedures;
- a benchmarking study was undertaken on the RTA's community involvement performance in comparison with other Government agencies and with private companies;
- the community was involved in the development of numerous RTA projects across all our operational areas; and

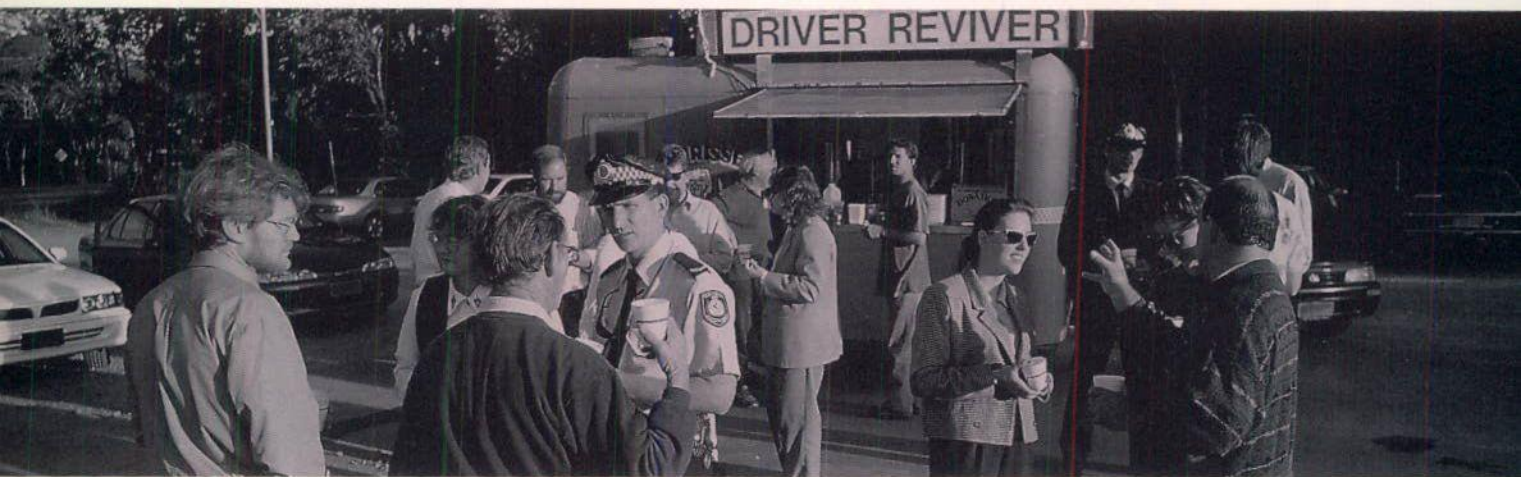
- the RTA actively supported the Remembrance Driveway Committee in the year of 'Australia Remembers'. The Committee dedicated three Rest Areas along the Federal and Hume Highways to Victoria Cross recipients, and established a commemorative grove along the Hume Highway at Bass Hill.

The RTA was also involved in a number of partnerships with the community, such as:

- Jewish National Fund and Egyptian Government - A Jewish-Egyptian-Australian 'Peace and Friendship Grove' was planted adjacent to the Homebush Olympic Site. The ceremony was presided over by the Israeli and Egyptian Consuls-General together with members of Sydney's Jewish Community.
- Caley's Grevillea (*Grevillea caleyi*) - A Species Recovery Plan has been prepared to ensure survival of this grevillea which is restricted to isolated areas of Belrose and Terrey Hills, adjoining State Roads. The RTA has contributed to implementation of the Plan and is a member of the Species Recovery Team which also has representatives from the National Parks and Wildlife Service, Warringah and

Pittwater Councils, the Department of Technical and Further Education, the Australian Nature Conservation Agency, and the NSW Department of Bushfire Services.

- Hill Road - The intersection of Hill Road and Parramatta Road adjoins an historic area of vegetation which has been described as the "last remnant of natural vegetation along the first road in the colony". This site is currently being rehabilitated as a representation of the Cumberland Plain Woodland, and will form a major entry point to the Homebush Olympic Site. The site is being restored with the help of Greening Australia, Auburn Greenspace and specialist bush regenerators.
- Restoration of Burnt Bridge Creek, Seaforth - The RTA is represented on a Task Force which has been established to facilitate the restoration of Burnt Bridge Creek, which lies between Manly and Warringah municipality and adjoins the Burnt Bridge Creek Deviation constructed in 1982. The Task Force's primary goal is to restore water quality to a level which is safe for community recreational activities.



Volunteers run Driver Reviver stops throughout NSW during peak holiday times to encourage drivers to Stop, Revive, Survive.

MINIMISED IMPACTS ON WILDLIFE AND HABITATS

The RTA recognises the effect of road use and of our own activities, especially new road developments, on fauna and their habitats. We take these effects into account in road planning, and locate roads to minimise them. The RTA also seeks to preserve and protect habitats when building new roads and to restore them following disturbances during construction.

Fauna underpasses were constructed in a number of new road projects where potential severance of fauna movement patterns was identified as a likely impact. Monitoring of existing fauna underpasses was undertaken to evaluate their effectiveness for a range of native species.

A trial of roadside reflectors was conducted to deter fauna from dangerous areas. However, the effectiveness of the reflectors was not substantiated.

Construction work was staged to minimise the effects on breeding and nesting fauna.

Acid sulphate soils

The RTA's Acid Sulphate Soil Guidelines were released in January 1996. This document complements the RTA's Acid Sulphate Soil Policy and Procedures, which was released in February 1995. The guidelines provide detailed information on how to implement the procedures outlined in the policy and procedures document, and in-depth guidance for effective management of acid sulphate soils. They will assist RTA Regional staff to enhance their knowledge of acid sulphate soils.

APPLIED RESULTS OF OUR ENVIRONMENTAL RESEARCH

Research and development was undertaken on the following projects:

- contaminants in stormwater runoff from roads;
- artificial wetlands to contain and filter road runoff;
- fauna overpass and underpass investigation;
- emission testing of vehicles in use;
- pilot project of remote sensing technology as part of vehicle emission testing;
- diesel vehicles emission testing; and
- heavy vehicle exhaust noise reduction.

The RTA took an active role in sponsoring and supervising Austroads' environmental research projects.

Seminars and training

Presentations and training sessions were held for RTA staff on various environmental issues, including:

- RTA Acid Sulphate Soils policy;
- the Threatened Species Conservation Act;
- Sydney Metropolitan Air Quality Study (MAQS);
- Traffic Noise - measures for reducing the impact of traffic noise on urban areas;
- Environmental Impact Assessment and Awareness Training;
- Environmental Management Plans;
- Environmental Issues for Maintenance Staff;
- Erosion and Sedimentation Control Workshops;
- Heritage Conservation; and
- Identification of Native Grasses.

Technology serving the community

Commercialisation of Technical Services

In its first full year of commercialisation, the consulting practice of RTA Technology produced a better than break-even performance, addressing its charter to establish itself on a commercial footing and to be self funding by 1997.

The Directorate embarked on a program to obtain Quality ISO Certification at a Directorate level to encompass the whole of the Directorate's Quality Procedures, and to enhance future competitiveness in the winning of work. Accreditation was achieved on 25 July 1996.

Targets and accomplishments are set out below:

INDICATOR	TARGETS 1995/96 (set in Dec 94)	ACCOMPLISHMENTS 95/96
Operating surplus	8% by end of Year 3 First year operating surplus to be spent on start-up costs	4.5% (operating surplus used to fund start-up costs, eg training, change management)
Nett result for 1995/96	break-even	\$110,000 operating surplus (0.2%)
External work	10%	12%
Work won in competition	30%	28%

The following examples demonstrate the commercialisation of systems developed and maintained by RTA Technology:

Road Safety and Traffic Management

- RTA Technology successfully completed its subcontract to AWA Limited for the system design, installation and commissioning of the Kowloon-Tsuen Wan Area Traffic Control System in Hong Kong. This project, which is believed to be the largest single Adaptive Traffic Control contract ever let, involved substantial new software development and enhancements to SCATS, the RTA-developed adaptive traffic control system, to meet the Hong Kong client's needs. The project returned over \$4 million to the RTA in SCATS software licence fees and consulting services revenue, and was brought in on time and on budget. Technology developed for this project has upgraded the system's capability for all users.

- Work was commenced on SCATS 2, the redevelopment on a new hardware and software platform of the RTA's world renowned SCATS traffic control system, to meet the needs of RTA and other users throughout Australia and overseas, into the next century. The definition of functional requirements for the new system was completed in 1995/96, and negotiations are proceeding with the private sector for joint redevelopment.
- Solvent-borne roadmarking paint is being phased out in favour of water-borne roadmarking paint. With 100% solids, the use of the thermoplastic, two part cold applied roadmarking material will result

in a reduction of hydrocarbon solvent emissions of the order of one million litres per annum. The higher film thickness of water-borne paint allows the use of larger glass beads with enhanced retention, which also improves wet night delineation.

Road Network Development

- The opening of Glebe Island Bridge on 3 December 1995 was the culmination of over ten years of involvement by a dedicated and highly talented team of engineers and drafters in RTA Technology, from the development of concepts to detailed design, input into contract documentation, and construction advice and monitoring on behalf of Major Projects in Sydney Region. Materials' technologies and analysis tools developed for this project have been adapted to improve the durability and capability of the RTA's bridges.

Road Network Maintenance

- The Bridge Information System database was implemented within the RTA. This system integrates and significantly upgrades the Bridge Inventory and Bridge Condition databases, to provide an effective, user-friendly tool to enable more efficient management of the RTA's bridge assets on both micro and macro scales. The system also provides improved capitalisation reports.
- Proof load testing of a further five bridges to loads of the order of twice current legal loads has seen significant development of software to improve the management of the testing and the collection of the data. Test results continue to identify significant reserves of strength in the bridges tested, and the results will be utilised to manage improved performance of the bridge asset.
- A National Asphalt Specification Framework in an easily understood format has been developed and issued for comment. This specification is for continuously graded highway asphalt and focuses on end-product criteria, ie design parameter combinations to meet end-product criteria. This is a step between prescription specification and performance specifications, which require long defects periods. Consistent and effective control of asphalt production is essential to longevity of our road surfaces.
- The implementation of the RTA's Maintenance Management System (MMS) was completed throughout 147 NSW Local Government sites during 1995/96.

This marks the culmination of five years of effort to implement business re-engineering in the maintenance function within the RTA and Local Government. Significant benefits to Local Government and the RTA have already been realised. Many organisations external to the RTA and NSW Local Government have also purchased and implemented the MMS and integrated its business concept into their maintenance management culture.

Research and development

The RTA encourages road transport-related research and development in a cooperative environment. We seek to foster strong and practical working relationships with industry and research organisations to facilitate joint projects, commercial agreements, ideas exchange and technology transfer.

RTA's Research and Development Program

The initiation and maintenance of the RTA's Research and Development (R&D) Program is based upon delivery of projects which sustain and contribute to the achievement of RTA corporate objectives, and involves funding and project management functions being provided by the three core function Directorates of Road Network Infrastructure, Road Safety and Traffic Management and Driver and Vehicle Policy and Regulation. The R&D Program is steered at a corporate level by an R&D Executive Committee, chaired by the Chief Executive.

In 1995/96, the R&D Program funded 60 projects with an overall expenditure of \$6.487 million. These projects included initiatives involving teleworking, bridge construction and maintenance, pavements and bituminous surfaces, recycling, exhaust emissions testing and heavy vehicle noise. Two current initiatives being progressed are the upgrade of the Sydney Coordinated Traffic System (SCATS) and the use of Global Positioning Systems (GPS) in the western region of the State. The need to upgrade SCATS has been acknowledged for some time due to its outdated operating and software systems and hardware which cannot be economically maintained. To date, this project has achieved the objective of defining new user requirements, and identifying a functional specification for the next version of SCATS. The project is being monitored by a joint roads

agency/industry steering committee with representatives from AWA, Philips, VicRoads and the RTA.

Global Positioning Systems (GPS) technology is successfully being used in the western region of the State to accurately record motor vehicle crash sites. This achievement will enable the targeting of more effective road safety strategies to be developed. Police have received training in the use of this technology by the Land Information Centre at Orange. It is estimated that by January 1997, 70-80% of crash sites in the western region of the State will be geocoded when they are initially investigated by Police.

Our national contacts and research

Our effectiveness is enhanced by our involvement in Australian research ventures through Austroads, the Australasian body of road authorities, and the National Strategic Research Program mainly undertaken for Austroads by the ARRB Transport Research Ltd.

Austroads, which currently comprises membership of all Australian and New Zealand road authorities, was established to exchange information, identify and implement world best practice, eliminate wasteful duplication and adopt consistent regulations, standards and practices. For example, the Technology and Environment Program (one of the five Austroads' national research programs) aims to develop and promote technology appropriate to the Australasian road industry, and to establish and promulgate environmental objectives and practices appropriate to Australasian conditions.

During the year, Austroads published the second set of nationally-based measures for the performance of the road system and of road authorities, following widespread consultation with the RTA and other road member authorities. This has provided the opportunity for the RTA to benchmark its

performance against other road agencies to achieve improved service levels and greater 'value for money'.

On Austroads' behalf, the RTA commenced the management of a project to develop a comprehensive set of social and environmental performance indicators by which to measure road system and road authority performance against the following outcomes:

- a basic level of accessibility;
- a wider range of transport choices and opportunities for interaction;
- fairer distribution of transport-related costs and benefits;
- lowered levels of air pollution and greenhouse gas emissions; and
- reduced other adverse environmental impacts.

Our international contacts and research

As well as our own R&D projects, we keep abreast of world technology standards and developments by maintaining close links with national and international research organisations.

We maintain worldwide contacts through our involvement in international research with the United States Strategic Highway Research Program, the OECD Transport Research Program and the Permanent International Association of Road Congresses (PIARC).

The RTA contributes to and benefits from PIARC's (INTERCHANGE) and a Global Road Transport Knowledge Exchange Network.

Financial Statements

Contents

Beginning of Audited Financial Statements	40
Statement by Chief Executive and Director Finance	40
Independent Audit Report	41
Statement of Financial Position	42
Operating Statement	43
Cash Flow Statement	44
Notes to and forming part of the Financial Statements	
The Reporting Entity	46
Statement of Accounting Policies	46
Operating Expenses	49
Operating Revenue	50
Non RTA Collections	50
Abnormal and Extraordinary Items	51
Cash	51
Receivables	51
Investments	52
Property, Plant and Equipment	53
Authority Infrastructure	54
Private Sector Provided Infrastructure	55
Other Current Assets	56
Creditors, Borrowings and Other Liabilities	57
Provisions	58
Reserves	59
Commitments	59
Contingent Liabilities	60
Program Information	60
End of Audited Financial Statements	61
Supplementary Financial Information	62

Beginning of Audited Financial Statements

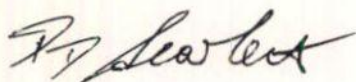
Statement by Chief Executive and Director, Finance

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996

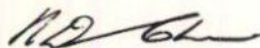
Pursuant to Section 41C (1B) and (1C) of the Public Finance and Audit Act 1983, we declare that in our opinion:

1. The accompanying financial statements exhibit a true and fair view of the Authority's financial position as at 30 June 1996 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.



P D Scarlett
Director, Finance
27 September 1996



R D Christie
Chief Executive
27 September 1996

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 1996. The preparation and presentation of the financial statements consisting of the accompanying statement of financial position, operating statement and statement of cash flows, together with the notes thereto and the information contained therein, is the responsibility of the Chief Executive. My responsibility is to express an opinion on these statements 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 statements are free of material misstatement. My procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial statements, and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial statements are presented fairly in accordance with the requirements of the *Public Finance and Audit Act 1983*, Accounting Standards and other mandatory professional reporting requirements (Urgent Issues Group Consensus Views) so as to present a view which is consistent with my understanding of the Authority's financial position, the results of its operations and its cash flow.

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

Audit Opinion

In my opinion, the financial statements of the Roads and Traffic Authority of New South Wales comply with section 41B of the Act and present fairly in accordance with applicable Accounting Standards and other mandatory professional reporting requirements the financial position of the Authority as at 30 June 1996 and the results of its operations and its cash flows for the year then ended.

Inherent Uncertainty Regarding Superannuation

Without qualification to the opinion expressed above, attention is drawn to the following matter. As indicated in Note 15(ii) to the financial statements, it is disclosed that uncertainty currently exists concerning certain taxation allocations that may impact virtually all of the individual employer reserve balances of the State Authorities Superannuation Board - Pooled Fund. Until resolution of this uncertainty, the quantum of the financial effect on the individual employer reserves is unclear. The same situation existed at 30 June 1995.



A. C. Harris
Sydney
30 September 1996

Statement of Financial Position

ROADS AND TRAFFIC AUTHORITY, NEW SOUTH WALES AS AT 30 JUNE 1996

30/6/95 \$000		Notes	30/6/96 \$000
CURRENT ASSETS			
70,467	Cash	7	57,535
18,493	Receivables	8(i)	22,705
36,229	Investments	9	56,035
9,592	Inventories	1(v)	7,745
53,640	Other	13	34,076
188,421	Total Current Assets		178,096
NON CURRENT ASSETS			
99,402	Receivables	8(ii)	119,903
2,811,116	Property, Plant and Equipment	10	1,588,385
41,489,269	Authority Infrastructure	11, 2(ii)	36,146,718
468,685	Private Sector Provided Infrastructure	12	483,613
44,868,472	Total Non Current Assets		38,338,619
45,056,893	TOTAL ASSETS		38,516,715
CURRENT LIABILITIES			
57,650	Creditors	14(i)	41,140
303,188	Borrowings	14(ii)	172,284
109,161	Provisions	15	91,979
162,278	Other	14(iii)	180,268
632,277	Total Current Liabilities		485,671
NON CURRENT LIABILITIES			
914,175	Borrowings	14(ii)	988,870
372,680	Provisions	15	370,809
483,583	Other	14(iii)	473,369
1,770,438	Total Non Current Liabilities		1,833,048
2,402,715	Total Liabilities		2,318,719
42,654,178	NET ASSETS		36,197,996
EQUITY			
41,948,245	Accumulated Funds		33,292,762
705,933	Reserves	16	2,905,234
42,654,178	TOTAL EQUITY		36,197,996

Operating Statement

ROADS AND TRAFFIC AUTHORITY, NEW SOUTH WALES FOR THE YEAR ENDED 30 JUNE 1996

1994/95 \$000		Notes	1995/96 \$000
OPERATING EXPENSES			
101,869	Employee Related	3(i)	108,316
573,883	Maintenance	2(i)	654,679
(54,460)	Depreciation	3(ii)	40,288
-	Grants & Subsidies	3(iii)	3,661
293,207	Other Expenses	3(iv)	315,946
914,499	Total Operating Expenses		1,122,890
OPERATING REVENUE			
145,571	User Charges	4(i)	149,205
1,993	Contributions	4(ii)	9,596
33,811	Other	4(iii)	34,595
181,375	Total Operating Revenue		193,396
4,346	Net (Loss)/Profit on Sale of Properties & Other Assets		(1,687)
728,778	Net Cost of Services Before Abnormal & Extraordinary Items		931,181
(1,131,035)	Abnormal Items	6(i)	(304,484)
(402,257)	Net Cost of Services After Abnormal Items		626,697
-	Extraordinary Items	6(ii)	8,020,936
(402,257)	Net Cost of Services After Abnormal & Extraordinary Items		8,647,633
GOVERNMENT ALLOCATIONS - RECURRENT			
131,781	Commonwealth		141,957
	State		
559,401	- Motor Vehicle Tax		538,443
61,084	- Fuel Franchise Levies		134,288
65,294	- Other		66,112
817,560	Total Government Allocations - Recurrent		880,800
GOVERNMENT ALLOCATIONS - CAPITAL			
199,400	Commonwealth		178,900
	State		
69,674	- Motor Vehicle Tax		125,769
452,754	- Fuel Franchise Levies		405,382
79,415	- Other		104,788
801,243	Total Government Allocations - Capital		814,839
9,487	Other Capital Contributions	4(ii)	2,000
2,030,547	(Deficit) / Surplus		(6,949,994)
39,926,115	Accumulated Funds 1 July 1995		41,948,245
	Adjustments to Accumulated Funds		
-	- Establishment of Revaluation Reserve for Authority Infrastructure		(1,705,489)
(8,417)	- Changes to Accounting Policy		-
41,948,245	Accumulated Funds 30 June 1996		33,292,762

Cash Flow Statement

ROADS AND TRAFFIC AUTHORITY, NEW SOUTH WALES FOR THE YEAR ENDED 30 JUNE 1996

1994/95 \$000		Notes	1995/96 \$000
CASH FLOWS FROM OPERATING ACTIVITIES			
	Payments		
(101,462)	Employee Related		(107,986)
(558,251)	Maintenance		(646,848)
-	Grants & Subsidies		(3,661)
(138,185)	Interest & Loan Charges		(126,368)
(179,830)	Other		(180,169)
(977,728)			(1,065,032)
	Receipts		
141,228	User Charges		137,371
1,993	Contributions		9,596
4,016	Interest Received		10,158
147,237			157,125
(830,491)	Net Cash Outflow on Operating Activities		(907,907)
CASH FLOWS FROM INVESTING ACTIVITIES			
(627,006)	Payments for Development of Infrastructure		(595,506)
9,487	Contributions for Capital Works		2,000
(10,000)	Loan to Interlink Roads (ILR)		(10,000)
(151,033)	Payments for Purchase of Property, Plant & Equipment		(138,876)
62,934	Proceeds from Sale of Property, Plant & Equipment		47,606
(715,618)	Net Cash Used in Investing Activities		(694,776)
CASH FLOWS FROM FINANCING ACTIVITIES			
(40,825)	Repayment of Borrowings		(64,054)
(3,064)	Investments		(19,626)
(43,889)	Net Cash Used in Financing Activities		(83,680)
(1,589,998)	Net Cash Outflow From Operating, Investing & Financing Activities		(1,686,363)
CASH FLOWS FROM GOVERNMENT			
817,560	Recurrent		858,592
801,243	Capital		814,839
1,618,803	Net Cash Flow from Government		1,673,431
28,805	NET INCREASE/(DECREASE) IN CASH HELD		(12,932)
41,662	Cash at the Beginning of the Year 1/7/95		70,467
70,467	CASH AT THE END OF THE YEAR 30/6/96	(2(viii),7)	57,535

Cash Flow Statement cont.

ROADS AND TRAFFIC AUTHORITY, NEW SOUTH WALES FOR THE YEAR ENDED 30 JUNE 1996

RECONCILIATION BETWEEN THE "NET COST OF SERVICES BEFORE ABNORMAL AND EXTRAORDINARY ITEMS" AND THE "NET CASH OUTFLOW ON OPERATING ACTIVITIES"

1994/95		1995/96
\$000		\$000
(728,778)	Net Cost of Services Before Abnormal and Extraordinary Items	(931,181)
(58,542)	Depreciation	40,288
(6,219)	Provisions	(10,480)
(8,010)	Interest on Loan to Interlink Roads (ILR)	(9,685)
(2,374)	Rental in Respect of M4 Motorway	(2,375)
(734)	Rental in Respect of M5 Motorway	(733)
(21,307)	Value of Emerging Interest of Private Sector Provided Infrastructure	(15,011)
-	Other Non Cash Revenue	(7,968)
-	Asset Devaluation	6,725
(6,891)	ERS Payments Utilised to Redeem Current Principal Portion of Bonds Issued to Private Sector	(7,350)
22,846	Other Net Movements in Non-Capital Programs	18,849
(15,800)	Increase in Accrued Interest Payable	1,319
(478)	Decrease in Accrued Interest Receivable	261
(262)	Increase in Income Received in Advance	835
(22)	Increase in Other Receivables	(933)
426	Discount on Loans/Loan Restructure	7,845
(4,346)	Loss/(Profit) on Sale of Assets	1,687
(830,491)	Net Cash Outflow On Operating Activities	(907,907)

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

1. THE REPORTING ENTITY

The Roads and Traffic Authority (RTA), which is an entity for reporting purposes, is responsible for the development and maintenance of the state road network, road safety and traffic management and management of drivers and vehicles.

During 1995/96 the RTA became the host agency of the Minister for Olympics and Roads.

2. STATEMENT OF ACCOUNTING POLICIES

(i) BASIS FOR PREPARATION OF ACCOUNTS

The RTA's financial statements are a general purpose financial report which has been prepared on an accrual basis in accordance with contemporary Australian Accounting Standards and other mandatory professional reporting requirements (including Urgent Issues Group Consensus Views) unless otherwise stated and have been prepared in accordance with the Public Finance and Audit Act 1983 and Regulations, and Treasurer's Directions. The financial statements are based on historical costs except where otherwise stated.

The financial statements comply with the Financial Reporting Directives published in the Financial Reporting Code (FRC) for Inner Budget Sector Entities except for matters as detailed below:

- The Treasury NSW has directed that budget figures be excluded from the audited financial statements.
- 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 periodic maintenance (as confirmed by NSW Treasury).
- The RTA classifies land and buildings expected to be sold within the next year as other current assets rather than current investments.

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

In 1995 the RTA reviewed and varied its program structure. The previous structure had been in existence since 1991 and focussed on enhancements, maintenance and use of the road network. The revised program structure is based on deliverables and consists of three major programs - Road Network Infrastructure, Driver and Vehicle Policy and Regulation and Road Safety and Traffic Management.

Due to the program restructure and a refinement in the definition of capital and operating expenditure, program information for 1995/96 is not entirely comparable with previous year figures. In particular, the revised program structure now allows for clearer identification of maintenance type activities which in previous years were categorised as other expenses.

(ii) CHANGES IN ACCOUNTING POLICY

Authority Infrastructure

During 1995/96 the RTA conducted a comprehensive review of its accounting policies in respect of the valuation, depreciation and disclosure of infrastructure assets which has resulted in a number of policy changes. A summary of those changes follows:

(a) Accounting for Regional Roads

The capitalised value of Authority infrastructure has been based on the control aspect of the State's classified road network of national and state highways, regional roads and certain other infrastructure assets. The RTA's role in the management of regional roads has been diminishing in recent years to the point where control of these assets has effectively moved to Local Government. As foreshadowed in the 1994/95 Annual Accounts, the responsibility for the valuation and disclosure of these assets has been transferred to Local Government authorities this financial year and is reflected in these accounts as an Extraordinary Item (refer note 6(ii)). The impact of this change is set out in Note 11. Negotiations in respect of control of certain parts of the Network are continuing and further refinements may be necessary next year.

(b) Disclosure of Gross Values

The RTA's valuation policies provide for roads and bridges to be valued using the written-down replacement cost method as outlined in note 2(iii). This policy has remained unchanged this financial year. However, in order to improve the level of disclosure in the Annual Accounts, the RTA has implemented the recommendations of Accounting Standard AAS 29 "Financial Reporting by Government Departments" and will disclose separately the gross replacement cost and related accumulated depreciation of each class of infrastructure assets.

Roads were first capitalised in 1989/90 and disclosed in the Annual Accounts at the net written-down replacement value. Since that time the accounts have included the annual gross movements in the replacement cost and the provision for restoration (refer note c below) as well as other adjustments which have impacted on the value of the network as a whole. In the same period bridges have been disclosed simply at the net written-down replacement value.

In 1994/95 the disclosure was reduced to a brief summary format. For comparison purposes, Note 11 includes the 1994/95 valuations recast in the revised format.

(c) Depreciation of Infrastructure

The RTA's policy in respect of the calculation of the loss of service potential (depreciation) of roads and bridges (refer note 2 (iii)) remains unchanged. For the reasons outlined

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

above, it is necessary to change the method of disclosing the gross value of accumulated depreciation.

Depreciation in respect of roads has previously been brought to account as a provision for asset restoration. As at 30/6/95 the balance of this provision was \$1.1 billion which includes the accumulated changes to the condition of the road network (including regional roads) since 1989/90 and the impact of various adjustments for changes in methodology, standards and other adjustments during the same period. For purposes of consistency this provision has been renamed the provision for depreciation and now reflects the total cost to restore the revised road network (ie net of regional roads) to near new condtion as at

30/6/96. Near new condition has been specifically defined for the various classes of roads and has been consistently applied over past years. Notwithstanding the name change, the annual provision has been calculated in the same manner as previous years, with the current year expense representing changes in the road condition from normal wear, tear and deterioration.

A similar provision has been brought to account in respect of bridges and the traffic signal control network, which are to be depreciated for the first time this financial year. For comparison purposes, Note 11 includes the 1994/95 valuations recast in the revised format.

(iii) ASSET MANAGEMENT POLICY

The Authority 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 below.

(a) Property, Plant & Equipment

ASSET	VALUATION POLICY	DEPRECIATION POLICY
Land & Buildings in Service <ul style="list-style-type: none"> - Works Administration Properties - Officers Residences - Improvements involving quarry operations 	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. Written down historic cost	Buildings - straight line (2.5%) Amortised over the useful life.
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
Plant, Equipment & Motor Vehicles (Minimum capital value \$5,000)	Written down historic cost/revalued amount	Straight line (5% - 10%) over the estimated useful life
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
Electronic Office Equipment (Minimum capital value \$5,000)	Written down historic cost/revalued amount	Straight line (20%) over the estimated useful life
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, whichever is shorter

Included in the value of land and buildings in service is an amount of \$2.882 million (1994/95; \$2.202 million) for buildings on Crown land (The Crown land has not 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 during 1995/96.

The RTA's land and buildings are generally valued by registered valuers on a progressive basis generally within a 3 year time frame. During 1995/96 the majority of the RTA's works administration, surplus and rental properties were valued by external valuers or the Valuer General of NSW.

Depreciation and valuation policies in respect of operational assets are subject to annual review. Estimates of useful life for

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

depreciation purposes have been determined with due regard to a number of factors including 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 20% (1994/95; 20%) of the Authority's assets in the categories of plant, equipment and motor vehicles, computer hardware and software and electronic office equipment are fully depreciated.

In 1995/96 the rate of depreciation for mainframe computers and computer software was increased from 14.3% per annum to 20%. As a result, depreciation expense in respect of these assets increased by approximately \$5.3 million.

The change in rates reflects changes in computer technology adopted by the RTA where mainframe computers are being phased out in favour of more cost effective equipment. In an associated change, the mainframe equipment which operates the DRIVES system in motor registries has been revalued to reflect its current market value. This represents a net decrease in value of approximately \$4.9 million. (Refer Note 10)

(b) 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. As detailed previously, the reporting responsibility for regional roads has been transferred to Local Government this financial year.

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.

In previous years the various components of Authority infrastructure (roads, bridges etc) have been treated as a single class of assets for the purposes of bringing to account revaluations. Following a review of the applicable Accounting Standard (AAS10 "Accounting for the Revaluation of Non-Current Assets") each component is now treated as a separate class of assets. As a result, the RTA has established revaluation reserves in the amount of \$1,705.489 million comprising \$1,620.822 million - roads, \$83.308 million - bridges, and the traffic signal control network, \$1.359 million.

The Authority's traffic signal control network is valued according to the unit replacement cost.

The determination of 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 Authority'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 (See Note 11). Previously, land under works in progress was reported as part of property, plant and equipment.

The existing Accounting Standard AAS4 - "Depreciation of Non Current Assets" outlines factors which should 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 it is acknowledged that 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 Authority'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.

Formerly referred to as the provision for asset restoration (refer Note 2(ii) c), the provision for depreciation recognises the total accumulated depreciation of the road asset due to wear tear and deterioration as at 30/6/96. 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 review of depreciation rates for implementation in 1996/97. A provision for depreciation for bridges has been raised in the accounts for the first time this year for consistency with roads.

Commencing this financial year, the traffic signal control network will be subject to straight line depreciation over its remaining useful life.

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

(c) 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 written down replacement cost of the Tunnel at the date of transfer to the Authority in 2022 (refer Note 12).

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

(iv) PROVISION OF MATERIAL ASSETS

No material assets were provided free of charge to the Authority during the 1995/96 financial year. However, at a small number of locations, Crown land was provided at peppercorn rentals.

(v) INVENTORIES

Inventories are valued at weighted average cost and consist mainly of raw materials and supplies used for the construction and maintenance of roads, bridges and traffic signals.

(vi) GOVERNMENT CONTRIBUTIONS

All Government contributions are recognised in the financial period in which they are received. The split between recurrent and capital is based on the way the contributions are spent.

(vii) 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.

(viii) CASH

For the purpose of the cash flow statement cash includes cash on hand and cash at bank.

(ix) LEAVE ENTITLEMENTS

The amounts expected to be paid to employees for their pro-rata entitlement to annual leave are accrued annually at current pay rates. In applying AAS30 - "Accounting for Employee Entitlements" the Authority has continued to use the nominal method in calculating the liability and expense for employee long service leave entitlements. 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.

The long service leave provision has been calculated on the basis of entitlements of all employees who have completed five or more years of service and to comply with AAS30, 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, has also been brought to account.

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.

Sick leave accrued by employees of the Authority is all non-vesting with the total amount of sick leave taken in any year being less than the annual entitlement. Therefore, no past service liability for sick leave has been recognised.

Other entitlements represent provisions for sick and other leave for wages employees only (excluding long service and annual leave). This provision is necessary to ensure a fair distribution of expenses in respect of sick and other leave as wages employees may work on several different projects over a period of time. On retirement/resignation wages employees are only entitled to be paid accruals of long service leave and annual leave, not accrued sick or other leave.

3. OPERATING EXPENSES

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

(i) EMPLOYEE RELATED EXPENSES

Total employee related expenses are detailed as follows:

1994/95		1995/96
\$M		\$M
253.120	Salaries and Wages	254.941
14.724	Long Service Leave	12.590
36.769	Superannuation	40.543
24.765	Annual Leave	22.245
19.131	Payroll Tax	19.223
22.485	Other	10.702
370.994		360.244

Of the total employee related expenses, \$113.282 million (1994/95; \$121.055 million) was capitalised to infrastructure and \$138.646 million (1994/95; \$148.070 million) is attributable to maintenance with the balance of \$108.316 million (1994/95; \$101.869 million) attributable to other operating programs.

(ii) DEPRECIATION

Operational Assets

Total depreciation raised against operational assets during 1995/96 amounted to \$46.952 million (1994/95; \$36.762 million). Of this amount, \$18.836 million (1994/95; \$14.714 million) was capitalised with the balance of \$28.116 million (1994/95; \$22.048 million) reported as an operating expense.

Authority Infrastructure

Total depreciation charged against Authority infrastructure during 1995/96 amounted to \$12.172 million (1994/95; \$76.508 million condition improvement).

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

(iii) GRANTS & SUBSIDIES

Total Grants & Subsidies were paid as follows:

	1995/96
	\$M
Police Department	
- Enforcement of Speeding & Drink Driving	2.963
Department of School Education	
- School Driver Education Programs	0.698
	3.661

(iv) OTHER EXPENSES

Interest and Loan Charges

Included in other expenses is an amount of \$135.741 million (1994/95; \$122.811 million) in respect of interest and loan charges incurred during 1995/96. Interest charges are expensed in the year incurred.

Ensured Revenue Stream (ERS) Payments

Also included in other expenses is the ERS payment in the amount of \$25.876 million (1994/95; \$24.295 million) being the contribution to the Sydney Harbour Tunnel operating costs. The other portion of the ERS payment (not included above) \$7.350 million (1994/95; \$ 6.891 million), is the capital portion which reduces the bondholders liability (see Note 14 (iii)).

Audit Fees

During 1995/96 an expense of \$0.396 million (1994/95; \$0.385 million) was incurred for audit services provided by The Audit Office of NSW.

Consultants

The total amount paid to consultants during 1995/96 amounted to \$1.231 million (1994/95; \$1.567 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.

4. OPERATING REVENUE

(i) USER CHARGES

1994/95		1995/96
\$M		\$M
58.946	Toll Revenue (Sydney Harbour Bridge)	53.139
17.777	Rent	17.111
21.827	Heavy Vehicle Permit Fees	19.437
14.335	Special Plate Fees	15.085
6.674	TPI Data Access Charges	9.339
7.066	Fine Default Fees	7.101
18.946	Other Charges and Fees	27.993
145.571		149.205

(ii) CONTRIBUTIONS

Contributions were received from the following sources:

1994/95		1995/96
\$M		\$M
2.634	NSW Government Agencies	6.461
1.540	Local Government	0.963
0.817	Other Government Agencies	0.968
6.489	Private Firms & Individuals	3.204
11.480		11.596

(iii) OTHER REVENUE

1994/95		1995/96
\$M		\$M
12.504	Interest on Investments	19.584
	Value of Emerging Interest of Private Sector Provided Infrastructure	
6.414	- M4 (See Note 12)	7.156
6.795	- M5 (See Note 12)	7.772
	- Loan to Sydney Harbour Tunnel Company (See Note 8(ii))	0.083 15.011
33.811		34.595

5. NON RTA COLLECTIONS

The following monies are collected by the RTA on behalf of the Crown and other Authorities, but are not classed as revenue of the RTA.

1994/95		1995/96
\$M		\$M
Consolidated Fund Receipts		
	Fees	
105.024	- Vehicle Registration	134.240
97.809	- Drivers Licence	111.471
20.821	- Vehicle Transfer	26.493
12.767	- Miscellaneous	15.795
2.148	- Other	1.363
	Fines	
20.268	- Motor Traffic & RTA	24.729
7.022	Registration Levy	8.805
265.859	Total Consolidated Fund	322.896

Collections - Other Authorities

98.808	Transcover Levy	123.877
256.382	Stamp Duty	318.400
3.664	Interstate Road Transport	5.346
0.502	Firearms	0.202
359.356	Total Other Authorities	447.825

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

6. ABNORMAL & EXTRAORDINARY ITEMS

(i) ABNORMAL ITEMS

1994/95 \$M		1995/96 \$M
(1,415.460)	Revaluation of Authority Infrastructure (See Note 11)	
	- Land Under Roads and Within Road Reserves (778.313)	
	- Other 1.823	(776.490)
284.425	Prior Years Adjustments (See Notes 10 & 11)	
	- Land Under Roads 376.019	
	- Roads 260.118	
	- Property, Plant & Equipment (137.369)	
	- Other (26.762)	472.006
(1,131.035)		(304.484)

(ii) EXTRAORDINARY ITEMS

1994/95 \$M		1995/96 \$M
-	Transfer of Regional Roads to Local Government (See Notes 2(ii) a & 11)	8,020.936
-		8,020.936

7. CASH

The cash balance comprises:

30/6/95 \$M		30/6/96 \$M
31.763	RTA Operating Account	39.788
	Remitting Account, Cash in Transit	
38.704	& Cash on Hand	17.747
70.467		57.535

8. RECEIVABLES

The RTA's receivables are detailed as follows:

(i) CURRENT

30/6/95 \$M		30/6/96 \$M
5.760	Sundry & Rent Debtors	6.896
0.878	Deduct: Provision for Doubtful Debts	1.157
4.882		5.739
2.257	Unissued Debtors	3.449
0.595	Unpaid Cheque Account	0.044
7.734		9.232
	Accrued Income	
1.381	- Interest	1.120
9.044	- Property Sales	11.943
0.334	- Other	0.410
18.493	Total Current	22.705

Included in Sundry Debtors is an amount of \$0.828 million receivable from State Government entities.

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

1994/95 \$M		1995/96 \$M
0.002	Motor Vehicle Accident Damage to RTA Property and Costs for Clearing of Roadway	0.211
0.017	Rental Arrears	0.078
-	Works and Services	0.033
0.030	Towing Service Charges for Unattended Vehicles	0.048
0.001	Other	0.011
0.050		0.381

(ii) NON-CURRENT

Non-Current receivables are summarised as follows:

30/6/95 \$M		30/6/96 \$M
27.191	Loan to Sydney Harbour Tunnel Company	27.274
	Loans to Interlink Roads (ILR)	
16.177	- Construction Loan 18.215	
	- Land Acquisition Loan	
10.556	(Less Unearned Rent) 15.123	
45.478	- Variation Loan 59.291	92.629
99.402		119.903

Loan to Sydney Harbour Tunnel Company

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 1996 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 1996, has been assessed at \$27.274 million (1994/95; \$27.191 million).

Loans to Interlink Roads (ILR)

Under the terms of the project deed with ILR, as at 30 June 1996 the RTA has made loans totalling \$84.6 million to provide funds for the construction of the M5 Motorway. Details of the loans are:

- A construction loan totalling \$12.6 million for additional works requested by the RTA. The loan was advanced progressively with \$4.6 million paid in June 1992, \$3 million in July 1992 and \$5 million in July 1994.

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

This loan was originally intended to total \$13 million, however, one payment was made approximately one year before the due date and discounted from \$5 million to \$4.6 million.

The construction loan bears interest, at 12% per annum, which is calculated quarterly and added to the balance of the loan.

- A "notional" land acquisition loan of \$22 million based on the cost of land under the M5 originally purchased by the RTA. As this loan did not involve a cash transfer and will be fully recoverable towards the expiry of the agreement, the repayment of the loan principal of \$22 million is recognised progressively in the form of deferred rentals.

The land acquisition loan bears interest, at 12 % per annum, which is calculated quarterly and added to the balance of the loan.

In the Statement of Financial Position this loan has been written down by the value of unearned income.

30/6/95		30/6/96
\$M		\$M
22.000	Original Principal	22.000
19.890	Less: Unearned Rent	19.157
2.110		2.843

- A "Variation Loan" totalling \$50 million to fund the M5. The loan has been advanced progressively with \$35 million paid in June 1993, \$5 million in August 1994, and the final \$10 million paid in July 1995.

This variation loan bears interest at 7 % per annum which is calculated quarterly and added to the balance of the loan.

It is intended that all the above loans will be repaid by ILR from M5 toll revenue.

Repayment of the above loans is projected to be finalised by December 2007.

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 Leighton Contractors Pty Ltd 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.

As at 30 June 1996, the loans have been assessed as recoverable and the balance of the loans, including capitalised interest, amounts to \$92.629 million (1994/95: \$72.211 million). Interest accrued and not yet capitalised in respect of all three loans is included in Accrued Income (See Note 8 (i)).

9. INVESTMENTS

Investments held by the RTA are not quoted on a Stock Exchange. They comprise:

1994/95	CURRENT		1995/96	
\$M			\$M	\$M
#				#
		TCORP (Hourglass)	Other (On call deposits)	Total
13.700	Sydney Harbour Bridge Tolls	5.705	26.209	31.914
19.251	Superannuation Provision	-	20.663	20.663
0.271	New Car Assessment Program	-	0.293	0.293
0.723	Authorised Inspection Station Deposits	1.164	-	1.164
1.329	Workers' Compensation Reserve	-	1.374	1.374
0.705	Monies held under Just Terms Compensation Act	0.586	-	0.586
35.979		7.455	48.539	55.994
0.209	Premier State Bonds			-
0.041	FIRST Scheme			0.041
36.229				56.035

Book, face and market values are equivalent due to the short-term nature of the Authority's investments.

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

10. PROPERTY, PLANT AND EQUIPMENT

	Works		Administration		Land & Buildings		Plant		Computer		Electronic			
	Properties & Officers Residences		Acquired for Future		Improvements		Leasehold		Equipment and Motor		Hardware		Office	
	Land	Buildings	Roadworks	to Quarries	Improvements	Vehicles	and Software	Equipment	Total					
At Cost or Valuation	\$M	\$M	\$M	\$M	\$M	\$M	\$M	\$M	\$M					
			(a)											
Balance 1 July 1995	62.962	92.592	2,504.031	0.398	13.361	174.915	181.950	7.933	3,038.142					
Additions	-	6.968	76.189	-	6.739	31.524	9.348	1.104	131.872					
Disposals	(3.078)	(2.196)	(20.901)	-	(0.146)	(29.669)	(28.793)	(0.413)	(85.196)					
Reclassifications	0.598	0.241	(1,441.084)	-	-	(0.492)	0.467	-	(1,440.270)					
Revaluations	1.271	(1.654)	30.005	-	(7.774)	-	(20.642)	-	1.206					
Prior Years Adjustments	(0.020)	(0.080)	137.473	-	-	0.055	(0.056)	0.022	137.394					
Balance 30 June 1996	61.733	95.871	1,285.713	0.398	12.180	176.333	142.274	8.646	1,783.148					

Accumulated Depreciation

Balance 1 July 1995	-	3.040	-	0.195	7.078		71.060		92.169		3.938		177.480
Depreciation Expense	-	2.932	-	0.016	2.796		12.368		27.541		1.299		46.952
Write Back on Disposal	-	(0.102)	-	-	(0.146)		(8.531)		(23.109)		(0.385)		(32.273)
Revaluation	-	(3.984)	-	-	(5.972)		-		(15.719)		-		(25.675)
Reclassification	-	-	-	-	-		(0.009)		0.009		-		-
Prior Years Adjustments	-	(0.001)	-	-	-		0.029		(0.005)		0.002		0.025
Balance 30 June 1996	-	1.885	-	0.211	3.756		74.917		80.886		4.854		166.509

Written Down Value

At 1 July 1995	62.962	89.552	2,504.031	0.203	6.283		103.855		89.781		3.995		2,860.662
At 30 June 1996	61.733	93.986	1,285.713	0.187	8.424		101.416		61.388		3.792		1,616.639

Less: Land and Buildings

Expected to be Sold in

1996/97 (See Note 13)	(6.379)	(1.473)	(20.402)	-	-		-		-		-		(28.254)
	55.354	92.513	1,265.311	0.187	8.424		101.416		61.388		3.792		1,588.385

(a) Land and buildings for future roadworks comprise untenanted land for road works (average rateable value - \$894.063 million), surplus properties (market value - \$158.024 million) and rentable properties (market value - \$233.626 million).

Land and buildings which are expected to be sold in 1996/97 are estimated at \$28.254 million (1994/95; \$49.546 million) and are accounted for as "Other Current Assets" (See Note 13).

Gross proceeds from the sale of properties and other assets for 1995/96 amounted to \$50.504 million (1994/95; \$65.655 million).

During 1995/96 the RTA has undertaken a comprehensive review of the asset category land acquired for future roadworks to ensure that all land controlled by the RTA is correctly

classified and valued. This review has had two significant outcomes. Firstly, the value of this category of land has been increased by \$137.473 million. This adjustment reflects a number of factors, including adjustments to value due to road boundary redefinitions and where land originally classified as under roads is in fact still land acquired for future road works.

Between 1993/94 and 1994/95 a significant amount of untenanted property acquired for road works was recognised in the RTA's accounts for the first time. This property was valued at an average rateable value (ARV) per hectare for each Local Government Area under the same methodology as land under roads.

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

A new asset category, land under major works in progress, was introduced to facilitate the movement in land to infrastructure as road work commences. The second stage of the review identified that property where road work has commenced or been completed. This has resulted in a transfer of \$1,440,270 million at ARV from property, plant and equipment to Authority infrastructure (refer Note 11) during 1995/96.

The internal review of land acquired for future road works has largely been completed during 1995/96. However, during 1996/97 it is anticipated that the RTA will undertake a comparison of its asset holdings with independent sources, such as the Land Titles Office, which may lead to future changes to this asset category.

11. AUTHORITY INFRASTRUCTURE

Authority infrastructure is valued as follows:

\$M	Notes	\$M
30/6/95		30/6/96
Roads - Replacement Cost		
26,603.166	Opening Balance	27,886.495
(60.169)	Prior Year Adjustment	(260.118)
784.439	Add: Additions	494.837
559.059	Revaluation	629.452
	Net Adjustment -	
-	Regional Roads	(7,679.750)
27,886.495		21,070.916
	Less: Provision for	
	Depreciation	2 (ii) b, c
5,208.281	Opening Balance	5,792.029
648.695	Prior Year Adjustment	(17.237)
11.561	Inflation Adjustment	224.830
(76.508)	Current Year Expense	(3.372)
	Net Adjustment -	
-	Regional Roads	(1,960.655)
5,792.029		4,035.595
22,094.466		17,035.321

Land Under Roads and Within Road Reserves

13,796.954	Opening Balance	14,802.842
113.134	Prior Year Adjustment	(376.019)
81.208	Transfer to "In Use As Roads"	1,440.270
811.546	Revaluation	800.975
	Net Adjustment -	
-	Regional Roads	(1,841.641)
14,802.842		14,826.427

\$M	Notes	\$M
30/6/95		30/6/96
Bridges		
	2 (ii) b	
3,993.249	Opening Balance	4,120.328
20.851	Prior Year Adjustment	9.879
49.900	Add: Additions	157.353
56.328	Revaluation	18.026
	Net Adjustment -	
-	Regional Roads	(467.272)
4,120.328		3,838.314
	Less: Provision for	
	Depreciation	2 (ii) b, c
60.589	Opening Balance	60.589
-	Current Year Expense	14.584
-	Write Back on Revaluation	(16.255)
	Net Adjustment -	
-	Regional Roads	(7.072)
60.589		51.846
4,059.739		3,786.468

Traffic Signal Control Network

9.778	Opening Balance	10.486
-	Prior Year Adjustment	(0.891)
0.620	Add: Additions	0.228
0.088	Revaluation	(3.182)
10.486		6.641
	Less: Provision for	
	Depreciation	2 (ii) c
-	Opening Balance	-
-	Current Year Expense	0.960
-		0.960
10.486		5.681

Major Works in Progress

691.963	Opening Balance	521.736
(170.227)	Net Additions / Deletions	(28.915)
521.736		492.821
41,489.269		36,146.718

A number of significant changes in the RTA's accounting policies in respect of Authority infrastructure are set out in Note 2. The most significant impact on the overall valuation has been the removal of Regional Roads from the capitalisation process as per note 2 (ii) a.

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

During 1995/96 the State Road network was expanded with the completion of a number of major projects. These included the opening of the Glebe Island Bridge and extension of Silverwater Road in Sydney, further development of the Hume Highway at Tarcutta and Jugiong in the south, and upgrading of the New England Highway through the Liverpool Ranges in the north.

The prior year adjustment of -\$260.118 million (1994/95; -\$60.169 million) in respect of roads has been brought to account following a reassessment of the areas of road being valued in Northern and Western NSW.

The \$629.452 million (1994/95; \$559.059 million) revaluation of the road network has largely been influenced by 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. Road condition as measured by the depreciation expense remained relatively stable during 1995/96.

Since first capitalised in 1989/90 the value of land under roads and within road reserves has been based on the overall length and average width of the road network and valued at the average rateable value (refer note 2 (iii)).

Following a review of the RTA's property portfolio, an additional \$1,440.270 million (1994/95; \$81.208 million) of property, valued at average rateable value has been transferred from property, plant and equipment to land under roads and within road reserves (refer note 10 (b)). This amount represents properties which have been used to expand the road network including new sections of road and motorways, road widening, dual carriageways and works currently in progress (eg M2). It has also been necessary to bring to account a prior year adjustment of -\$376.019 million (1994/95; \$113.134 million) to offset those additions in respect of sections of road which were included in the existing valuation.

The recognition of land under works in progress has been introduced to improve the method of accounting for the movement of property values between asset categories. The valuation of land under roads and within road reserves includes \$290 million of land which is under work in progress.

The revaluation of land under roads and within road reserves reflects an increase in the property market generally as measured by the Valuer General.

12. PRIVATE SECTOR PROVIDED INFRASTRUCTURE

30/6/95		30/6/96
\$M		\$M
434.392	Sydney Harbour Tunnel	434.392
434.392		434.392
	M4 Motorway	
11.575	Opening Balance	17.989
	Annual Increment	
6.414	- Emerging Right to Receive	7.156
17.989		25.145
	M5 Motorway	
9.509	Opening Balance	16.304
	Annual Increment	
6.795	- Emerging Right to Receive	7.772
16.304		24.076
468.685		483.613

Sydney Harbour Tunnel

The RTA's interest in the Sydney Harbour Tunnel has been valued based on the Authority'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 (1994/95; \$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 1996, tolls collected from the Tunnel amounted to \$26.358 million (1994/95; \$25.695 million).

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

These tolls were applied to the financial obligations of the Tunnel and resulted in a reduction in ERS payments from \$59.584 million to \$33.226 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 1996.

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 gross 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.

M2 Motorway

Under the arrangement with Hills Motorway, the RTA has undertaken to procure a defined scope of works, valued at \$66.5 million, involving improvements to the M2 Motorway land prior to leasing such land to the proponents.

As part of this arrangement, the RTA paid Hills Motorway \$10 million in October 1994, \$20 million in September 1995, \$19.3 million in April 1996 and \$15.2 million in June 1996. The latter two payments were originally intended as \$20 million to be paid in September 1996 and \$16.5 million to be paid in September 1997. However, payment was made prior to the due dates and discounted from \$20 million to \$19.3 million and \$16.5 million to \$15.2 million respectively. Total payments made to June 1996 amount to \$64.5 million and are recorded as current work in progress (refer Note 11).

Construction of the M2 Motorway is currently proceeding ahead of schedule with the project being 66% completed at June 1996. The estimated total construction cost is \$436 million, with expenditure to June 1996 of approximately \$288 million, and completion is currently anticipated for June 1997, 6 months earlier than originally anticipated. As at June 1996 the majority of bridgework had been completed, tunnel excavation had been completed and work had commenced on the concrete pavement.

In respect of the M2 Motorway, the Authority, from the date of completion currently anticipated in June 1997, will value the asset by reference to the Authority's emerging share of the gross 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 achievement of the specified financial return, anticipated at between 39 years to 45 years from the opening of the Motorway.

Other Material Events

On 15 December 1995, the then Federal Government announced its intention to withdraw taxation concessions on infrastructure bonds for urban road projects following the findings of the Economic Planning Advisory Commission (EPAC) Private Infrastructure Task Force. The required changes to the Development Allowance Authority Act were, however, not enacted prior to the 1996 Federal election. The present Federal Government has indicated that it will maintain the tax concessions in respect of urban road projects and Invest Australia (previously the Development Allowance Authority) has recently confirmed that the Eastern Distributor has been certified as an urban road project which may utilise infrastructure bonds for financing purposes.

In August 1995, the Premier announced that proposals would be sought from the private sector in respect of a design and construct project for the upgrading of the M4 Motorway. Proposals from the private sector were requested in October 1995, with six proposals being received. Following analysis of the bids, Statewide Roads was announced as the preferred proponent and they have commenced detailed design work with construction to commence after the issue of approvals and licences by the Environment Protection Authority.

The M4 upgrading project calls for additional lanes in each direction on the non-tollroad section between Parramatta and Penrith. This involves two sections of work, the eastern section between Church Street, Parramatta and Coleman Street, Mays Hill and the western section between the service centres at Prospect to Russell Street, Emu Plains. Other works under the contract include the rehabilitation of the existing pavement in the western section, construction of noise barriers and landscaping, and construction of wetland detention basins to improve the quality of water runoff. At this early stage of the project, it is anticipated that all road works will be completed by June 1998 and the total project completed by April 1999.

13. OTHER CURRENT ASSETS

These comprise:

30/6/95		30/6/96
\$M		\$M
4.094	Prepayments	3.867
-	Prepaid Superannuation Contribution (See Note 15(ii))	1.955
49.546	Land & Buildings Acquired for Future Roadworks - Properties Surplus to Road Requirements which are Expected to be Sold in 1996/97 (see Note 10)	28.254
53.640		34.076

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

14. CREDITORS, BORROWINGS AND OTHER LIABILITIES

Creditors, borrowings and other liabilities are itemised as follows:

(i) CREDITORS

30/6/95		30/6/96
\$M		\$M
Current (Unsecured)		
17.206	Statutory Creditors	8.687
27.846	Trade Creditors	27.361
	Creditors Arising from	
12.598	Compulsory Acquisitions	5.092
57.650		41.140

(ii) BORROWINGS

30/6/95		30/6/96
\$M		\$M
Current (Secured)		
26.218	Repayable Treasury Advances	13.431
276.970	Semi-Government Loans	158.853
303.188		172.284
Non-Current (Secured)		
63.652	Repayable Treasury Advances	24.214
850.523	Semi-Government Loans	964.656
914.175		988.870

Loan Borrowings are due as follows:

	Adjusted Book Value \$M	Unamortised Expense \$M	Face Value \$M
Semi-Government Loans			
Within 1 year	158.853	0.475	159.328
Between 1 and 2 years	99.272	0.604	99.876
Between 2 and 5 years	305.724	4.252	309.976
After 5 years	559.660	9.252	568.912
	1,123.509	14.583	1,138.092

The weighted average interest rate on the Semi-Government loan portfolio as at 30 June 1996 is 10.2%.

	\$M
Repayable Treasury Advances	
Within 1 year	13.431
Between 1 and 2 years	24.214
	37.645

Included in Semi-Government Loans is 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. The market value of the transaction at 30 June 1996 was \$11,538,362. Repayment will be funded from Authority revenue.

The accounting policies and the recognition of derivative instruments are based on the requirements as laid down in the Australian Securities Commission policy statement on the subject. These requirements are supplemented by the Authority's loan management policies and procedures.

Pursuant to clause 4(1)(n) of the Annual Reports (Statutory Bodies) Regulation and clause 3(p) of the Annual Reports (Departments) Regulation, the derivative transactions are monitored on a quarterly basis in consultation with the Treasury Corporation.

(iii) OTHER LIABILITIES

30/6/95		30/6/96
\$M		\$M
Current		
	Accrued Expenses	
47.508	- Contract Expenditure	47.144
35.719	- Work Carried out by Councils	45.763
16.304	- Interest	17.623
19.121	- Other	49.250
118.652		159.780
Non-Current		
	Principal Outstanding on	
7.350	Bonds Issued to Private Sector	7.839
2.375	Unearned Rent on M4 Motorway	2.375
0.497	Income Received in Advance	1.332
9.937	Trust and Holding Accounts	7.260
0.041	FIRST Scheme	0.041
23.426	Suspense Items	1.641
162.278		180.268

Non-Current		
	Principal Outstanding on Bonds Issued	
451.215	to Private Sector	443.376
32.368	Unearned Rent on M4 Motorway	29.993
483.583		473.369

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

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) liability at \$451.215 million (1994/95; \$458.565 million), being the principal outstanding as at 30 June 1996 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:

30/6/95		30/6/96
\$M		\$M
9.499	Rent earned in prior years	11.872
2.373	Rent earned in current year	2.375
34.743	Unearned rent as at 30 June 1996	32.368
46.615		46.615

15. PROVISIONS

As at 30 June 1996 the following provisions exist:

(i) EMPLOYEE ENTITLEMENTS

30/6/95		30/6/96
\$M		\$M
Current		
6.872	- Long Service Leave	6.894
20.456	- Annual leave	19.766
1.221	- Other	2.198
4.518	- Accrued Employee Related Costs	5.538
33.067		34.396
Non-Current		
78.659	- Long Service Leave	83.907
78.659		83.907
111.726		118.303

(ii) SUPERANNUATION

30/6/95		30/6/96
\$M		\$M
61.000	Current	50.105
292.686	Non-Current	285.524
353.686		335.629

The date of the last triennial review was 30 June 1994.

A review was undertaken of the key economic assumptions used at the last triennial review prior to calculating the gross superannuation liability of the various defined benefit schemes as at 30 June 1996. The economic assumptions used are as follows:

1994/95		1995/96	1996/97	Thereafter
%		%	%	%
6.0	Investment Return	9.0	9.0	8.0
	Rate of increase in the			
3.0	Consumer Price Index	3.5	4.0	4.5
4.5	Salary Growth Rate	5.0	3.0	6.0

Payments are made to the Superannuation Administration Authority to reduce the superannuation liability. These payments are held in Investment Reserve Accounts. The reduction in the unfunded liability has resulted in a decrease in the superannuation expense for 1995/96 of \$6.134 million. (See Note 3(i)).

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

TOTAL 1994/95 \$M		SASS \$M	SANCS \$M	SSF \$M	TOTAL 1995/96 \$M
488.348	Gross Liability Assessed by Actuaries as at 30 June 1996	152.597	28.777	339.650	521.024
134.662	Less: Investment Reserve Account Balance	57.415	30.732	99.203	187.350
353.686	Unfunded Liability (Prepaid Contribution)	95.182	(1.955)	240.447	333.674

Arising from the Triennial Actuarial Review as at 30 June 1994 of the State Authorities Superannuation Board - Pooled Fund, it has been identified that uncertainty exists, in respect of virtually all of the individual employer reserve balances within the Pooled Fund. Until resolution of this uncertainty, which relates to taxation allocations at

the employer level, the quantum of the financial effect on individual employer reserves is unclear. This uncertainty has not arisen from inaccuracies in the maintenance of the accounting records of the Roads and Traffic Authority.

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

(iii) VOLUNTARY REDUNDANCIES

30/6/95		30/6/96
\$M		\$M
1.831	Current	1.216
1.831		1.216

This amount is provided as at 30 June 1996 to payout those employees who have agreed to accept voluntary redundancy and who will be paid out in the first half of 1996/97.

(iv) WORKERS' COMPENSATION

The provision for the outstanding liability under the former Department of Motor Transport self-insured scheme amounts to \$1.378 million (1994/95; \$1.335 million) as at 30 June 1996.

30/6/95		30/6/96
\$M		\$M
1.335	Non-Current	1.378
1.335		1.378

(v) INSURANCE

30/6/95		30/6/96
\$M		\$M
13.263	Current	6.262
13.263		6.262

This provision provides for adjustments to insurance premiums for previous years.

16. RESERVES

Reserves are represented by:

ASSET REVALUATION RESERVE

30/6/95		30/6/96
\$M		\$M
540.639	Opening Balance 1 July 1995	705.933
	Establishment of Reserve for Authority	
-	Infrastructure (See Note 2 iii (b))	1,705.489
	Surplus on Revaluation of Non-Current Assets	
165.294	- Property, Plant & Equipment	33.606
-	- Authority Infrastructure	460.206
705.933		2,905.234

17. COMMITMENTS

(i) LEASE COMMITMENTS - OPERATING

Lease commitments aggregated as at 30 June 1996 are payable as follows:

30/6/95		30/6/96
\$M		\$M
11.548	Payable no later than 1 year	11.007
9.198	Payable later than 1, but not later than 2 years	10.113
14.439	Payable later than 2, but not later than 5 years	10.155
10.139	Payable later than 5 years	9.548
45.324		40.823

Commitments have been calculated on the assumption that renewal options on leases will not be taken up, rather, leases will be renegotiated.

(ii) CONTRACTUAL COMMITMENTS

Contractual Commitments as at 30 June 1996 are payable as follows:

30/6/95		30/6/96
\$M		\$M
10.000	Payable no later than 1 year	-
	- Interlink Roads	
	- Value of work to be completed on road and bridge contracts over \$100,000	238.871
232.022		
5.308	- Plant, light vehicles, trucks	11.337
4.513	- Other (Over \$100,000)	7.873
	Payable later than 1, but not later than 2 years	41.344
-	Payable later than 2, but not later than 5 years	73.944
-	Payable later than 5 years	54.374
251.843		427.743

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

18. CONTINGENT LIABILITIES

There are some 54 claims (1994/95; 72 claims) for damage or injury currently being litigated. Of these, 49 claims (1994/95; 43 claims) are quantifiable with an estimated contingent liability to the Authority of \$6.336 million (1994/95; \$4.727 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 Authority's Insurance with the Treasury Managed Fund.

There are also 7 construction contract disputes with a potential liability of \$4.200 million as well as a number of minor contract

disputes which are not expected to result in a material liability.

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 Authority of between \$31 million and \$75 million over the period of the agreement to 2022.

19. PROGRAM INFORMATION

	(A) Road Network Infrastructure		(B) Driver & Vehicle Policy & Regulation	Road Safety	(C) Traffic Management		Total
	Development \$M	Maintenance \$M	\$M	\$M	Maintenance \$M	Other \$M	\$M
Operating Expenses							
Grants & Subsidies	-	-	-	3.661	-	-	3.661
Other	186.385	552.500	210.733	47.758	121.853	-	1,119.229
Total Operating Expenses	186.385	552.500	210.733	51.419	121.853	-	1,122.890
Operating Revenue							
User Charges	28.984	77.879	42.342	-	-	-	149.205
Other Revenue	24.696	10.521	-	8.974	-	-	44.191
Total Operating Revenue	53.680	88.400	42.342	8.974	-	-	193.396
Loss on Sale of Assets	1.687	-	-	-	-	-	1.687
Net Cost of Services Before Abnormal and Extraordinary Items	134.392	464.100	168.391	42.445	121.853	-	931.181
Government Allocations							
Recurrent	140.493	430.061	152.298	42.710	115.238	-	880.800
Capital	622.204	46.622	36.818	25.199	-	83.996	814.839
Total Government Allocations	762.697	476.683	189.116	67.909	115.238	83.996	1,695.639
Other Capital Contributions	-	-	-	-	-	2.000	2.000
Abnormal Items							(304.484)
Extraordinary Items							8,020.936
Deficit 1995/96							6,949.994
Capitalised Expenditure	508.438	6.564	-	25.353	-	82.919	623.274
Property, Plant & Equipment	1,413.626	57.594	65.545	21.780	34.570	23.524	1,616.639
Authority Infrastructure							36,146.718

Notes to and forming part of the Financial Statements

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

NOTES TO PROGRAM INFORMATION

(A) ROAD NETWORK INFRASTRUCTURE

Network Development

- Description: Planning, designing, scheduling and organising the development of road and bridge works.
- Objectives:
- i) To develop the State's road network to promote economic growth and to meet the needs of the community.
 - ii) To moderate the growth in traffic using the road network.
 - iii) To encourage the balanced use of all types of transport and to care for the environment during planning and construction of the road system.

Maintenance

- Description: Planning, designing, scheduling and organising work for the maintenance of roads and bridges, including restoration after natural disasters.
- Objective: To ensure safe and efficient travel conditions by keeping the State road network in good repair and condition 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.

END OF AUDITED FINANCIAL STATEMENTS

Supplementary Financial Information

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

THE YEAR IN BRIEF

	Initial Budget \$M	Actual \$M
NEW FUNDS AVAILABLE		
Commonwealth		
ALTD Act	366	321
Other	12	15
Total Commonwealth	378	336
State		
Motor Vehicle Taxes	631	642
Special Consolidated Fund		
- MVW Tax Remitting Account	25	22
Fuel Levies		
- General	298	300
- 3x3	239	240
Untied - Commonwealth Road Funds	109	109
M4/M5 Associated Works	30	30
Other Consolidated Revenue	16	16
Authority Revenue	198	204
Total State	1,546	1,563
TOTAL NEW FUNDS	1,924	1,899
Use of Cash Balances	22	(17)
	1,946	1,882
Increase in Liabilities/ Reduction in Operational Assets	48	75
TOTAL FUNDS UTILISED	1,994	1,957
EXPENDITURE		
Road Network Infrastructure		
- Network Development	692	626
- Infrastructure Maintenance	529	550
Road Safety & Traffic Management	267	279
Driver & Vehicle Policy & Regulation	209	204
Debt Servicing & Repayment	147	192
Non-Current Assets	130	103
Voluntary Redundancies	20	3
TOTAL EXPENDITURE	1,994	1,957

1995/96 BUDGET

Funds budgeted to be available to the Roads and Traffic Authority for 1995/96 as published in State Budget Paper No. 3 amounted to \$1,994 million. Variations to the initial budget were as follows:

	\$M	\$M
TOTAL INITIAL BUDGET		1,994
Increase in Receipts		
Motor Vehicle Tax	31	
Interstate Vehicle Regulation	5	36
		2,030
Decrease in Receipts		
Commonwealth Funds		
- National Highway	(64)	
Authority Revenue	(8)	(72)
		1,958
Increase in Non-Funded Expenses		3
TOTAL REVISED BUDGET		1,961

Total funds available for 1995/96 amounted to \$1,957 million and variances from the revised budget were as follows:

		1,961
TOTAL REVISED BUDGET		
Increase in Receipts		
Commonwealth Funds - National Highway	18	
Fuel Levies	3	
Authority Revenue	14	35
		1,996
Decrease in Receipts		
Interstate Vehicle Regulation	(2)	
Motor Vehicle Taxation	(20)	
Other Consolidated Fund Revenue	(2)	(24)
		1,972
Decrease in Use of Cash Balances		(40)
Increase in Non-Funded Expenses		25
TOTAL FUNDS AVAILABLE		1,957

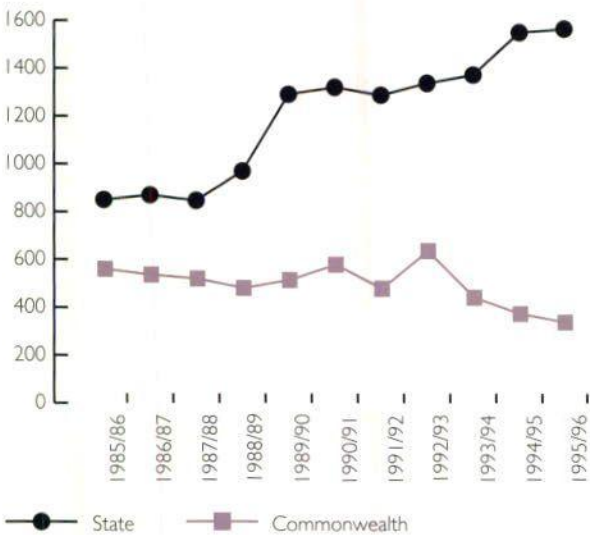
The most significant variations between the revised budget and actual funds available were due to:

- A decrease in Motor Vehicle Tax resulting from vehicle owners taking out quarterly registration prior to full registration under the new National Road Transport Commission Charging Scheme
- Payment by the Commonwealth of an advance on the RTA's 1996/97 allocation
- Substantial accruals and creditors being brought to account at year end which resulted in a decrease in the use of cash balances.

Supplementary Financial Information

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

FIGURE 23
FUNDING OF STATE ROAD NETWORK
CONSTANT DOLLAR 1995/96 TERMS



COMMONWEALTH GRANTS
Australian Land Transport Development (ALTD) 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.

The ALTD Act provides for a specified share of Federal excise duty on motor spirit and diesel fuel, designated as a road user charge, to be paid into the ALTD Trust Fund. As at 30 June 1996 the excise being paid to the Fund is 3.53 cents per litre (30/6/95; 3.53 cents per litre).

During 1995/96 the Authority received \$320.9 million under the provisions of this Act (1994/95; \$331.2 million).

Interstate Road Transport Act, 1985

The Interstate Road Transport Act, 1985 requires 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 Authority 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 Authority under this scheme during 1995/96 amounted to \$10.1 million (1994/95; \$10.9 million).

Building Better Cities Program

The Building Better Cities Program, which began in September 1992

was a co-operative approach between the Commonwealth, State & Local Governments to improve the quality of Australian cities. No new funds were allocated for 1996/97 as the program is being terminated.

The objectives of the program were to:

- Initiate strategic urban change
- Encourage ecologically sustainable development and microeconomic reform
- Create improved urban environments and more liveable cities

During 1995/96 the Authority spent \$21.8 million on Transit West (Sydney) of which \$5.0 million was funded by the Commonwealth Government.

FIGURE 24
COMMONWEALTH GRANTS PER REGISTERED VEHICLE
CONSTANT DOLLAR 1995/96 TERMS

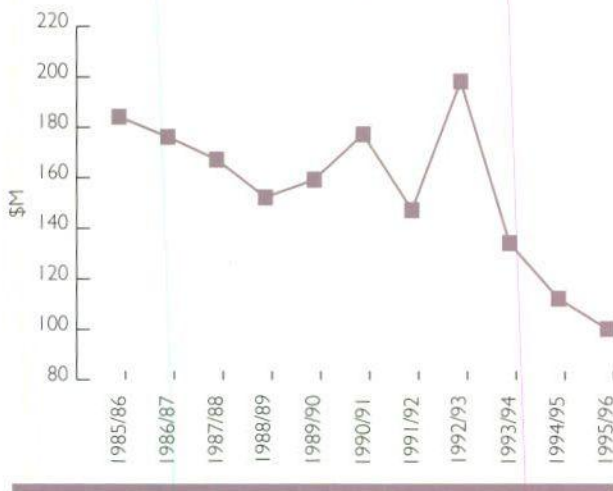
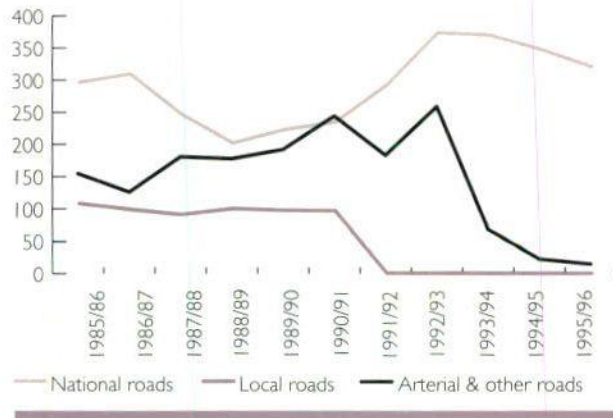


FIGURE 25
COMMONWEALTH GRANTS
CONSTANT DOLLAR 1995/96 TERMS



Supplementary Financial Information

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

STATE SOURCES

Fuel Levies

The Business Franchise Licences (Petroleum Products) Act, 1987 prescribes licence fees for the sale of motor spirit and also for diesel fuel used or capable of use in propelling a diesel engined road vehicle.

A special additional levy (3x3) was first introduced in 1989. With continued community support for the scheme, legislation to continue the 3x3 levy for a further 4 years from 1 September 1995 to 31 August 1999 was passed in the Lower and Upper Houses of Parliament on 6 June 1995 and 7 June 1995 respectively, and received assent on 15 June 1995. The Road Improvement (Special Funding) Act 1995 has broadened the application of 3x3 funding by also providing funding for road related public transport infrastructure which is designed to benefit the road network.

As at 30 June 1996 the general fuel franchise fee and the additional levy total 7.55 cents per litre for diesel fuel (30/6/95; 7.24 cents per litre) and 7.51 cents per litre for motor spirit (30/6/95; 7.20 cents per litre).

During 1995/96 \$300.4 million was received from general levy collections (1994/95; \$287 million) while \$239.3 million was collected from the special additional 3x3 levy (1994/95; \$227 million).

EXTENDED 3x3 PROGRAM

Financial Report for Period 1/8/92 to 31/12/95

	Total 1992/95 \$M	Total 1995/96 \$M	Cumulative Total \$M
(A) INCOME			
Fuel Levies	639.119	18.371	657.490
Interest Earned	3.850	-	3.850
Total Income	642.969	18.371	661.340
(B) APPROVED EXPENDITURE			
Enhancement	412.621	12.076	424.697
Restoration	98.587	1.390	99.977
Council Works			
* Council-proposed	60.265	3.014	63.279
* Council-determined	42.362	1.111	43.473
Traffic	29.134	0.780	29.914
Total Expenditure	642.969	18.371	661.340

1995-99 3x3 PROGRAM

Financial Report for Period 1/9/95 to 30/6/96

	Total 1995/96 \$M
(A) INCOME	
Fuel Levies	220.882
Interest Earned	1.190
Total Income	222.072

(B) APPROVED EXPENDITURE

Development	119.235
Rehabilitation	37.074
Council Determined	3.369
Public Transport Infrastructure	28.994
Traffic & Safety	9.885
Total Expenditure	198.557

Motor Vehicle Taxation

Motor vehicle taxation charges, collected by the Authority when vehicles are registered, are hypothecated to the Roads Program. During 1995/96 receipts from motor vehicle taxation totalled \$664.2 million (1994/95; \$629.1 million).

Number of Registered Motor Vehicles in NSW

Year	Number of Motor Vehicles Registered *	% Change Over Previous Year
1985/86	3,028,657	1.9(+)
1986/87	3,025,574	0.1(-)
1987/88	3,102,709	2.5(+)
1988/89	3,147,232	1.4(+)
1989/90	3,227,798	2.5(+)
1990/91	3,246,703	0.6(+)
1991/92	3,234,814	0.4(-)
1992/93	3,199,756	1.1(-)
1993/94	3,290,594	2.8(+)
1994/95	3,311,402	0.6(+)
1995/96	3,367,092	1.7(+)

* Excluding plant, tractors, trailers and caravans
1992/93-1995/96 figures exclude vehicles on
register without current registration

Supplementary Financial Information

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

Contributions for Specific Works

The following contributions towards specific works were received during 1995/96:

	\$M
State Government Departments	
- General Purposes	5.357
- Sydney Harbour Bridge	1.104
Other State Road Authorities	0.968
Councils	0.963
Private Firms and Individuals	3.204
	11.596

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 is being transitioned from the proportions issued in 1993/94 to the proportions proposed in 1997/98, when the untied funding will be fully distributed in accordance with the Financial Assistance Grants (FAGs) formula.

The Commonwealth Government untied road funding to NSW for 1995/96 was \$109.8 million (1994/95; \$103.6 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 Authority and widely accepted as a measure of change in the cost of roadworks, bridgeworks and traffic facilities is based upon changes in prices of some 400 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 - 1992/93)

Year	Index	% Increase/(Decrease) Over Previous Year
1985/86	74.11	6.4
1986/87	77.52	4.6
1987/88	80.93	4.4
1988/89	86.60	7.0
1989/90	92.26	6.5
1990/91	99.50	7.9
1991/92	102.00	2.5
1992/93	100.00	(2.0)
1993/94	99.80	(0.2)
1994/95	101.70	1.9
1995/96	106.90	5.1

PAYMENTS TO COUNCILS

Payments made to local government councils during 1995/96 were as follows:

	\$M	\$M
Classified Roads		
- Development	47.448	
- Maintenance	185.112	
- Vehicle Management	0.568	
- Road Safety	9.439	
- Traffic Management	39.891	282.458
Local Roads		
- Natural Disasters		13.342
		295.800

COMMUNITY SERVICE OBLIGATIONS (CSOs)

The 1995/96 Annual Accounts do not separately identify the Authority's Community Service Obligations (CSOs). The value of pensioner welfare exemptions for 1995/96 has been assessed at approximately \$111 million, which comprises drivers licences \$17 million, motor vehicle registrations \$19 million and motor vehicle tax \$75 million. Driver licences and motor vehicle registration fees do not contribute to RTA revenue and hence the concessions for those items are not a cost to the RTA.

Supplementary Financial Information

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

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 1996

	\$M	\$M	\$M
Balance Brought Forward 1/7/87			1.843
Receipts			
Gross Tolls - 1/7/87 to 30/6/96	407.781		
Add: Tolls - STA & Private Buses	2.345		
Less: Tolls - Prepaid	(0.010)		
		410.116	
Add: Interest on Tolls Invested		4.614	
Contribution from Tunnel Company for Toll Collection Costs		6.489	
Net Proceeds from Toll Evasion Fines		0.678	
Total Income to 30/6/96			421.897
Total Funds Available from Operations			423.740
Less: Disbursements 1/7/87 to 30/6/96			
Net Bridge Revenue Loan Agreement		222.600	
Ensured Revenue Stream Payments		132.112	
Toll Collection Costs - Bridge		33.171	
Toll Collection Costs - Tunnel		4.308	
			392.191
Cumulative Surplus from Operations			31.549
Add: Subsidy - Excess sticker usage	0.477		
Discounted Tokens Redeemed	0.026		
			0.503
Accumulated Surplus - Position as at 30/6/96			32.052

Supplementary Financial Information

ROADS AND TRAFFIC AUTHORITY FOR THE YEAR ENDED 30 JUNE 1996.

THE YEAR AHEAD

1996/97
Budget
\$M

NEW FUNDS AVAILABLE

Commonwealth	
ALTD Act	406
Other	1
Total Commonwealth	407
State	
Motor Vehicle Taxes	634
Fuel Levies	
- General	317
- 3x3	254
Untied Commonwealth Road Funds	114
M4/M5 Associated Works	30
Other Consolidated Revenue	17
Authority Revenue	177
Total State	1,543
TOTAL NEW FUNDS	1,950
Use of Cash Balances	0
	1,950
Increase in Liabilities/ Reduction in Operational Assets	59
TOTAL FUNDS UTILISED	2,009

EXPENDITURE

Road Network Infrastructure	
- Network Development	724
- Infrastructure Maintenance	558
Road Safety & Traffic Management	283
Driver & Vehicle Policy & Regulation	207
Debt Servicing & Repayment	144
Non-Current Assets	88
Voluntary Redundancies	5
TOTAL EXPENDITURE	2,009

Appendix I

Major Works - Sydney Region

(3x3) DENOTES PROJECTS PARTLY OR WHOLLY FUNDED BY THE 3x3 FUEL LEVY

EASTERN DISTRIBUTOR

Estimated Cost: \$600.0M
Estimated Completion: 2000

The Eastern Distributor is to be financed, designed, constructed, operated and maintained as a private tollroad incorporating twin tunnels connecting the Cahill Expressway, Woolloomooloo to South Dowling Street, Moore Park and improvements to South Dowling Street to provide uninterrupted traffic flow. The project has been extended to include the widening of Southern Cross Drive and General Holmes Drive and the improvement of the Millpond Road intersections.

M2 MOTORWAY

Estimated Cost: \$690.0M
RTA Cost to Date: \$201.6M - land acquisitions,
RTA capital contribution and project management.
Estimated Completion: May 1997

Agreements signed with Hills Motorway Ltd in August 1994 to construct a 22.0 km tollroad from Epping Road at Lane Cove River, North Ryde to Old Windsor Road, Baulkham Hills.

The Motorway includes 25 bridges, 500 m twin tunnels and will provide four traffic lanes with dedicated bus lanes between Beecroft Road and Windsor Road.

Work is well advanced with tunnel excavation and bridge construction nearing completion. Pavement works have commenced.

Extensive community consultation is continuing regarding implementation of the project and strict requirements are in place to protect the environment during construction.

OLD WINDSOR ROAD

Estimated Cost: \$24.0M
Cost to Date: \$3.7M
1995/96: \$2.5M
Estimated Completion: December 1997

Upgrading of Old Windsor Road between Seven Hills Road and Meurants Lane, Parklea to provide a four-lane divided camageway with possible future widening to six lanes. The environmental impact assessment has been completed and tenders for construction are expected to be invited in late 1996.

HUME HIGHWAY, CENTENARY DRIVE & ROBERTS ROAD INTERSECTION AT SOUTH STRATHFIELD (3x3)

Estimated Cost: \$50.0M
Cost to date: \$19.7M
1995/96: \$16.8M
Estimated Completion: December 1998

The work will provide a flyover of the Hume Highway linking Centenary Drive with Roberts Road to improve traffic flow on the Highway and Metroad 3. The bridge over the railway was opened to traffic in October 1996.

HOME BUSH BAY DRIVE, AUSTRALIA AVENUE

Estimated Cost: \$10.5M
Cost to date: \$0.5M
1995/96: \$0.5M
Estimated Completion: December 1997

Construction of a grade separation at the intersection of Homebush Bay Drive and Australia Avenue. The work will improve the flow of traffic along Homebush Bay Drive and access to the Sydney 2000 Olympic site. Work commenced in August 1996.

RYDE BRIDGE (3x3)

Final Cost: \$3.2M
1995/96: \$0.9M
COMPLETED: September 1995

Repainting of the truss spans of the steel bridge over the Parramatta River at Uhls Point. Work included strengthening of the southern truss span, provision of containment systems, removal of lead based paint, painting of all steel work, worker protection, hazardous and non-hazardous waste classification, handling and disposal.

VICTORIA ROAD, TOP RYDE (3x3)

Estimated Cost: \$30.0M
Cost to Date: \$10.5M
1995/96: \$3.1M
Estimated Completion: 1998

The Top Ryde Interchange will provide an underpass for Devlin Street at its intersection with Victoria Road. Stage 1 which uses one of the future ramp connections to Victoria Road to remove right turning traffic from the existing intersection was completed in May 1996. Construction of the grade separation will commence in November 1996.

GLEBE ISLAND BRIDGE AND APPROACHES (3x3)

Estimated Cost: \$169.0M
Cost to Date: \$156.0M
1995/96: \$19.5M
Opened to traffic: December 1995

This work links existing viaducts over Darling Harbour with the City West Link. It involves an 805 m long bridge over Johnstons Bay. The bridge and approaches were opened to traffic on 3 December 1995.

Reconstruction of the road under the viaducts in Pyrmont will be completed in 1997.

CITY WEST LINK (3x3)

Estimated Cost: \$138.0M
Cost to Date: \$81.0M
1995/96: \$6.0M
Estimated Completion: July 2000

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. An environmental impact assessment has been prepared for Section 3 between Boomerang Street and Balmain Road, with tenders for construction expected to be invited in late 1996.

Appendix I

Major Works - Sydney Region

(3x3) DENOTES PROJECTS PARTLY OR WHOLLY FUNDED BY THE 3x3 FUEL LEVY

WESTERN MOTORWAY - M4

Estimated Cost: \$90.0M

Cost to date: \$17.0M

1995/96: \$17.0M

Estimated Completion: June 1999

The M4 Motorway is being upgraded including provision of extra lanes in each direction between Parramatta and Pennrith, noise barriers, landscaping and other environmental improvements. The project cost also includes works on the viaduct at Granville and provision of an 'incident management system'. A design-and-construct contract was let in June 1996 for the widening.

M4 RAMPS AT MAMRE ROAD (3x3)

Estimated Cost: \$6.7M

Cost to Date: \$6.3M

1995/96: \$5.1M

Opened to traffic: August 1996

Construction of the eastbound on-load ramp from Mamre Road to the M4 Motorway and westbound off-load ramp from the M4 to Mamre Road, St Marys.

M5 MOTORWAY EAST

Estimated Cost: \$520.0M

Cost to Date: \$8.6M

1995/96: \$2.6M

Exhibition of the supplement to the environmental impact statement for the extension section of the M5 from Beverly Hills to General Holmes Drive, Mascot has been delayed until all public and private financing options are clearly established.

DAVIES ROAD, PADSTOW (3x3)

Estimated Cost: \$19.6M

Cost to Date: \$12.5M

1995/96: \$10.0M

Estimated Completion: March 1997

Reconstruction and widening to four lanes between Alma Road and Banks Road, Padstow.

OLYMPIC DRIVE, LIDCOMBE (3x3)

Estimated Cost: \$2.4M

Cost to Date: \$2.1M

1995/96: \$2.1M

Estimated Completion: October 1996

Upgrading and reconstruction of the kerbside lanes of Olympic Drive, Lidcombe between Boorea and Church Streets to provide six lanes.

ST HILLIERS ROAD, AUBURN AND BOOREA STREET, LIDCOMBE (3x3)

Final Cost: \$12.5M

1995/96: \$1.1M

COMPLETED: September 1995

Reconstruction and widening of St Hilliers Road and Boorea Street between Parramatta Road, Auburn and Olympic Drive, Lidcombe.

SILVERWATER ROAD EXTENSION (3x3)

Final Cost: \$30.8M

1995/96: \$9.8M

COMPLETED: January 1996

The work completes a missing link in the Menai to Carlingford arterial route, improving traffic flow and safety at the intersection with Victoria Road, improving freight movements to industrial areas and removing through traffic from residential streets.

PENNANT HILLS ROAD

Final Cost: \$79.5M

1995/96: \$3.4M

COMPLETED: July 1996

Reconstruction and widening to six lanes between Copeland Road, West Pennant Hills and Boundary Road, Pennant Hills. Work includes a tunnel to carry Castle Hill Road under Pennant Hills Road at Thompsons Corner and two pedestrian bridges, one over Pennant Hills Road at Beecroft Road and one over Castle Hill Road near Church Street.

Roadworks were completed and opened to traffic in July 1995. A new pedestrian bridge at Beecroft Road was opened in April 1996 and one over Castle Hill Road was opened in July 1996.

Estimated Cost: \$16.3M

Cost to Date: \$12.4M

1995/96: \$6.5M

Estimated Completion: December 1996

Realignment and widening of Pennant Hills Road between Murray Farm Road and Copeland Road, West Pennant Hills to provide a six-lane divided carriageway link between the M2 Motorway and Pennant Hills Road. Traffic was switched to the new work in June 1996.

WESTERN SYDNEY ORBITAL

Estimated Cost: \$850.0M

Cost to Date: \$28.8M

1995/96: \$20.2M

Proposed National Highway from the M5 at Prestons to the proposed M2 at West Baulkham Hills. Land acquired in the road corridor. Environmental impact statement to be published in 1996.

ABBOTT ROAD, SEVEN HILLS

Estimated Cost: \$10.6M

Cost to date: \$1.5M

1995/96: \$1.4M

Estimated Completion: April 1997

Widening of Abbott Road between Old Windsor Road and Station Road. Construction commenced in April 1996 but has been delayed by environmental concerns relating to road systems in the area generally.

Appendix I

Major Works - Sydney Region

(3x3) DENOTES PROJECTS PARTLY OR WHOLLY FUNDED BY THE 3x3 FUEL LEVY

NARELLAN ROAD DEVIATION, CAMPBELLTOWN (3x3)

Estimated Cost: \$10.5M

Cost to date: \$6.4M

1995/96: \$5.3M

Estimated Completion: September 1996

This work will eliminate the level crossing on Narellan Road and improve safety and accessibility for rapidly developing areas in and around Campbelltown. The new work was opened for traffic in October 1996.

SUNNYHOLT ROAD (3x3)

Final Cost: \$10.5M

1995/96: \$2.3M

COMPLETED: December 1995

Widening of Sunnyholt Road, Blacktown to provide a bus priority lane as part of the Transit West Area Strategy. The work improves access to the bus/rail interchange at Blacktown Station.

Final Cost: \$6.5M

1995/96: \$3.9M

COMPLETED: November 1995

Provision of traffic signals to replace the existing roundabout at the intersection of Sunnyholt, Burns and Old Windsor Roads, Parklea, including widening the intersection to two lanes in each direction, with right turn bays.

Final Cost: \$5.5M

1995/96: \$4.5M

COMPLETED: June 1996

Reconstruction to four lanes between Sorrento Drive and Old Windsor Road, Parklea with traffic lights at intersections with Sorrento Drive and Stanhope Parkway.

ELIZABETH DRIVE BETWEEN CABRAMATTA ROAD AND COWPASTURE ROAD (3x3)

Estimated Cost: \$20.4M

Cost to date: \$3.1M

1995/96: \$2.7M

Estimated Completion: to be determined

This work is part of upgrading Elizabeth Drive to improve traffic flow from Liverpool through to Penrith and Wallacia and to the Badgerys Creek site of the proposed Sydney West Airport. Design is continuing, with construction of early stages commenced.

QUAKERS HILL (3x3)

Estimated Cost: \$10.5M

Cost to date: \$1.6M

1995/96: \$1.6M

Estimated Completion: December 1997

This work will eliminate the level crossing at Quakers Hill by a deviation and railway overbridge between Douglas Road and Hambledon Road. Construction commenced in May 1996.

MULGOA ROAD (3x3)

Final Cost: \$7.5M

1995/96: \$1.8M

COMPLETED: June 1996

Upgrading to provide four lanes between the M4 Motorway and Jamison Road, Penrith.

CASTLEREAGH ROAD, PENRITH

Estimated Cost: \$20.0M

Cost to date: \$1.1M

1995/96: \$1.0M

Estimated Completion: June 1999

Reconstruction and widening from Jane Street to New McCarthys Lane. This road is an important link between Penrith and Richmond and Windsor. It will also be one of the access routes to the Olympic rowing site at Penrith. Initial construction work commenced in June 1996.

NEW LINE ROAD AT DAVID ROAD, CHERRYBROOK (3x3)

Final Cost: \$4.0M

1995/96: \$1.0M

COMPLETED: October 1995

Intersection improvements, including traffic signals.

GREAT WESTERN HIGHWAY

Blaxland to Valley Heights (3x3)

Estimated Cost: \$45.2M

Cost to Date: \$15.1M

1995/96: \$11.1M

Estimated Completion: December 1998

Widening and reconstruction of a 5.0 km section to provide a four-lane divided carriageway between Blaxland and Valley Heights. Major associated works include a grade separated interchange at Railway Parade, Warrimoo, service roads for access to houses fronting the highway, and a new pedestrian bridge to replace the existing signalised pedestrian crossing. Construction of the eastern section was completed in July 1996. Construction on the central and western sections commenced in May 1996.

Linden Bends (3x3)

Estimated Cost: \$14.7M

Cost to Date: \$10.5M

1995/96: \$4.6M

Estimated Completion: June 1997

Stage 2 of the realignment and upgrade at Linden Bends between Numantia Road and Tollgate Drive began in January 1995.

Appendix 2

Major Works - Western Region

(3x3) DENOTES PROJECTS PARTLY OR WHOLLY FUNDED BY THE 3x3 FUEL LEVY

GREAT WESTERN HIGHWAY

Victoria Pass (3x3)

Final Cost: \$5.5M

1995/96: \$2.3M

COMPLETED: September 1996

Restoration of an unstable cliff at Victoria Pass, 20.0 km west of Katoomba. The project was delayed to ensure comprehensive public consultation and to reduce the periods of road closure.

Frying Pan Creek (3x3)

Estimated Cost: \$1.6M

Cost to Date: \$0.5M

1995/96: \$0.5M

Estimated Completion: December 1996

Rehabilitation of failed pavement, 37.1 to 39.5 km west of Lithgow.

MID WESTERN HIGHWAY

Bathurst to Evans Plains (3x3)

Estimated Cost: \$7.2M

Cost to Date: \$0.5M

1995/96: \$0.47M

Estimated Completion: December 1997

Rehabilitation and widening, 2.9 to 8.9 km west of Bathurst.

Waugoola Creek to Holmwood (3x3)

Estimated Cost: \$4.0M

Cost to Date: \$1.1M

1995/96: \$0.9M

Estimated Completion: July 1997

Realignment of Holmwood railway level crossing and replacement of a concrete bridge over Waugoola Creek.

Cowra (3x3)

Estimated Cost: \$3.6M

Cost to Date: \$0.7M

1995/96: \$0.3M

Estimated Completion: July 1997

Realignment of the eastern approach to Cowra, including replacement of a timber bridge over Waugoola Creek.

MITCHELL HIGHWAY

Vittoria

Final Cost: \$2.5M

1995/96: \$1.1M

COMPLETED: November 1995

Construction of three overtaking lanes, 24.8 to 29.8 km west of Bathurst.

Maryvale (3x3)

Final Cost: \$6.0M

1995/96: \$1.9M

COMPLETED: August 1996

Realignment and rehabilitation of a section of rough pavement,

including replacement of bridge in poor condition, 1.7 to 8.2 km north of Wellington.

Eulomogo Creek

Final Cost: \$1.0M

1995/96: \$0.6M

COMPLETED: March 1996

Replacement of a narrow timber bridge in poor condition, 10.5 km south of Dubbo.

West of Dubbo (3x3)

Estimated Cost: \$1.3M

Cost to Date: \$1.0M

1995/96: \$0.5M

Estimated Completion: December 1996

Provision of two overtaking lanes between 8.3 and 10.0 km (westbound) and 13.1 and 14.5 km (eastbound) west of Dubbo.

North Bourke Bridge (3x3)

Estimated Cost: \$6.6M

Cost to Date: \$1.2M

1995/96: \$0.9M

Estimated Completion: June 1997

New bridge and approaches over the Darling River at North Bourke.

NEWELL HIGHWAY

Forbes

Final Cost: \$4.3M

1995/96: \$0.2M

COMPLETED: December 1995

Replacement of Fitzgeralds Bridge, a narrow, steel truss bridge, 2.0 km south of Forbes.

Peak Hill to Tomingley

Estimated Cost: \$1.7M

Cost to Date: \$0.7M

1995/96: \$0.7M

Estimated Completion: December 1996

Widening of pavement and sealing of shoulders between Peak Hill and Tomingley.

Tomingley to Fiddlers Creek

Estimated Cost: \$8.6M

Cost to Date: \$6.7M

1995/96: \$6.0M

Estimated Completion: December 1996

Rehabilitation of pavement and widening and replacement of two narrow bridges, 67.0 to 78.6 km north of Parkes.

Appendix 2

Major Works - Western Region

(3x3) DENOTES PROJECTS PARTLY OR WHOLLY FUNDED BY THE 3x3 FUEL LEVY

KIDMAN WAY

Bourke to Cobar Boundary (3x3)

Estimated Cost: \$5.3M

Cost to Date: \$1.0M

1995/96: \$0.7M

Estimated Completion: June 1998

Completion of seal between Bourke and the Cobar Council boundary.

Carrathool boundary to Western Rail Line (3x3)

Estimated Cost: \$1.3M

Cost to Date: \$1.0M

1995/96: \$1.0M

Estimated Completion: December 1996

Completion of initial seal from Carrathool boundary to the Western Rail Line (12.0 km).

OTHER WORKS

Bathurst to Ilford Road (3x3)

Estimated Cost: \$5.1M

Cost to Date: \$2.2M

1995/96: \$0.4M

Estimated Completion: June 1999

Initial seal to replace the gravel surface near Sofala.

Lithgow to Mudgee Road (3x3)

Estimated Cost: \$3.5M

Cost to Date: \$2.6M

1995/96: \$2.6M

Estimated Completion: December 1996

Widening of pavement and provision of a 'clear zone', 21.5 to 53.0 km north of Lithgow.

Orange to Parkes Road (3x3)

Estimated Cost: \$2.5M

Cost to Date: \$1.7M

1995/96: \$1.7M

Estimated Completion: November 1996

Widening of a bridge at 21.3 km and realignment of road and replacement of a narrow bridge, 22.7 to 23.9 km west of Orange.

East - West Route (3x3)

Estimated Cost: \$3.6M

Cost to Date: \$1.1M

1995/96: \$0.8M

Estimated Completion: June 1999

Completion of sealing between Brewarrina and Walgett.

Yass to Molong Road (3x3)

Estimated Cost: \$2.7M

Cost to Date: \$2.5M

1995/96: \$1.3M

Estimated Completion: December 1996

A new bridge to replace a single-lane timber truss bridge over the Belubula River at Canowindra.

Estimated Cost: \$1.6M

Cost to Date: \$1.4M

1995/96: \$0.7M

Estimated Completion: December 1996

Pavement widening between Cowra and Canowindra.

Narromine to Eumungerie Road (3x3)

Final Cost: \$3.54M

1995/96: \$0.8M

COMPLETED: June 1996

A new bridge to replace a single-lane timber truss bridge over the Macquarie River, 1.6 to 2.2 km north of Narromine.

Orange to Wellington via Stuart Town

Final Cost: \$1.4M

1995/96: \$1.1M

COMPLETED: August 1996

Initial sealing between Euchareena and Overshot Bridge.

Macquarie River at Eglinton (3x3)

Estimated Cost: \$3.7M

Cost to Date: \$0.2M

1995/96: \$0.2M

Estimated Completion: June 1998

Replacement of single-lane timber truss bridge and approaches near Bathurst.

Appendix 3

Major Works - Northern Region

(3x3) DENOTES PROJECTS PARTLY OR WHOLLY FUNDED BY THE 3x3 FUEL LEVY

F3-SYDNEY TO NEWCASTLE FREEWAY

National Highway (F3) Extension

Estimated Cost: \$60.7M

Cost to Date: \$29.6M

1995/96: \$11.5M

Estimated Completion: June 1999

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.

Ourimbah

Estimated Cost: \$56.2M

Cost to Date: \$13.5M

1995/96: \$10.6M

Estimated Completion: December 1998

Construction of missing link of F3 Freeway between Ourimbah Creek Road and Kangy Angy.

PACIFIC HIGHWAY

Windeyers Creek

Final Cost: \$1.5M

1995/96: \$0.4M

COMPLETED: June 1996

Rehabilitation to upgrade pavement to new condition.

Karuah

Final Cost: \$1.5M

1995/96: \$1.2M

COMPLETED: July 1996

Construction of an overtaking lane to improve safety, alignment and road surface.

Kariong Hill - Dane Drive (3x3)

Final Cost: \$56.6M

1995/96: \$5.6M

COMPLETED: June 1996

A four-lane dual carriageway was completed between the F3 Freeway at Kariong and Gosford. The final stage, a new bridge over the Main Northern Railway line, was opened to traffic in December 1995.

Raymond Terrace Traffic Relief Route (3x3)

Estimated Cost: \$55.6M

Cost to Date: \$21.9M

1995/96: \$5.2M

Estimated Completion: 1997

Construction of a 6.0 km bypass will improve safety and travel conditions, and remove highway traffic from Raymond Terrace.

Tahlee (3x3)

Final Cost: \$1.7M

1995/96: \$0.2M

COMPLETED: March 1996

Road restoration, 7.0 to 8.5 km north of Karuah.

Taree Bypass (3x3)

Estimated Cost: \$89.9M (Stage 1)

Cost to Date: \$49.9M

1995/96: \$18.4M

Estimated Opening: January 1998

Estimated Completion: August 1998

This 14.5 km bypass will improve travelling conditions, safety and provide a further 10.5 km of dual carriageways. Provision of the dual carriageways in the future will increase the estimated cost to \$116M.

Raleigh Deviation (3x3)

Estimated Cost: \$71.3M

Cost to Date: \$23.6M

1995/96: \$15.5M

Estimated Completion: June 1998

Construction of an 8.1 km deviation at Raleigh, including a new bridge over the Bellinger River.

Lyons Road to Englands Road

Estimated Cost: \$52.0M

Cost to Date: \$3.6M

1995/96: \$2.5M

Estimated Completion: 2001

Construction of dual carriageways from Lyons Road to Englands Road, 4.0 to 10.0 km south of Coffs Harbour.

Elizabeth Lodge (3x3)

Final Cost: \$1.3M

Cost to Date: \$1.3M

1995/96: \$13,500

COMPLETED: December 1995

Restoration and construction of a southbound overtaking lane, 16.0 to 17.6 km north of Coffs Harbour at Elizabeth Lodge, improving travel conditions and safety.

Shark Creek Deviation (3x3)

Final Cost: \$4.5M

1995/96: \$0.4M

COMPLETED: May 1995

Construction of a deviation north of Shark Creek, including a northbound overtaking lane, 37.1 to 38.6 km north of Grafton, replaced a narrow, rough road and eliminated poorly aligned curves north of Shark Creek Bridge. The smooth asphalt concrete road surface also reduces traffic noise.

Mororo to Tabbimoble Deviation

Final Cost: \$7.9M

1995/96: \$1.2M

COMPLETED: June 1995

Construction of a deviation, including northbound overtaking lane, from Mororo to Tabbimoble, 60.2 to 65.2 km north of Grafton.

Appendix 3

Major Works - Northern Region

(3x3) DENOTES PROJECTS PARTLY OR WHOLLY FUNDED BY THE 3x3 FUEL LEVY

Chinderah Bypass (3x3)

Estimated Cost: \$70.5M

Cost to Date: \$53.2M

1995/96: \$24.9M

Estimated Completion: October 1996

Construction of dual carriageway, 7.0 to 13.0 km south of the Queensland border, including a new bridge over the Tweed River at Barneys Point, bridges at Wommin Bay Road and a major interchange at Chinderah Road. Opened to traffic in October 1996.

Terranora Road

Final Cost: \$2.3M

1995/96: \$1.4M

COMPLETED: November 1995

Widening of the highway and upgrading of the intersection with Terranora Road, including traffic signals at Banora Point, 6.5 km south of the Queensland border.

Cumbalum

Estimated Cost: \$2.0M

Cost to Date: \$1.1M

1995/96: \$0.6M

Estimated Completion: June 1997

Widening from 4.0 km north of Ballina at Cumbalum to increase overtaking opportunities and improve the road alignment.

West Ballina (3x3)

Estimated Cost: \$1.5M

Cost to Date: \$1.4M

1995/96: \$0.9M

Estimated Completion: October 1996

Widening and strengthening of pavement and provision of a roundabout at West Ballina.

Watt Lane to Andersons Lane (3x3)

Estimated Cost: \$1.2M

Cost to Date: \$ 0.8M

1995/96: \$ 0.7M

COMPLETED: November 1995

Pavement widening and restoration from Watt Lane to Andersons Lane, Chatsworth Island, to improve traffic management.

Wells Crossing/Parker Road (3x3)

Estimated Cost: \$1.4M

Cost to Date: \$1.1M

1995/96: \$1.0M

COMPLETED: December 1995

Restoration, 55.0 km north of Coffs Harbour and intersection improvements.

Broadwater

Estimated Cost: \$3.0M

Cost to Date: \$0.7M

1995/96: \$0.7M

Estimated Completion: April 1997

Resurfacing and provision of turning lanes at Broadwater to reduce traffic congestion and improve travel times and safety.

Coldstream River to Tyndale (3x3)

Estimated Cost: \$1.4M

Cost to Date: \$0.4M

1995/96: \$0.4M

Estimated Completion: November 1996

Restoration, widening and intersection improvements from 27.0 km north of Grafton.

Emerald Beach/Graham Drive (3x3)

Estimated Cost: \$1.6M

Cost to Date: \$1.5M

1995/96: \$1.4M

Estimated Completion: October 1996

Restoration, 19.0 km north of Coffs Harbour at Emerald Beach to increase overtaking opportunities.

Urunga (3x3)

Estimated Cost: \$1.4M

Cost to Date: \$0.5M

1995/96: \$0.5M

Estimated Completion: October 1996

Rehabilitation of failed pavement and improved access to businesses at Martells Road, near Urunga.

NEW ENGLAND HIGHWAY

John Renshaw Drive Interchange

Estimated Cost: \$9.0M

1995/96: \$1.0M

Cost to Date: \$3.1M

Estimated Completion: June 1997

This interchange will allow traffic from the F3 Sydney-Newcastle Freeway to safely join the New England Highway at Beresfield. When completed, traffic lights will be removed at the existing intersection.

Newfreugh Hill

Final Cost: \$1.3M

1995/96: \$0.4M

COMPLETED: November 1995

Restoration of road pavement.

Appendix 3

Major Works - Northern Region

(3x3) DENOTES PROJECTS PARTLY OR WHOLLY FUNDED BY THE 3x3 FUEL LEVY

Liverpool Range

Estimated Cost: \$42.5M

Cost to Date: \$35.5M

1995/96: \$15.4M

Estimated Completion: Early 1997

Reconstruction of a narrow, winding two-lane length of highway over the Liverpool Range, near Murrumbidgee, to provide 8.0 km of four-lane divided carriageway. Four stage construction over four years. First 2.3 km section opened to traffic in October 1994. Second and third sections opened in April 1996. Fourth and largest section expected to be completed early in 1997.

Marowan Creek

Final Cost: \$2.5M

1995/96: \$0.9M

COMPLETED: December 1995

Replacement of a narrow bridge and approaches, 75.0 km north of Armidale.

BRUXNER HIGHWAY

Goonellabah (3x3)

Final Cost: \$6.5M

1995/96: \$0.5M

COMPLETED: July 1995

Reconstruction to provide four-lane dual split-level carriageway, including a roundabout, east of Lismore.

NEWELL HIGHWAY

Moree

Final Cost: \$5.4M

1995/96: \$1.4M

COMPLETED: August 1995

Widening of five bridges to improve road safety near Moree.

North of Moree

Estimated Cost: \$9.0M

Cost to Date: \$6.4M

1995/96: \$4.3M

Estimated Completion: December 1996

Rehabilitation and widening, 54.0 to 60.0 km north of Moree to improve safety, reduce flooding and strengthen the pavement.

North of Coonabarabran

Estimated Cost: \$3.6M

Cost to date: \$3.1M

1995/96: \$3.1M

Estimated Completion: October 1996

Rehabilitation and widening of pavement, 107.0 to 112.0 km north of Coonabarabran.

OXLEY HIGHWAY

Port Macquarie

Final Cost: \$5.5M

1995/96: \$1.1M

COMPLETED: August 1995

Construction of dual carriageways between Fernhill Road and Wrights Road, west of Port Macquarie.

Gunnedah (3x3)

Final Cost: \$6.2M

1995/96: \$1.3M

COMPLETED: October 1995

A 2.5 km deviation, including three bridges, to replace a flood prone timber bridge over Mooki River and improve the alignment immediately east of Gunnedah.

SUMMERLAND WAY

The Gorge (3x3)

Final Cost: \$1M

1995/96: \$1M

COMPLETED: January 1996

Pavement widening and restoration, 35.0 km north of Kyogle to improve safety.

Newlea

Final Cost: \$1.4M

1995/96: \$0.7M

COMPLETED: June 1996

Replacement of failed pavement and improved safety to through traffic at Newlea, 39.0 km north of Kyogle.

Rappville Range

Final Cost: \$0.5M

1995/96: \$0.5M

COMPLETED: June 1996

Reconstruction of the Rappville Range overtaking lane, including the junction with Rappville Road, 80.0 km north of Grafton.

OTHER WORKS

Taylor's Road

Final Cost: \$1.3M

1995/96: \$0.5M

COMPLETED: July 1995

Realignment and widening at Taylor's Road, 8.0 km west of Bangalow, on the Lismore to Bangalow Road.

Cessnock - Allandale Road

Estimated Cost: \$2.0M

1995/96: \$1.7M

Estimated Completion: December 1996

Realignment of the bend at First Creek to improve safety.

Appendix 3 Major Works - Northern Region

(3x3) DENOTES PROJECTS PARTLY OR WHOLLY FUNDED BY THE 3x3 FUEL LEVY

Gosford - Avoca Drive (3x3)

Estimated Cost: \$1.6M

1995/96: \$1.2M

Estimated Completion: December 1996

Reconstruction to dual carriageways from Elfin Hill to Davistown Road to improve safety, access and capacity.

Estimated Cost: \$1.7M

1995/96: \$0.4M

Estimated Completion: December 1996

Reconstruction to dual carriageways from Orana Street to Kanangra Street to improve safety, access and capacity.

Gosford - Woy Woy (3x3)

Estimated Cost: \$3.3M

1995/96: \$2.4M

Estimated Completion: October 1996

Extension of Woy Woy car park to provide 200 more car spaces.

Port Stephens - Nelson Bay Road (3x3)

Estimated Cost: \$2.5M

Cost to Date: \$0.9

1995/96: \$0.9M

Estimated Completion: December 1996

Reconstruction from Gan Gan Road to Frost Road, Anna Bay as part of the upgrading of the main road between Newcastle and Port Stephens.

Estimated Cost: \$4.3M

1995/96: \$1.9M

Estimated Completion: March 1998

Reconstruction, widening and dual carriageway from Salt Ash to Bobs Farm.

Golden Highway

Estimated Cost: \$2.5M

Cost to Date: \$0.4M

1995/96: \$0.4M

Estimated Completion: September 1997

Improved alignment, widening and provision of a passing lane.

Estimated Cost: \$7.5M

Cost to date: \$3.1M

1995/96: \$1.2M

Estimated Completion: June 1997 (Coolah Shire) June 1999 (Merriwa)

Upgrading the route to form a high standard heavy transport link between Newcastle and western NSW.

Gunnedah to Narrabri

Estimated Cost: \$10.7M

Cost to Date: \$5.7M

1995/96: \$2.7M

Expected Completion: December 1997

Widening to enable Main Road 72 to be used by B-double trucks.

Appendix 4 Major Works - Southern Region

(3X3) DENOTES PROJECTS PARTLY OR WHOLLY FUNDED BY THE 3X3 FUEL LEVY

F6 WATERFALL-YALLAH

Gwynneville to West Wollongong (3x3)

Estimated Cost: \$31.0M

1995/96: \$3.5M

Estimated Completion: December 1998

Upgrading to six lanes and elimination of delays at a busy junction.

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

Estimated Cost: \$5.5M

1995/96: \$0.2M

Estimated Completion: March 1997

Installation of traffic noise reduction barriers at selected locations.

HUME HIGHWAY

Marulan

Estimated Cost: \$6.5M

1995/96: \$4.3M

COMPLETED: September 1996

Upgrading of twin heavy vehicle checking stations to incorporate Safe-T-Cam, computerised axle weighing system (weigh-in-motion), inspection bays equipped with electronic 'Truckalyser' to check mechanical fitness of heavy vehicles and form part of a statewide network of high technology equipment.

Marulan to Yarra

Final Cost: \$4.2M

1995/96: \$4.2M

COMPLETED: June 1996

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

Appendix 4

Major Works - Southern Region

(3x3) DENOTES PROJECTS PARTLY OR WHOLLY FUNDED BY THE 3x3 FUEL LEVY

Bowing Creek to Dunderalligo Creek

Final Cost: \$11.5M

1995/96: \$1.4M

COMPLETED: September 1995

Restoration of the southbound carriageway, 91.9 to 98.5 km south of Goulburn.

Jugiong Bypass

Final Cost: \$85.5M

1995/96: \$10.6M

COMPLETED: October 1995

This 13.0 km dual carriageway bypass has enhanced road safety, reduced travel times and transport operating costs by eliminating the steep climb at Jugiong Hill. It also replaced the last remaining section of the Hume Highway subject to major flooding.

Tarcutta Range Deviation

Final Cost: \$52.6M

1995/96: \$16.2M

COMPLETED: May 1996

Extension of existing dual carriageways from 27.6 to 37.0 km south of Gundagai and a grade separation at the intersection with the Sturt Highway.

Tarcutta

Final Cost: \$1.6M

1995/96: \$1.6M

COMPLETED: May 1996

Rehabilitation of pavement south of Tarcutta to improve travel conditions and road safety.

Ettamogah

Final Cost: \$1.2M

1995/96: \$1.2M

COMPLETED: January 1996

Rehabilitation of pavement near Ettamogah, north of Albury to improve travelling conditions and road safety.

FEDERAL HIGHWAY

Lake George

Estimated Cost: \$125.7M

1995/96: \$15.7M

Estimated Completion: April 1999

This 24.0 km of dual carriageway will improve road safety, reduce travel times and transport operating costs. It will eliminate sections of the highway with an unacceptable accident history, and replace the last remaining section of the Federal Highway subject to major flooding. The northern 8.0 km will be completed in 1997.

BARTON HIGHWAY

Murrumbateman

Estimated Cost: \$0.9M

1995/96: \$0.8M

Estimated Completion: December 1996

An overtaking lane for Canberra-bound motorists near Murrumbateman.

PRINCES HIGHWAY

Northern Distributor

Final Cost: \$0.5M

1995/96: \$0.5M

COMPLETED: June 1996

Installation of a guardrail median barrier to reduce the potential for head-on collisions on this busy route.

Oak Flats Interchange (3x3)

Estimated Cost: \$21.0M

1995/96: \$2.4M

Estimated Completion: June 1999

The interchange will suit 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.

Gerringong to Foxground (3x3)

Final Cost: \$5.0M

1995/96: \$3.8M

COMPLETED: August 1996

Construction of three overtaking lanes.

Myrtle Gully Deviation (3x3)

Estimated Cost: \$11.7M

1995/96: \$4.8M

Estimated Completion: March 1997

This project will eliminate a narrow, winding section of highway north of Milton with a poor accident record. A new bridge over Myrtle Gully is complete and roadworks are in progress.

Nowra to Eden

Final Cost: \$3.5M

1995/96: \$3.5M

COMPLETED: June 1996

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

Ulladulla to Eden (3x3)

Final Cost: \$4.3M

1995/96: \$4.3M

COMPLETED: June 1996

Improved safety and travelling conditions by providing seven passing lanes at various locations.

Appendix 4

Major Works - Southern Region

(3x3) DENOTES PROJECTS PARTLY OR WHOLLY FUNDED BY THE 3x3 FUEL LEVY

McLeod Hill Deviation (3x3)

Final Cost: \$5.8M

1995/96: \$3.7M

COMPLETED: February 1996

Improved safety and travelling conditions by eliminating a narrow, winding section of highway with a poor accident record, north of Bega.

SNOWY MOUNTAINS HIGHWAY

Adelong (3x3)

Estimated Cost: \$3.5M

1995/96: \$1.4M

Estimated Completion: June 1999

Provision of a passing lane, realigned and wider pavement east of Adelong to improve road safety and travelling conditions.

Tathra to Kiandra

Final Cost: \$0.4M

1995/96: \$0.4M

COMPLETED: June 1996

Restoration of failed pavement on several sections west of Bega.

STURT HIGHWAY

Wagga Wagga

Estimated Cost: \$4.9M

1995/96: \$1.5M

Estimated Completion: June 1998

Pavement rehabilitation in Edward Street, Wagga Wagga to improve travel conditions and road safety.

Berry Jerry

Estimated Cost: \$3.7M

1995/96: \$1.8M

Estimated Completion: April 1997

Pavement rehabilitation, 30.2 to 36.9 km west of Wagga Wagga to improve travel conditions and road safety.

COBB HIGHWAY

Booligal to Jumping Sandhills (3x3)

Final Cost: \$7.8M

1995/96: \$1.2M

COMPLETED: May 1996

Reconstruction and sealing to provide all-weather access to Ivanhoe was extended to 129.4 km north of Hay.

Deniliquin (3x3)

Estimated Cost: \$1.4M

Cost to Date: \$0.7M

1995/96: \$0.5M

Estimated Completion: December 1996

Construction of a roundabout at the junction of the Cobb and Riverina Highways.

NEWELL HIGHWAY

Tocumwal to Finley

Final Cost: \$7.4M

1995/96: \$0.3M

COMPLETED: December 1995

Restoration of pavement, 6.1 to 16.9 km north of Tocumwal, replacing a section of narrow, substandard road.

Jerilderie

Final Cost: \$1.0M

1995/96: \$0.9M

COMPLETED: December 1995

Pavement rehabilitation in Jerilderie Street, Jerilderie to improve travel conditions and road safety.

West Wyalong

Estimated Cost: \$7.1M

Cost to Date: \$2.1M

1995/96: \$2.0M

Estimated Completion: October 1997

Pavement rehabilitation, 11.0 to 27.0 km north of West Wyalong, to improve travel conditions and road safety.

MONARO HIGHWAY

ACT Border to Bombala (3x3)

Final Cost: \$2.6M

1995/96: \$2.6M

COMPLETED: June 1996

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

Bibbenluke

Estimated Cost: \$4.0M

1995/96: \$0.3M

Estimated completion: June 1998

Replacement of a narrow, single-lane timber bridge with a concrete structure and approaches on improved alignment, north of Bombala.

South of Bombala (3x3)

Estimated Cost: \$8.6M

1995/96: \$2.5M

Estimated Completion: December 1998

Realignment and sealing, 31.8 to 37.2 km south of Bombala, to eliminate the last section of unsealed pavement on this interstate route.

ILLAWARRA HIGHWAY

Robertson (3x3)

Estimated Cost: \$5.5M

1995/96: \$3.3M

Estimated Completion: June 1997

Replacement of two narrow, timber bridges with concrete structures and upgraded approaches, 4.0 km and 6.0 km east of Robertson.

Appendix 4

Major Works - Southern Region

(3x3) DENOTES PROJECTS PARTLY OR WHOLLY FUNDED BY THE 3x3 FUEL LEVY

THE KINGS HIGHWAY

Batemans Bay (3x3)

Final Cost: \$3.1M

1995/96: \$1.9M

COMPLETED: June 1996

Improved travelling conditions and road safety with a new alignment from the Princes Highway to 2.5 km west, including a roundabout at the junction with the Princes Highway.

Batemans Bay to Queanbeyan

Final Cost: \$1.7M

1995/96: \$1M

COMPLETED: June 1996

Restoration of failed pavement at various locations.

OTHER WORKS

Olympic Way (3x3)

Estimated Cost: \$49.0M

Cost to Date: \$27.3M

1995/96: \$6.4M

Estimated Completion: June 1998

The Gobba Deviation, including a new bridge over the Mumumbidgee River and floodplain, will provide flood-free access to Wagga Wagga from the north and bypass the Wagga Wagga CBD, improving travel conditions for motorists and amenity for residents.

Yass to Cowra Road

Final Cost: \$1.5M

1995/96: \$0.6M

COMPLETED: May 1996

Construction of a new bridge and approaches over Breakfast Creek, north of Boorowa to improve travelling conditions and road safety.

Mount Ousley Road (3x3)

Final cost: \$1.5M

1995/96: \$0.5M

COMPLETED: December 1995

Extra northbound climbing lane, north of the junction with the F6 Freeway, and installation of noise reduction barriers.

Final Cost: \$0.5M

1995/96: \$0.4M

COMPLETED: August 1996

Improved safety and travel conditions by extending a concrete median barrier between Mt Keira and Picton Roads.

Picton Road Interchange

Final cost: \$2.3M

1995/96: \$1.5M

COMPLETED: December 1995

Improved safety by providing a southbound off-load ramp at the interchange with Picton Road.

Appin Road (3x3)

Final Cost: \$3.0M

1995/96: \$0.5M

COMPLETED: August 1995

Extension of a westbound passing lane, 3.3 to 4.6 km west of the Princes Highway.

Menangle Road

Estimated Cost: \$1.1M

1995/96: \$0.6M

Estimated completion: December 1996

Replacement of a narrow, single-lane timber bridge over the Nepean River at Menangle with a concrete structure and approaches on improved alignment and at a higher level to reduce the number of closures due to flooding.

Bowral-Fitzroy Falls Road (3x3)

Estimated cost: \$2.2M

1995/96: \$1.0M

Estimated completion: December 1996

Replacement of failed pavement between Bowral Road and Old South Road, Bowral to improve travel conditions and reduce traffic noise.

Kosciusko Road (3x3)

Final Cost: \$0.9M

1995/96: \$0.5M

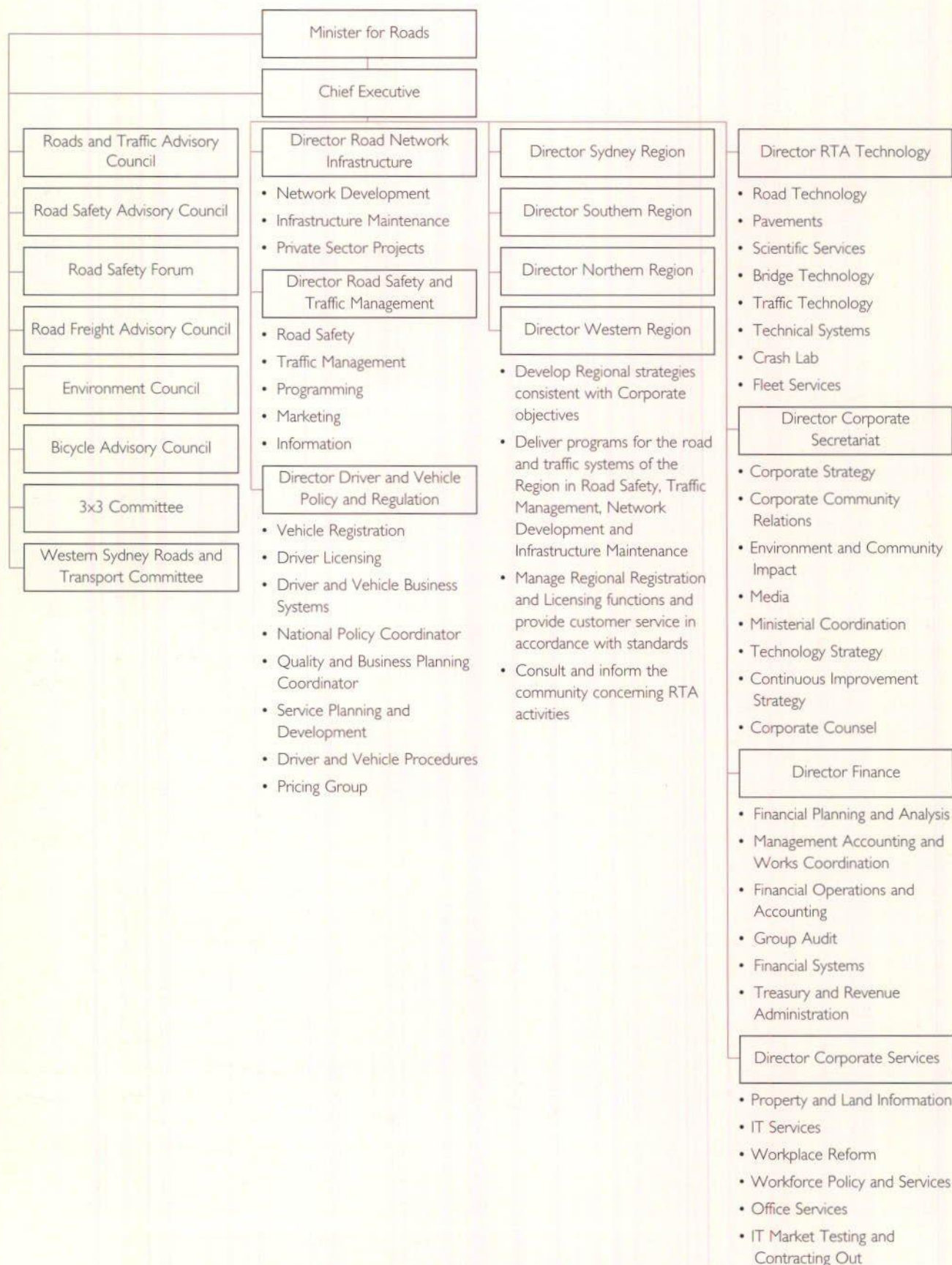
COMPLETED: June 1996

Replacement of deteriorating pavement at several locations between Cooma and Charlotte Pass to improve road safety and travelling conditions.

Appendix 5

Organisation Chart & Senior Management

AS AT 30 JUNE 1996 (CURRENTLY UNDER REVIEW)



Appendix 5

Organisation Chart & Senior Management

AS AT 30 JUNE 1996 (CURRENTLY UNDER REVIEW)

Ron Christie BE, ASTC, FIE Aust, FAIM

Chief Executive

Commenced 16 October 1995

Before joining the RTA, Mr Christie was Director-General of the NSW Department of Public Works and Services, a position he held from 1986. Before that he was Deputy Chief Executive of the State Rail Authority.

Mr Christie has extensive experience managing multi-disciplined organisations on a commercial basis. He is a former chairperson of the National Public Works Council and was a board member of the Sydney Cove Authority. He was also a member of the Building Commission for the Sydney 2000 Bid and the Olympics Project Management Committee.

Paul Forward BCom MCom(Hons) MSc

Director, Road Network Infrastructure

Commenced 6 February 1995

An economist and town planner, Mr Forward has held senior positions in the public and private sectors. He was Director, Corporate Planning at the Water Board before joining the RTA.

Mr Forward manages planning for the development and maintenance of the State Road network to ensure it promotes economic growth and is maintained to meet Government and community needs.

Chris Ford BE Peng MITE

Director, Road Safety & Traffic Management

Commenced 9 January 1995

Mr Ford is an engineer with wide experience in road safety, traffic engineering and transport planning. He has held senior positions in the RTA, including responsibility for strategic planning of road development, road safety, traffic management and asset condition in Sydney Region.

He is responsible for planning and developing programs and strategies to reduce the incidence and severity of road accidents in NSW and to improve traffic efficiency.

Margaret Crawford BA Grad Dip Rec

Director, Driver & Vehicle Policy & Regulation

Commenced 12 February 1996

Ms Crawford has an extensive background in public sector management with the Victorian Government. She joined the RTA in 1996 from a senior role in regulating the Victorian gambling industry.

She is responsible for planning and managing the RTA's driver licensing, vehicle registration and customer service roles, managing regulatory programs to ensure responsible use of the road system by drivers and vehicle owners and for maximising road freight productivity whilst protecting road safety and the natural and built environment.

David Stuart-Watt BE MEngSc MBA FIHT MIEAust

Director, Sydney Region

Commenced 13 February 1995

Mr Stuart-Watt is an engineer and business graduate. Prior to joining the RTA he was Director of Engineering and Transportation with the Royal Borough of Kingston upon Thames, London, where he was responsible for a wide range of engineering and transport planning functions delivered through a variety of client and commercial business units.

He directs Sydney Region's business activities to meet core function strategies and priorities and ensure the Region's roads and traffic system is developed as part of a balanced transport system and meets Government and community needs.

Lew Laing BE FIEAust

Director, Western Region

Commenced 1989

Mr Laing began with the DMR in 1967, later spending two years with the Fiji Public Works Department and three years in Thailand with the Snowy Mountains Engineering Corporation.

In his current role for six years, Mr Laing has led the development and implementation of innovative and effective regional programs. He has a strong commercial focus on operations and a commitment to providing services of the highest level in his Region.

Appendix 5

Organisation Chart & Senior Management

AS AT 30 JUNE 1996 (CURRENTLY UNDER REVIEW)

Warren Shearer TranAdminCert

Acting Director, Northern Region

Since beginning with the DMR in 1963, Mr Shearer has held a number of general management roles, including Director, Corporate Services, which he left in November 1995 to take up his current position as Acting Director, Northern Region.

Mr Shearer has also been involved in the RTA's Corporate Services Efficiency Review and the change management process.

Ulf Fraser BSc BE(Hons) MEngSc MIEAust
CPEng

Director, Southern Region

Commenced 1989

Mr Fraser has an extensive list of achievements in a career that started with the DMR in 1961. He has held many senior management roles associated with bridge and roadworks and contract management. He played a leading role in major public/private infrastructure development, including the Sydney Harbour Tunnel and the M4 Motorway.

As Regional Director, Mr Fraser has introduced a commercial and service delivery focus in Southern Region.

David Thomson BE MBA LGE MIEAust

Director, RTA Technology

Commenced 27 January 1995

Mr Thomson has broad experience in line management in many areas of the RTA and in organisational development and technical change roles. He has been responsible for significant innovations, particularly in asset management and in applying technology to increase the benefits to the community of the road system. Since becoming Director he has quickly moved to establish the financial viability of RTA Technology and move it to a client focus.

Kerrie Kelly CLE

Director, Corporate Secretariat

Commenced 9 January 1995

Ms Kelly is a lawyer who has held senior positions in the public and private sectors. She has considerable experience in strategic planning and resource allocation in the banking and finance industries. She joined the RTA in 1993 as Strategy Manager, Northern Region.

Ms Kelly is responsible for coordinating and ensuring a consistent approach in achieving RTA objectives through planning and integrating corporate strategy, performance evaluation, technology development and environmental policy and strategy, corporate relations and legal services.

Peter Scarlett BEc

Director, Finance

Commenced 6 May 1996

Mr Scarlett has extensive management experience which includes 18 years in senior finance roles in the NSW public sector.

Mr Scarlett is responsible for the RTA's finance function, including corporate budget preparation, financial planning, funds and debt management, statutory reporting and the implementation of commercial policies and practices throughout the RTA.

Sue Sinclair BEc DipLaw

Acting Director, Corporate Services

Commenced 23 January 1996

Ms Sinclair is a lawyer and has held a variety of managerial positions in the public sector. Ms Sinclair has had extensive commercial experience across a broad range of public sector services.

She is currently responsible for planning, controlling and managing the Corporate Services Directorate and directing the development and promulgation of policies, guidelines and practices throughout the Authority, to ensure a relevant commercial focus and effective and consistent management practices in the areas of Office Services, Human Resources and Information Technology including Information Technology Project Management.

Ms Sinclair is also the RTA's Corporate Counsel.

Appendix 6

Advisory Bodies and Members 1995/96

AS AT 30 JUNE 1996

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; protection of the environment in relation to roads and traffic; roads and traffic legislation; and any other matter relating to roads and traffic that the Council considers appropriate.

The Roads and Traffic Advisory Council is also the RTA's Customer Council, with a role to evaluate the current level of service performance, advise on possible new or modified services, recommend performance indicators of service quality, develop quality assurance procedures and research client needs.

There are five members appointed by the Minister for Roads, representing:

- Councillor Austin Mack (Chair) - Local Government and Shires Associations
- Mr Alan Finlay - NRMA
- Mr Bill Wallace - road freight industry
- Mr Glen Bourke - Transport Workers' Union on behalf of the Labor Council of New South Wales
- Professor Ron Huckstep - medical profession

There are four ex-officio members:

- the Chief Executive of the RTA
- the Director-General of the Department of Urban Affairs and Planning
- the Director-General of the Department of Transport
- the Commissioner of Police.

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 and other agencies, 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; 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.

- Councillor Austin Mack (Chair) - Local Government and Shires Associations
- Ms Michelle Booth - NRMA
- Inspector Terry Lester - Police Service
- Mr Dallas Booth - Motor Accidents Authority
- Councillor Patricia Gould - Local Government and 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
- Mr Alan Tongs - Department of Transport
- Ms Gail Bruton - Department of School Education
- Mr Bill Grant - Department of Attorney General
- Mr Chris Ford - RTA.

ROAD SAFETY FORUM

The Road Safety Forum provides a link with professional and community organisations with a concern for road safety. Its role is to: provide information exchange between professional and community organisations with a concern for road safety; provide feedback from the community on road safety issues; disseminate information from the RTA to professional/community organisations; and provide good rapport with professional and community organisations. Participation is by invitation from the Chief Executive of the RTA.

- Mr Bill Hartnett - National Safety Council
- Dr Jim Hirshman - Australian Consumers' Association
- Professor Ron L Huckstep CMG
- Mr David Langbein - Transport Training NSW
- Dr Michael Sugrue - NSW Trauma Committee of the Australian College of Surgeons
- Dr Jim McGrath - Australian College of Road Safety
- Dr David Shiell - Child Accident Prevention Foundation of Australia
- Mrs D Nilsson - St John Ambulance
- Mr Peter Eagle - Insurance Council of Australia
- Ms Julie O'Rourke - State Transit Authority
- Ms Michelle Booth - NRMA
- Mr David Hobbs - Australian Red Cross Society
- Inspector Terry Lester - Police Service
- Mr Paul Wilton - Motorcycle Council of NSW
- Mr Gavin Rutherford - Media Council of Australia
- Mr Anis Dimitriadis - Drug and Alcohol Service

Appendix 6

Advisory Bodies and Members 1995/96

- Mr Theo Ten Brummelaar - Council on the Ageing
- Mr Angelo Masters - Australian Driver Trainers' Association
- Mr Grant Johnston - Australian Institute of Traffic Planning and Management
- Mr Ray Taylor - RTA (Chair).

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 the views and interests of the entire road freight industry to the RTA.

Membership is by invitation from the Minister for Roads.

- Mr Bill Wallace (Interim Chair) - K & S Freighters Pty Ltd Sydney Rail - Clyde
- Mr Bob Angus - Boral Transport
- Mr Glen Bourke - Transport Workers' Union
- Mr Noel Hoare/Mr Robert Gunning - Livestock Transporters Association of NSW
- Mr Alan Newing - NSW Road Transport Association
- Mr David Pierce - National Road Freight Association
- Mr Lee Phillips - Beckley's Transport
- Mr Greg Booth - RTA.

ENVIRONMENT COUNCIL

The Environment 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 processes; and assist in disseminating RTA environmental information.

- Professor Hans Westerman (Chair)
- Mr Mark McKenzie - NRMA
- Mr John Van Pelt - Australian Institute of Landscape Architects (NSW)

- Mr Patrick Ibbotson - Environmental Law Association of NSW
- Ms Sue Dawson - Environment Protection Authority
- Professor John Black - School of Civil Engineering, University of NSW
- Ms Helen Ketelbey - Environment Institute of Australia
- Mr Terry Dene - NSW Road Transport Association
- Ms Kerrie Kelly - RTA.

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.

- Councillor Patricia Gould - Local Government and Shires Associations (Chair)
- Mr Warren Salomon - Bicycle NSW
- Mrs Elspeth Cooper - Newcastle Cycleways Movement
- Mr Matt Faber - Department of Transport
- Inspector Col Craig - Police Service
- Mr Geoff Amos - RTA.

3x3 COMMITTEE

This independent committee, representing the community, monitors expenditure to ensure that 3x3 funds are spent on road projects in accordance with criteria contained in the legislation.

Legislation enacted by NSW Parliament increased the State's business franchise levy on fuel by three cents for three years from September 1989. The objective was to provide additional funding for road improvement and road safety. The program has been extended until 1999.

- Mr Don Mackay AM (Chair) - Senior Partner, Deacons, Graham & James, President NRMA and 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 Neville Head (retired April 1996) - Senior Partner, Clayton Utz (retired), Chairman, Outboard Marine and Universal Press Pty Ltd
- Mr Michael Sharpe (retired January 1996) - Partner, Coopers & Lybrand, Chair, International Accounting Standards Committee and member, RTA Audit Committee.

Appendix 6 Advisory Bodies and Members 1995/96

WESTERN SYDNEY ROADS AND TRANSPORT COMMITTEE

This independent committee, representing the community, was established during the year 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 \$145M annually on road and

road-related public transport infrastructure works in western Sydney. 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.

Appendix 7 Senior Executive Positions and Performance Statements

CHIEF EXECUTIVE

Ron Christie

Period in Position: 16 October 1995-30 June 1996

The Hon Michael Knight MP, Minister for Roads, has indicated his satisfaction with Mr Christie's performance. Since his appointment, Mr Christie has completed an orientation program to meet staff and familiarise himself with current management structures. Mr Christie commenced a change management process to maximise the RTA's core function service delivery, particularly in developing and maintaining the road network infrastructure, providing more efficient customer services through motor registries and increasing involvement in road safety programs.

PREVIOUS CHIEF EXECUTIVE

Max Moore-Wilton

Period in Position: 1 July 1995-15 October 1995

Mr Moore-Wilton resigned from the RTA on 15 October 1995. The Minister has indicated his satisfaction with the achievement of targets detailed in Mr Moore-Wilton's Performance Agreement, including strategic initiatives in road safety, network development, the environment and vehicle roadworthiness.

DIRECTOR, ROAD NETWORK INFRASTRUCTURE

Paul Forward

Level 3 Upper

Period in Position: 1995/96

Mr Forward continued to determine the strategic priority of projects and allocation of resources in delivering the RTA's Road Program.

Major initiatives completed were the agreement with the Commonwealth on the Pacific Highway reconstruction program and

the preparation of preliminary strategies for upgrading the Pacific Highway, the promotion of an integrated road plan for the Western Sydney Orbital, and negotiations with the Commonwealth Department of Transport on the National Highway Strategy. Mr Forward also developed closer relations with key Government agencies including the Environment Protection Authority, Department of Urban Affairs and Planning and Department of Transport. He also commenced a steering committee to develop a brief for a Freight and Commercial Travel Strategy and has commissioned a Bus Demand Study for the M2 Motorway.

DIRECTOR, SYDNEY REGION

David Stuart-Watt

Level 3 Lower

Period in Position: 1995/96

Major initiatives completed in Sydney Region included the opening of the Glebe Island Bridge and additional arterial lane, the opening of Stage I, Top Ryde intersection of Victoria Road and Devlin Street, and the calling of tenders for a maintenance management contract in Hawkesbury and Penrith areas. Mr Stuart-Watt established support for the needs of the 2000 Olympics for road and traffic systems, and the Region also has a representative on the Transport Working Group to establish the needs of the Olympic Games for incorporation into RTA programs. Environmental impact statements (EIS) were commissioned for the County Road between Marsden Road and Epping Road with EISs for the M5 East, Western Sydney Orbital Stage I & II and the Eastern Distributor being delayed pending advice on the progression of the projects.

Appendix 7

Senior Executive Positions and Performance Statements

DIRECTOR, ROAD SAFETY & TRAFFIC MANAGEMENT

Chris Ford

Level 3 Lower

Period in Position: 1995/96

Mr Ford made significant contributions to the development and implementation of the Public Transport Infrastructure Improvement Program, as well as to NSW Parliament's STAYSAFE Committee and its inquiries into road safety programs. He developed a bus priority network plan for Sydney, a policy for pedestrian priority and safety in towns through the Mainstreet Program, and participated in programs to develop accessible routes of travel for people with disabilities. An enhanced enforcement agreement between the Commissioner of Police and the Chief Executive of the RTA was also formalised. Mr Ford reviewed and facilitated implementation of statewide directional and tourist signposting.

DIRECTOR, FINANCE

Peter Scarlett

Level 3 Lower

Period in Position: 6 May 1996 - 30 June 1996

Following his appointment on 6 May 1996, Mr Scarlett has undertaken an orientation program to meet relevant staff and familiarise himself with current RTA management practices and structures.

PREVIOUS DIRECTOR, FINANCE

Russell Balding

Level 3 Lower

Period in Position: 1 July 1995 - 29 January 1996

Mr Balding resigned from the RTA on 29 January 1996. In the previous seven months, he managed the delivery of Management Accounting and Works Coordination, Financial Operations and Accounting, Treasury and Revenue Administration and Group Audit.

Chief Executive and Senior Executive Service Positions

Level	Total CES/SES 30 June 1995	Total CES/SES 30 June 1996
CEO under S.I.I.A	1	1
3 Upper	1	1
3 Lower	3	3
2 Upper	7	7
2 Lower	12	12
1 Upper	27	19
1 Lower	7	3
TOTAL	58	46

• CEO position listed under S.I.I.A of the *Statutory and Other Offices Remuneration Act 1975*, not included in Schedule 3A of the *Public Sector Management Act 1988*.

• Number of positions held by women in the current year was six, the same as last year.

• Note: the classifications of CES/SES positions changed during the year.

Appendix 8

Management Improvement

CHANGE MANAGEMENT

The RTA has adopted a structured and integrated approach to Change Management designed to provide long-term benefits for both the staff and the organisation.

Change Management is the process to achieve improvements in each of the six critical success areas identified in the RTA's Corporate Strategic Plan.

Based on teamwork, with everyone in the organisation working closely together, the Change Management program emphasises the development of the RTA's employees and valuing the RTA's customers, leading to a process of continual and sustained improvement. Within the framework of Change Management, the RTA has embraced a Workplace Reform Agenda which will build more efficient work practices and provide staff with more rewarding and enjoyable work and better staff training and development.

As part of the Change Management program the RTA has completed an internal review proposed to allocate more funds for better and safer roads and provide improved customer services. The restructure will streamline the administration of the RTA to stop duplication and cut down costs. Motorists will be provided with more value for money by the reduction of non-essential overheads. The review is about putting more money into better and safer roads and improving service in motor registries.

The new management framework to be implemented in 1996/97 will remove one layer of management, handing back some decision making powers to the local level, and speed up decision making processes in rural areas. Consultation with staff, unions and the community has been an integral aspect of the review process and will be ongoing. The review will provide the RTA with significant cost savings.

Appendix 8

Management Improvement

CONTINUOUS IMPROVEMENT

The RTA has now prepared a Continuous Improvement Plan 1996-2001 which is designed to achieve coordinated action across the RTA in order to anticipate and meet the expectations and requirements of external and internal customers, the wider community, Government and staff. These expectations are to produce better services and community outcomes more cost effectively, with a better quality of work life for our staff.

The Plan identifies Customer Service and Process Improvement as the two major challenges for the future - two challenges that offer significant improvement in the way we work and the value of the services we provide. In order to take this opportunity, the RTA has now been set the task to embrace change, and do so in a way that ensures that improvements can be applied throughout the organisation.

BENCHMARKING

An RTA-wide benchmarking study was initiated to establish best practice in some of the key activities. As part of this study, a

database of performance measures was developed to compare performance of processes across the organisation. In addition, a survey of benchmarking studies was completed prior to identifying key areas requiring further benchmarking attention.

Benchmarking with other Austroads' members has included a study of finance functions and a study to develop environmental and social performance indicators. Guidelines have been developed jointly with Austroads for benchmarking across member road authorities.

Some key benchmarking studies which compared RTA performance with external providers included Motor Registry Customer Service and Legal Services.

CONTRACTING AND MARKET TESTING

The RTA continued to identify opportunities for contracting out and market testing, in line with Government policy to streamline overhead costs. In recent years, the RTA has contracted out, either partially or wholly, numerous business support activities including warehouse functions, courier services and the manufacture of number plates.

Appendix 9

Audit

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 Annual Strategic Audit Plan, generally oversee the direction of the auditing function and consider the RTA's financial control and reporting systems. It pays particular attention to potential corruption as well as fraud and to ethical conduct throughout the RTA. It makes an effective contribution to internal control and ensures improved accountability through its review of recommendations arising from audits and from management's responses to these.

GROUP AUDIT

Group Audit's mission is to 'provide senior management and other key customers with a high quality, cost effective, valued-added service, with a focus on assisting management in the achievement of objectives and critical success factors of the RTA and its various Directorates as set out in the Corporate Plan'.

Group Audit's commitment to excellence in auditing is evidenced by its continued quality systems accreditation in accordance with ISO 9001 and the development and implementation of new audit

techniques and methodologies in line with Treasury's *Statement of Best Practice - Internal Control & Internal Audit*.

Group Audit's Strategic Audit Plan covers all of the RTA's financial and operational activities. Benefits from audits include:

- independent advice on compliance with policies and procedures throughout the RTA by motor registries, regional and corporate offices;
- strengthened controls to minimise the opportunity for corrupt conduct in the disposal of properties;
- enhanced financial information in respect of fixed assets and infrastructure;
- greater control and security over operational assets to prevent theft and burglary;
- increased management commitment to implement quality systems; and
- improved security over DRIVES access by authorised external users.

Throughout the year, the RTA maintained its strong commitment to ensuring that operations were conducted in an ethical and efficient manner. This commitment was reflected by the independent assessment of the operating control environment at 50% of its regional operations and payment centres and 33% of motor registries. Group Audit worked closely with management to enhance the operating

Appendix 9 Audit

control environment. This enhancement has been designed so that it aligns with the recommendations contained in the NSW Treasury's *Statement of Best Practice: Internal Control & Internal Audit*.

A program of Information Technology audits was designed to ensure that adequate levels of cost effective controls are incorporated into computer systems at the time of their development.

Training in ethics and corruption prevention was delivered to over 800 employees. As part of a cyclical program, road maintenance crews, motor registry customer service officers and vehicle regulation inspectors were the focus of training.

Fraud awareness was promoted through brochures which drew attention to examples of specific past incidents of fraud and focused on the need to maintain the integrity of systems and procedures.

The RTA continued to actively encourage staff to report suspected corrupt conduct and reinforced its strong stance against the victimisation of staff making disclosures.

Engineering and technical audits and reviews were effected throughout the RTA's engineering operational areas to independently assess and improve performance and efficiency, achieve the effective implementation of corporate initiatives and ensure compliance with NSW Government requirements.

Appendix 10 Risk Management

The RTA manages risk through an inter-related structure of risk assessment and managerial accountability.

The Corporate Risk Management Unit provides strategic and operational advice and assistance to line managers, who are responsible for ensuring that risk is minimised in their operating areas.

A Risk Management Coordinating Committee, consisting of corporate and regional staff, was established during the year. It meets once a month to monitor risks in the RTA and recommend strategies for their reduction.

An area of continued significant risk in the RTA is workers' compensation. Despite senior management, line management and workplace occupational health and safety (OH&S) committees being aware of the workers' compensation problem, the number and severity of accidents has remained high. The Treasury Managed Fund workers' compensation premiums, on the basis of previous claims history, increased from \$9.25M in 1994/95 to \$14.25M in 1995/96. As a result of legislative changes and claims experience during 1995/96, the 1996/97 premium has been set at \$14.95M, a marginal increase on 1995/96.

In an effort to increase awareness of risks and to reduce the number and severity of accidents on RTA work sites, a video was commissioned featuring the Chief Executive addressing OH&S in the workplace. This, together with a greater focus on rehabilitation of injured employees, should lead to premium reductions in future years.

Public liability is the second major risk faced by the RTA. The increasingly litigious nature of society and the inherent risk involved with the use of motor vehicles has exposed the RTA to increased public liability claims. RTA works policies are written to ensure that the public is exposed to the least risk possible where works are being undertaken and that RTA buildings are designed to provide safe access, use and egress to minimise public liability claims.

Appendix I I

Overseas visits

Officers from the RTA's Traffic Technology Branch travelled to a variety of destinations during the year. Staff were involved in the installation, testing and training of customers in the use and operation of the Sydney Coordinated Adaptive Traffic System (SCATS) in the **USA, Hong Kong, Singapore, New Zealand, Iran and Indonesia**. RTA traffic technology officers also expanded the RTA's Automatic Network Travel Time System into Singapore and developed, installed and successfully tested software to control traffic entering freeways in Minneapolis (ramp metering). This work, along with the further spread of SCATS into more cities, and with potential for even greater expansion, has further enhanced the RTA's reputation for quality traffic management expertise.

The officers concerned in 1995/96 were Peter Lowrie, Ken McCallum, Alan Dixon, John Robert, Grahame Davis, Jon van Luyt, David Lowe, James Giffin, Colin Hall, Nhi Chau, George Siu, John Bliss, Nick Rubbi, Mike McFarland, Peter Jones and Andrew Mehaffey. All costs incurred by the RTA on overseas consulting work are fully recoverable along with a margin of operating surplus.

The 5th South East Asian and 36th Australian Surveyors Congress was held in **Singapore** and was jointly organised by the Singapore Institute of Surveyors and Valuers and the Institute of Surveyors, Australia. Mr Bruce Thompson, a Registered Surveyor attached to the Southern Region, travelled to Singapore to attend the Congress. Mr Thompson was the author of a paper titled 'Market Orientation in the Survey Industry', which was published for the Congress proceedings.

The Congress of the Permanent International Association of Road Congresses (PIARC) is held every four years and in September 1995 met in Montreal, **Canada**. PIARC Congresses are well regarded international networking opportunities which enable road-related technical and management advances around the world to be monitored by road authorities. The General Manager, Technology Strategy, Mr Mike Veysey, attended the PIARC World Congress in Montreal and was part of an Australian delegation which undertook a post Congress study tour of Canada and the USA.

Mr Doug Quail, Manager, Intelligent Traffic Systems, also visited Montreal, Canada to attend the meetings of the PIARC Committee G3 - 'Modern Traffic Control and Management'. Mr Quail's costs were met by the PIARC Committee-Australia.

Standards Australia sponsored a visit by Mr Quail to Tokyo, **Japan**, to attend meetings of the International Organisation for Standardisation (ISO) Technical Committee 204 - Transport Information and Control Systems and the Intelligent Traffic Systems World Congress.

Mr Michael Griffiths, Manager Vehicle and Equipment Safety, travelled to **Switzerland** to attend the International Research Council on Bio-Mechanics. Mr Griffiths also attended international meetings on the new car assessment program and on child restraints.

The Chief Executive of the Roads and Traffic Authority, Mr Ron Christie, and the General Manager Technology Strategy, Mr Michael Veysey and the Manager R&D Program, Mr Ron Ferguson, attended an Austroads' Council meeting in **New Zealand**. Following the Council meeting, Mr Veysey and Mr Ferguson undertook a three day technical study tour.

The Premier agreed to a request from the Seoul Metropolitan Government for round table discussions prior to establishing exchange projects in a number of fields. As part of this commitment, Mr John Bliss, General Manager, Traffic Technology, and Mr Peter Lowrie, Manager, ITS Development, travelled to Seoul, **South Korea** to discuss traffic management issues with SMG officials.

Mr Ken Wheeler, Senior Manager, Bridge Design Projects in the RTA, accompanied the Senior Project Manager on the Glebe Island Bridge and the Construction Manager for the bridge contractor, Baulderstone Hornibrook, on a study tour to the **United Kingdom and France** to investigate and review issues associated with wind/rain induced oscillations of stay cables. In the UK, the party inspected the Second Severn Bridge (a major cabled stayed bridge) and met representatives of the bridge contractor, Laing-GTM joint venture. In France, the party inspected the Normandie Bridge over the Seine near Le Havre, and held discussions with representatives of Freyssinet Pty Ltd, the supplier of stay cables for the Glebe Island and the Normandie Bridges. The costs associated with the visit were met by Baulderstone Hornibrook.

Mr Wheeler also undertook consulting work in **Indonesia** on the Mythuan Batam Bridge.

Appendix 12

Human Resources

At 30 June 1996, the RTA employed the equivalent of 6,893 full-time staff. This number includes 4,224 salaried staff, 2,200 wages staff and 469 casual staff.

Equivalent full-time staff numbers have fallen by 1,666, or 18.7%, in the last five years, as shown in figure 5 on page 6.

PERSONNEL POLICY AND PRACTICES

The following new policies were implemented:

- Working from Home (Teleworking), which allows employees to work part of the time at locations other than their normal workplace;
- Family and Compassionate Leave, which consolidated existing 'family friendly' leave provisions and introduced new initiatives (see EEO, page 92); and
- Review of Salaried Positions and Organisation Structures, which provides procedures for the review, creation, abolition and relocation of positions, including control of organisation structures.

The following policies were rewritten or amended to account for changes as a result of enterprise bargaining or other Government initiatives:

- Employee Assistance Program provides for confidential counselling and support to staff and their families where problems are causing, or have the potential to cause, a deterioration in work performance;
- Special leave was amended in conjunction with the new Family and Compassionate Leave policy;
- Job Evaluation was amended to account for changed procedures and a new appeal process; and
- Contract and Skill Hire was amended as a result of new contract documents to improve processing.

Enterprise Bargaining

Approximately 40% of staff are covered under RTA enterprise agreements. Salaried staff, excluding professional engineers, are covered under a sector-wide award.

The enterprise agreements for wages staff and professional engineers formally operated until 31 December 1995, while the enterprise agreement for traffic signals salaried staff formally operated until 26 June 1996. In addition to increases in rates of pay, wages staff received other benefits, including the provision of work apparel and increases in sustenance and camping allowances.

Negotiations are underway on the next round of enterprise bargaining. The RTA is seeking to align the enterprise bargaining process to its corporate planning process and to its increasing commercialisation focus.

The RTA intends to initiate negotiations with the Public Service Association (PSA) of NSW and the Professional Officers' Association (POA) of NSW on the development of an enterprise agreement or a consent award for salaried staff covered by these organisations.

Work redesign

During 1995/96, five work redesign pilots were implemented, one in each region and one in a corporate directorate.

The objectives of work redesign are to improve customer service, productivity and quality of work life.

The commitment to implement work redesign originated from enterprise agreements, although staff not covered by enterprise agreements also participated.

The pilot projects identified productivity savings, determined internal and external customer needs, developed and improved key business processes, led to flatter, more responsive organisational structures, identified process and business performance measures and implemented team-based work and new roles for managers.

A further work redesign project is underway at the RTA's Dubbo District Office.

These projects were undertaken with the strong support of staff in the project areas and in partnership with unions who have signed enterprise agreements.

Performance management

The RTA is introducing a formal performance management system for all staff to improve customer service and comply with the Government's commitment to improve performance in its agencies.

Enhancement of the RTA's performance management approaches is being developed in consultation with unions and the Public Employment Office.

Competency-based training

Significant progress was made in developing the RTA Competency-Based Training System. Competency standards (which set benchmarks of performance) and curricula have been completed for approximately 80% of RTA staff, including the field operations workforce, motor registry and telephone customer service centre staff, clerical and administrative staff, professional engineers, traffic signals technicians and managers. Particular attention was paid to the contract administration function.

The RTA core competencies reflect the knowledge, skills and attitudes required to drive organisational change. The RTA functional competencies reflect what is required to deliver the organisational outcomes. RTA competency standards have been endorsed by the National Public Administration Industry Training

Appendix 12

Human Resources

Advisory Body and have been forwarded to the Australian National Training Authority for national recognition.

These standards and curricula will be used to more closely target training to specific RTA requirements and to put in place a staff assessment and recognition system which will ensure that learning is applied to work.

The RTA competency development and assessment for professional engineers has been accredited by the Institution of Engineers, Australia. The RTA is the first organisation to receive accreditation.

Movements in employee wages, salaries or allowances

Classifications covered by the PSA and POA were paid a 3% salary increase from July 1995. This was the first component of the 6% salary increase granted by the NSW Industrial Relations Commissioner in August 1995.

Enterprise agreements covering professional engineers, wages staff and traffic signals salaried staff provided for a pay increase of 3% from September 1995. This increase was subsequently backdated to July 1995.

INDUSTRIAL RELATIONS POLICIES AND PRACTICES

RTA staff are employed under four enterprise agreements and 24 awards and industrial agreements in 53 occupational groups. Negotiations are held with eight unions and the NSW Labor Council.

During the year, 324.2 days were lost through industrial action. Employees at the Illawarra District Office, Bellambi held stop-work meetings in July 1995 and March and June 1996. In June 1996, Sydney Harbour Bridge maintenance workers and toll plaza officers held stop-work meetings.

Motor Vehicle Use Award

As stated in last year's report, the PSA lodged an application with the NSW Industrial Relations Commission for a Motor Vehicle Use Award.

The RTA opposed the application on jurisdictional grounds and on its merits. The matter was settled between the PSA and RTA, and the application was withdrawn.

Sydney Traffic Control Centre (STCC)

A restructuring of the STCC was completed after reaching agreement with the PSA on multi-skilling and changed working conditions for communication officers.

Inspectors vehicle regulation

The classification structures and salaries for inspectors vehicle regulation were reviewed to take into account multi-skilling arrangements for this group of staff through accredited TAFE courses.

Trading hours at motor registries

Following agreement reached with the PSA, extended trading hours of 8.30 am to 5.00 pm were introduced at a number of motor registries throughout the State.

Motor registries in Sydney Region are trading from 8.00 am to 4.30 pm. Negotiations will continue with the PSA with a view to having the same trading hours at motor registries in all major centres.

Relocation of staff

Agreement was reached with the PSA to move a number of driver testing staff to other motor registries in the Sydney Region so as to provide more equitable staffing levels.

Unfair dismissals

Six reinstatement applications made to industrial tribunals by former staff on the grounds of unfair dismissal were finalised. Two were withdrawn and four settled before arbitration.

The RTA is awaiting tribunal decisions in two other applications, including an appeal to the Industrial Relations Court of Australia by a former staff member, after the Industrial Relations Commission had upheld their dismissal.

An additional application for unfair dismissal is proceeding before the Supreme Court of NSW.

GREAT Appeals

Nine promotional appeals were lodged with the Government and Related Employees Appeal Tribunal (GREAT). Three were withdrawn prior to hearing and six were successfully defended by the RTA.

Of seven disciplinary appeals lodged, three were withdrawn prior to hearing and two others are yet to be heard. In one of the other two cases, GREAT reduced the period of demotion, while in the other, GREAT confirmed the demotion, but varied the period of transfer to another location.

Appendix 12

Human Resources

OCCUPATIONAL HEALTH AND SAFETY

Performance Indicator	Achieved Value	Target
Number of Lost Time Injuries (LTI's) per 100 staff members	4.15	4.0
Number of Hours Lost as result of LTI's per staff member	4.29	5.0
Number of Hours lost as result of LTI's per LTI	103.4	60
Number of Major Injuries per 1000 wages staff	113	80
Workers Compensation Liability per Staff Member	\$1,141	\$290
Workers Compensation Liability per Claim	\$7,199	\$2,300
Number of Fatalities	5	Zero

Note 1: Lost Time Injury (LTI) is an injury which results in an absence of 8 hours.

Note 2: Major Injury is an absence of 5 days.

Note 3: The high level of workers' compensation liability during 1995/96 is due to five fatalities during the year and an abnormally high level of hearing loss claims.

In November 1995, a major program was initiated to improve the RTA's Occupational Health and Safety (OH&S) performance. The program includes:

- a campaign publicising the Chief Executive's commitment to improving the RTA's OH&S performance;
- inclusion of OH&S performance targets in Senior Executive Service performance agreements;
- quarterly calculation and presentation to the Chief Executive of OH&S performance indicators for the RTA as a whole and for each Region;

- inclusion of OH&S management competencies in the RTA's competency based training framework;
- development of accident investigation, basic OH&S competencies and OH&S risk management training courses;
- review of the functioning of OH&S committees in the RTA;
- establishment of a Joint OH&S Committee; and
- review of the effectiveness of the RTA's rehabilitation function.

1995/96 EEO ACHIEVEMENTS

Families and communities

In recognition of the family and community responsibilities of our staff members, and to enable access to leave to care for a family member who is ill, the RTA introduced various policies and child care initiatives to enable a flexible workplace that is 'family friendly'.

Child care initiatives include reserving ten family day care places throughout NSW in a pilot Employer Sponsored Family Day Care Program, and sponsoring staff access to the Lady Gowrie Corporate Child Care Advisory Service.

Policy initiatives include implementing the Family and Compassionate Leave Policy, which allows a staff member to access an array of leave entitlements to care for a family member who is ill.

Grievances and resolution

The RTA's grievance management system was reviewed to ensure a fair, equitable and harassment-free workplace exists for all staff. The grievance management system incorporates the Grievance/Dispute Resolution Policy, the Harassment Free Workplace Policy, and the Grievance Officers Network.

The Grievance/Dispute Resolution Policy was developed to accurately reflect the legislative requirements of the RTA, and to

incorporate clear guidelines and timeframes for all staff to follow throughout the resolution process.

The Harassment Free Workplace Policy was rewritten to accurately reflect the RTA's policy that harassment will not be tolerated. The legislative requirements were also updated, and individual accountabilities have been included.

The Grievance Officers Network is now managed under the direction of the Grievance Officers Protocol. The Protocol was developed and implemented to guide the recruitment, training, performance and actions of the statewide network which now consists of 99 grievance officers. All officers were trained in a two day grievance counselling program, developed specifically for the RTA, to help them provide expert advice on options to assist grievance resolution. Grievance reporting was also introduced to identify training needs and trends. The report is strictly confidential, and will be recorded on a database developed to manage the network. Grievance officers are supported by a manager of the network and by a resource manual containing information on internal and external policies and contacts.

Appendix 12

Human Resources

EEO survey

A Statewide survey was conducted to update the EEO database. Analysing this information enables the RTA to develop and implement equitable policies and strategies to meet the needs of all staff.

Spokeswomen

The Spokeswomen's Network Action Plan was revised. It provides strategies that continue to contribute to the ongoing development of our female staff. Strategies include training, education, enhanced communication and increased consultative mechanisms. Eleven information days were conducted across NSW, with over 100 worksite visits. Development activities for the 11 spokeswomen include training as grievance officers and time management training.

Counselling

An Employee Assistance Program (EAP) is now available to all staff and their families. This was implemented to ensure that personal and work-related matters of concern which are causing, or have the potential to cause, disruption or deterioration of morale or productivity in the workplace can be managed, through the provision of access to professional and confidential counselling. Staff attended EAP awareness sessions and multi-lingual information sheets were produced.

Equity

Equity and access issues are at the forefront of enterprise bargaining negotiations and change management developments. These matters are monitored to ensure EEO compliance and equity considerations are incorporated in, for example, performance management systems, work redesign, competency based training and changes to conditions of employment and work patterns.

A commitment to achieving equality in employment underpins the RTA's Employment Equity Policy. This was developed to ensure equity principles are integrated into Regional Business Plans, with implementation, accountabilities, and reporting mechanisms identified. Examples of equity objectives include establishing minority network groups and re-establishing employment equity committees.

'Springboard', a personal and work development program that targets women in non-management positions, was piloted. The program emphasises empowering the individual to set and achieve work or personal goals through interactive workshops and a personal workbook. Five senior women in the RTA were trained as mentors for the duration of the three-month program.

Training

The Communication Enhancement Program (CEP) continued to provide outdoor staff with an opportunity to develop numeracy, literacy and oral communication skills in their workplace and in a less formal training environment. The Program allows for self-paced training with an accredited trainer.

To supplement the skills available within the RTA, a register of training providers was established to select appropriate contractors

to deliver training services. To ensure compliance with EEO legislation, and that consideration is given to diversity and equity issues in program development and delivery, a training policy complements the register, and details how contractors and their service delivery must adhere to the legislative requirements.

The concept of 'team brief' was implemented and trialled in the Southern Region. This initiative provides an alternative to written transmission of information and its features include: structured meetings between staff and supervisors on a monthly basis; a feedback process that enables questions to be answered in a structured and consistent manner; and the requirement that all staff in the Region are briefed on relevant issues in the same week.

Sponsorship

To encourage women in the RTA to look at non-traditional roles as a career option, Southern Region is sponsoring a female engineering cadet and her membership of the Women in Engineering Association.

Disability Strategic Plan 1995-2000

In response to section 9 of the *Disability Services Act 1993*, the RTA's *Disability Strategic Plan 1995-2000* was developed to ensure that 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.

To ensure that people with disabilities have opportunities for employment and career development within the RTA, human resource policies and procedures were reviewed to ensure disability references and considerations, including the Recruitment and Selection Policy, the Employment of People with a Disability Policy and the Reasonable Adjustment Policy.

Technology to assist customers with a hearing impairment was installed in 80 motor registries.

The Telephone Customer Service Centre in Parramatta was equipped with a 'tele-typewriter' to assist customers with a hearing impairment.

In line with the strategy to identify work which could be competitively tendered out to community based agencies run by people with a disability, two tenders were awarded to the Australian Quadriplegic Association. These were a \$1.4M, three-year contract to code and capture traffic data, and a \$100,000, four-month contract to assign geographic coordinates for accident locations.

EEO STRATEGIES FOR 1996/97

An EEO training program was developed and will be delivered to all staff by the end of 1996. It is designed to create a greater understanding of the importance of EEO at work, as well as the laws in place which aim to achieve EEO. Topics cover the history of EEO, harassment and discrimination, EEO and the law, and individual rights and responsibilities.

Appendix 12

Human Resources

An Employee Relations for Managers course is being developed to update people on recent internal and external developments in employee relations. The course will cover EEO legislation, and internal and external resolution mechanisms.

An award scheme was developed for the RTA to recognise the significant achievement of staff in a number of areas of importance to the RTA. The Equity Award recognises efforts to increase and value diversity in the RTA and to assist staff with equal access to information, opportunity and development.

The RTA is participating in a Public Employment Office and Office of the Director of Equal Opportunity in Public Employment (ODEOPE) working party to review the public sector Community Language Allowance Scheme (CLAS). The working party will review existing policies, procedures, implementation processes and marketing of the CLAS to enable the development and implementation of best practice strategies and policies.

A pilot language and literacy program for wages staff Sydney Region is expected to start in late 1996. This program will be based on data collected via personal target group interviews conducted by Training and Development and the Adult Migrant English Service.

The Premier and the Ethnic Affairs Commissioner have identified the RTA as one of 20 key agencies in the public sector. This means that the Commission will focus its resources on the RTA, which is seen to have the most crucial policy and services role in terms of ethnic affairs. The Statement of Intent (SOI) Implementation Plan will be developed in conjunction with Ethnic Affairs, to provide details on how the RTA will achieve, monitor and evaluate the commitments of the SOI.

The Aboriginal Employment Strategy (AES) was developed to improve the representation of Aboriginal and Torres Strait Islander people in RTA employment, through providing equitable access to employment and career opportunities, and through ensuring quality of service and responsiveness to the Aboriginal communities of NSW. The RTA will work with the Department of Employment, Education, Training and Youth Affairs to commence the AES in 1996/97.

Preparation has commenced to implement a Flexible Working Practice Policy, with various employment arrangements which aim to achieve the best match between the interests of the RTA and the staff member. Flexibility in work will also improve customer service, as customer service hours can be extended, and will enhance the opportunity to retain the diversity of skills within the RTA.

ABORIGINAL COMMUNITIES

RTA initiatives to address the needs of Aboriginal communities include:

- employing Aboriginal liaison officers to help develop programs that reflect the needs and sensitivities of Aboriginal communities;
- ensuring that the assessment of environmental impacts of road construction and maintenance programs includes potential impacts on Aboriginal sites; and
- introducing a cultural awareness program as part of RTA staff training.

The Royal Commission into Aboriginal Deaths in Custody made a number of recommendations which relate to the RTA.

REPRESENTATION OF EEO GROUPS WITHIN SALARY LEVELS 31 MARCH 1996

Salary Level	Total Staff		Men		Women		Aboriginal & Torres Strait Islander People		Ethnic Group		Non-English Spoken		People with a Physical Disability		Adjust at work	
	EFT	Head Count	EFT	Head Count	EFT	Head Count	EFT	Head Count	EFT	Head Count	EFT	Head Count	EFT	Head Count	EFT	Head Count
< 21,354 % of total staff	60	68	46 77%	51	14 23%	17	0 0%	0	0.5 1%	3	0.5 1%	3	0 0%	0	0 0%	0
\$21,354-\$28,048 % of total staff	1,910	1,965	1,780 93%	1,806	130 7%	159	25 1%	28	74 4%	76	89 5%	93	129 7%	133	44 2%	45
\$28,049-\$31,354 % of total staff	1,463	1,553	735 50%	738	728 50%	815	16 2%	16	130 9%	133	142 10%	144	85 6%	88	28 2%	28
\$31,355-\$39,679 % of total staff	1,509	1,537	1,221 80%	1,231	289 20%	306	4 0.2%	4	97 6%	99	91 6%	92	109 7%	110	38 3%	39
\$39,680-\$51,311 % of total staff	775	783	681 88%	681	94 12%	102	3 0.4%	3	78 10%	78	71 9%	71	56 7%	56	9 1%	9
\$51,312-\$64,139 % of total staff	657	672	614 93%	625	43 7%	47	1 0.1%	1	113 17%	113	104 16%	104	34 5%	34	7 1%	7
>\$64,139(non SES) % of total staff	23	24	21 91%	22	2 8%	2	0 0%	0	1 4%	1	1 4%	1	3 13%	3	1 4%	1
>\$64,139(SES) % of total staff	50	52	44 88%	46	6 12%	6	0 0%	0	4 8%	4	2 4%	2	2 4%	2	0 0%	0
TOTAL	6,446	6,654	5,141 80%	5,200	1,305 20%	1,454	49 1%	52	496.5 8%	507	500.5 8%	510	418 6%	426	127 2%	129

Appendix 12

Human Resources

REPRESENTATION OF EEO GROUPS IN RECRUITMENT

Salary Level	Total Staff		Men		Women		Aboriginal & Torres Strait Islander People		Ethnic Group		Non-English Spoken		People with a Physical Disability		Adjust at work	
	EFT	Head Count	EFT	Head Count	EFT	Head Count	EFT	Head Count	EFT	Head Count	EFT	Head Count	EFT	Head Count	EFT	Head Count
Total staff members as at 31 March 1996 % of total staff	6,446	6,654	5,141 80%	5,200	1,305 20%	1,454	49 1%	52	496.5 8%	507	500.5 8%	510	418 6%	426	127 2%	129
Recruited in period 1/4/95 - 31/3/96 % of total staff	313	365	276 88%	315	37 12%	50	4 1%	4	7 2%	10	4 1%	6	4 1%	5	1 0.5%	1

Equitable access and consultation

(Recommendation No 75)

Preparation commenced on the delivery of a project management support program that aims to improve the RTA's community responsiveness by increasing the sensitivity of appropriate staff to the variety of community views, particularly Aboriginal views, and the need to accommodate these views into community involvement programs and negotiations over RTA activities.

Motor vehicle offences (Recommendation No 95)

Two major road safety programs were designed by the RTA for Aboriginal communities.

The first involves using Aboriginal artwork on bicycle helmets, which is encouraging Aboriginal children to wear helmets when riding bicycles. This method has also raised awareness among Aboriginal communities of the importance of wearing protection when riding a bicycle.

Another way of creating awareness of road safety issues has been making child restraints available to Aboriginal communities.

A key factor in the success of these programs has been the support of Aboriginal agencies within the community, which has further encouraged an awareness of road safety issues, especially for children.

Measures were also introduced to help customers with literacy problems gain knowledge of the road rules and pass the computerised driver knowledge test.

In tackling this problem, the RTA discovered that many Aborigines did not understand the test, had no exposure to computers, feared embarrassment at public failure and felt threatened and uneasy about going into a government office.

The aim was to target people in the Koori community and help them obtain their driver's licence. RTA-accredited members of the Koori community act as interpreters to read the knowledge test to applicants and assist them with the necessary paperwork.

Centres were established in Bourke, Brewarrina, Wilcannia, Broken

Hill, Menindee, Wentworth, Dubbo, Forbes and Lake Cargelligo where members of the Koori community can go and practise on a knowledge test computer and also sit for the knowledge test. The RTA is looking to extend the service to other centres.

A similar community based program was established at Nowra.

Staff training (Recommendation No 210)

To provide better customer service, the RTA believes it is important for staff to be aware of cultural issues and beliefs. This is why we introduced cultural awareness training for staff.

In the RTA's Western Region, which covers 414,730 square kilometres, or 52% of NSW, there are many isolated communities, including Aboriginal communities, which don't have the same ease of access to services that other centres enjoy.

The RTA receives many enquiries from Aboriginal communities, so it is important for staff to understand their needs. Cultural awareness training, conducted by an Aboriginal coordinator from TAFE, outlines the history of Aborigines, their education system, how their society treats its members and why Aborigines do things in a certain way. Aboriginal beliefs are also part of the training, which all RTA Western Region staff will undergo.

Recruitment (Recommendation No 305)

RTA staff working in the area of Aboriginal and Torres Strait Islander recruitment and career development have been invited to attend a series of training programs to be conducted by the NSW Department of Aboriginal Affairs, in partnership with the ODEOPE. Training will cover areas such as consultation with Aboriginal communities, recruitment and marketing, training and career development, and retention strategies.

In accordance with Section 14 of the *Anti-Discrimination Act 1977*, an identified position was advertised for an Aboriginal Liaison Officer (ALO) in Northern Region. The ALO will ensure that business plans and activities reflect the needs and sensitivities of the Aboriginal community.

Appendix 13

Freedom of Information

The RTA received 217 requests for information under the *Freedom of Information Act 1989*, compared with 151 in 1994/95. FOI applications increased by a rate of about 70% over last year. There was a 60% increase in the previous year. There has been a corresponding increase in the amount of information requested and released.

FOI requests were received for access to internal documents concerning decisions made, details of access made against licence records, details of overdimension vehicle permits issued, motor vehicle records, the names and addresses of certain Authorised Inspection Stations, the sources of complaint letters, accident reports on motor vehicles, documents relating to the construction, maintenance and funding of motorways and records relating to maintenance of the road system. There was a marked increase in the use of FOI to obtain accident reports on motor vehicles. There was also a marked increase in customers wishing to obtain details of Authorised Inspection Stations. The use of FOI by legal practitioners continues to increase.

Of the 191 requests completed, 121 were granted in full, 37 in part, one was deferred and 32 were refused. Of the 69 applications refused in full or in part, ten were refused on the grounds that the information was otherwise available, 17 were refused as the documents were not held by the RTA and six were refused as the applicant did not pay the necessary fees.

Of those requests not granted in full, six applicants sought an internal review of the decision (compared with 12 last year) and four took the matter to the Ombudsman (compared with five last year).

There have been no District Court appeals in the last two years.

Seventy-one applications required consultation with a total of 127 parties outside the RTA (63 applications required consultation in 1994/95).

Processing FOI requests cost an estimated \$10,245 (\$6,187 last year) and fees received totalled \$11,094.25 (\$6,437 last year). One request for amendments to personal records was received and refused. There was one request for a notation to personal records (none last year), but no Ministerial certificates have been issued in the last 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

Five FOI matters were referred to the Ombudsman, three of which were finalised.

The first applicant applied to the RTA to amend records relating to his personal affairs. The RTA declined to amend the records and the applicant sought an internal review which upheld the original determination. The applicant then lodged an appeal with the Ombudsman's Office, which upheld the RTA's determinations and reminded the applicant of his rights to have a notation added to the records in question.

The applicant then lodged a complaint with the Ombudsman's Office in relation to the first decision from the Ombudsman's Office. The Deputy Ombudsman reviewed and reaffirmed the first decision. He also reminded the applicant of his rights in regard to a notation.

The applicant subsequently wrote to the RTA and the RTA responded asking what wording the applicant wished to have added as a notation to the records in question. The applicant is still to contact the RTA in relation to the notation required.

The second case involved an applicant who, on 22 December 1994, had sought access to all documents relating to allegations raised by him about the conduct of an RTA officer. These allegations related to a road project and claimed that the applicant had been subjected to harassment. The application covered 932 pages of documents.

The applicant lodged an internal review against the processing charges and raised a number of other matters. The RTA varied the amount of charges payable.

In all, 873 pages were released in full or in part. The remaining 59 documents were withheld pending a possible appeal to the Ombudsman or the District Court. On 15 January 1996, the Ombudsman recommended that two documents considered exempt by the RTA be released, but upheld the remainder of the RTA's determination and confirmed that the requested charges were reasonable. The RTA agreed with the recommendations. The applicant forwarded the balance of the processing charges and the remaining documents were released on 12 March 1996.

In the third case, a customer complained to the Ombudsman that her ex-husband had obtained a copy of a complaint letter she had submitted to the RTA. In the letter, the complainant indicated that she believed someone had illegally obtained a copy of the RTA driver's knowledge test and that the information had been used to enable another party to obtain a driver's licence. A copy of the complainant's letter had subsequently been mailed to her ex-husband and she believed that the document may have been obtained improperly through contacts within the RTA.

The RTA had actually released a copy of the complainant's letter as a result of an FOI application. An investigation revealed that the actions taken had been in accordance with the FOI Act.

Appendix 13

Freedom of Information

FOI REQUESTS	Personal		Other		Total	
	1994/95	1995/96	1994/95	1995/96	1994/95	1995/96
New (including transferred in)	41	38	103	169	144	207
Brought forward (incomplete requests from previous year)	2	1	5	9	7	10
Total to process	43	39	108	178	151	217
Complete	37	36	96	155	133	191
Transferred out	1	0	0	1	1	1
Withdrawn	4	1	3	11	7	12
Total processed	42	37	99	167	141	204
Unfinished (carried forward)	1	2	9	11	10	13

RESULTS OF FOI REQUESTS	Personal		Other	
	1994/95	1995/96	1994/95	1995/96
Grant in full	16	26	47	95
Grant in part	10	7	17	30
Refused	11	3	32	29
Deferred	0	0	0	1
Completed	37	36	96	155

BASIS OF DISALLOWING OR RESTRICTING ACCESS	Personal		Other	
	1994/95	1995/96	1994/95	1995/96
Section 19 (application incomplete, wrongly directed)	0	0	0	0
Section 22 (deposit not paid)	0	0	7	6
Section 25 (1) (a1) unreasonable diversion of resources	0	0	0	0
Section 25 (1) (a) (exempt)	20	11	22	46
Section 25 (1) (b), (b1), (c), (d) (otherwise available)	8	2	15	8
Section 28 (1) (b) (documents not held)	3	2	15	15
Section 24 (2) (deemed refused, over 21 days)	0	0	0	0
Section 31 (4) (released to medical practitioner)	0	0	0	0
Totals	31	15	59	75

DAYS TO PROCESS	Personal		Other	
	1994/95	1995/96	1994/95	1995/96
0-21	25	25	67	120
22-35	6	9	9	35
Over 35	10	3	23	11
Totals	41	37	99	166

HOURS TO PROCESS	Personal		Other	
	1994/95	1995/96	1994/95	1995/96
0-10	41	37	96	161
11-20	0	0	2	5
21-40	0	0	1	0
Over 40	0	0	0	0
Totals	41	37	99	166

TYPE OF DISCOUNT ALLOWED ON FEES CHARGED	Personal		Other	
	1994/95	1995/96	1994/95	1995/96
Public interest	0	0	0	0
Financial hardship - Pensioner/Child	6	5	4	8
Financial hardship - Non profit organisation	3	2	6	4
Totals	9	7	10	12
Significant correction of personal records	0	0	0	0

Appendix 13

Freedom of Information

GROUNDS ON WHICH INTERNAL REVIEW REQUESTED	Personal				Other			
	Upheld		Varied		Upheld		Varied	
	1994/95	1995/96	1994/95	1995/96	1994/95	1995/96	1994/95	1995/96
Access refused	6	1	0	0	3	3	0	0
Deferred release	0	0	0	0	0	0	0	0
Exempt matter	0	0	0	0	0	0	1	1
Unreasonable estimate of charges	0	0	0	0	0	1	1	0
Charges unreasonably incurred	1	0	0	0	0	0	0	0
Amendment								
Totals	7	1	0	0	3	4	2	1

OMBUDSMAN

The Ombudsman referred six complaints to the RTA, compared to 11 the previous year.

Complaints included the registration of a motor vehicle which was financially encumbered in another State, poor service at a motor registry, a dispute between the owner of a regional radio station and a local council, the concerns of a local resident about roadworks near his property, the alleged improper release of a complaint letter by RTA staff and the unauthorised transfer of a motor vehicle. The complaint concerning the regional radio station and a local council was referred to the RTA for resolution by mediation. Three of the complainants had written to the Ombudsman without first referring their problems to the RTA. All matters were responded to by 30 June 1996.

No adverse findings were recorded by the Ombudsman.

In two cases, action was taken following investigations:

- A Queensland motor dealer had purchased a vehicle registered in NSW. The vehicle had been brought from Queensland by the

previous registered owner and registered in NSW at a police motor registry. At the time, the owner produced documents indicating that the vehicle was encumbered in Queensland. The police officer failed to ask for a clearance certificate and the registry officer at the RTA parent registry missed the error when recording the registration. The vehicle was subsequently repossessed by a Queensland finance company. Action was taken to ensure that staff at the parent motor registry were aware of policies relating to the registration of vehicles from interstate and the steps required in relation to encumbered vehicles. Queensland encumbered motor vehicles are now able to be checked on the NSW Register of Encumbered Vehicles.

- In another case, the ownership of a customer's vehicle was transferred despite the fact that the owner had not authorised the transfer. The vehicle was the subject of a dispute between family members. After much confusion, including the issue of different sets of number plates, the registration records were noted with a restriction that the vehicle was to remain in the original owner's name until advice was received from either the original owner or the courts. The RTA apologised for any inconvenience.

Appendix 14

Legal Change

The RTA administers the following Acts of Parliament:

Roads Act 1993

Traffic Act 1909

Motor Vehicles Taxation Act 1988

Driving Instructors Act 1992

Transport Administration Act 1988

Recreational Vehicles Act 1983 (Parts IV and VI)

Sydney Harbour Tunnel (Private Joint Venture) Act 1987

Road Transport (Heavy Vehicles Registration Charges) Act 1995

NEW ACTS

Motor Vehicles Taxation Amendment Act 1995

This Act amends the *Motor Vehicles Taxation Act 1988* to vary the rate of motor vehicle tax for certain vehicles.

Business Franchise Licences (Petroleum Products) Amendment Act 1995

This Act amends the *Business Franchise Licences (Petroleum Products) Act 1987* to vary the fees paid for licences under that Act.

Road Improvement (Special Funding) Further Amendment Act 1995

This Act amends the *Road Improvement (Special Funding) Act 1989* to vary the rate at which petroleum product licence fees are payable.

Appendix 14

Legal Change

Road Transport (Heavy Vehicles Registration Charges) Act 1995

This Act provides for the setting, assessment and collection of registration charges and permit charges for certain heavy vehicles.

Road Transport Legislation Amendment Act 1995

This Act amends various Acts as a consequence of the enactment of the *Road Transport (Heavy Vehicles Registration Charges) Act 1995*.

Roads Amendment (Street Vending) Act 1996

This Act amends the *Roads Act 1993* with respect to street vending from structures on public roads and to consents to structures.

Motor Vehicles Taxation Amendment Act 1996

This Act amends the *Motor Vehicles Taxation Act 1988* to provide for annual adjustments to the rate of motor vehicle tax for certain vehicles in accordance with movements in the Consumer Price Index (All Groups Index) for Sydney.

Business Franchise Licences (Petroleum Products) Amendment Act 1996

This Act amends the *Business Franchise Licences (Petroleum Products) Act 1987* to provide for annual adjustments to licence fees in accordance with movements in the Consumer Price Index (All Groups Index) for Sydney.

Road Improvement (Special Funding) Amendment Act 1996

This Act amends the *Road Improvement (Special Funding) Act 1989* to provide for annual adjustments to petroleum product licence fees in accordance with movements in the Consumer Price Index (All Groups Index) for Sydney.

NEW REGULATIONS

- Withdrawal of exemption from NSW registration for registered interstate visiting vehicles, if the RTA considers such withdrawal is in the public interest.
- Prohibition on road trains being stood or driven upon a public street unless written permission is obtained from the Commissioner of Police or a specific or general overdimension permit has been granted.
- Prohibition on motor vehicles, other than taxi-cabs, standing in Taxi Stands or Taxi Zones.
- Early implementation of the National Heavy Vehicle Standards for vehicles exceeding 4.5 tonnes gross vehicle mass.
- Establishment of the appropriate way to enter and leave a multi-laned roundabout.
- Parking directions allowed to be displayed on either the pavement or signs in shared traffic zones and restricted parking areas.
- Issue by the RTA of number plates for attachment to bicycle racks.
- Unregistered motor vehicles allowed to be driven on a public street for purposes associated with effecting a renewal of the registration of the vehicle.
- Increased fees and charges imposed by the RTA and the level of fixed penalties for roads, traffic and parking offences. These increases were made to reflect the anticipated inflation rate for 1995/96.
- Label to be displayed on trader's plates as evidence that the annual fee for the use of such plates has been paid.
- Removal of tolls on the Waterfall-Bulli Pass tollway.
- Early implementation of the National Mass and Loading Standards.
- The RTA declared to be the roads authority for public roads within the area of the City of Sydney comprising the proposed route of the Pymont/Ultimo light rail system.
- The Sydney Harbour Tunnel (Private Joint Venture) Regulation 1987 was repealed and remade, without any changes of substance, on 1 September 1995.

JUDICIAL DECISIONS AFFECTING THE RTA

Manson v RTA

Following the service of a notice of proposed acquisition of an easement for rock anchors under the *Land Acquisition (Just Terms Compensation) Act 1991* on land owners, they sought an injunction to prevent the RTA from proceeding to compulsory acquisition of the easements challenging the adequacy of the notice. The Supreme Court refused the injunction.

On appeal to the Court of Appeal, the land owners claimed that section 15(d) and (e) of the Act had not been complied with, the interest in land proposed to be acquired was not an interest which could be acquired under the Act, and that the interest proposed to be acquired was not the interest set out in the notice of proposed acquisition.

The Court of Appeal refused the appeal. The Court held that: the notice of proposed acquisition included an accompanying letter and complied with the Act; the interest proposed to be acquired was an interest within the Act; and the interest proposed to be acquired was an interest within the notice of proposed acquisition.

Morris & Evans v RTA

The Court of Criminal Appeal held that there is no appeal to the District Court under section 122 of the Justices Act against the determination of a Local Court of an appeal under section 22 of the Traffic Act which provides for appeal to the Local Court against a decision of the RTA to refuse or cancel registration of a motor

Appendix 14 Legal Change

vehicle, or to refuse, suspend or cancel a driver's licence. It also held there was no power for the District Court to stay a determination of a Local Court under section 22 of the Traffic Act.

The Court stated that the nature of the decision of the RTA and the determination of the Local Court did not involve any form of punishment, but was to act in the public interest to protect the public.

RTA v Parasiliti

On appeal to the Supreme Court following the cancellation of a driving instructor's licence by the RTA, and appeal to a Local Court, the Court held that, although it is a question of fact whether a person is a fit and proper person to hold a driving instructor's

licence, it is a question of law whether it was reasonably open to the decision maker to make a particular decision. The Court also confirmed that the appellate tribunal had no greater powers under the Driving Instructors Act than the original decision maker.

RTA v Toms

The Land and Environment Court held that proper valuation principle does not require, in determining the value of resumed land, the adding of a hypothetical land development contribution under section 94 of the Environmental Planning and Assessment Act to the bare land value.

Appendix 15 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 1995/96, contracts were signed for the sale of 164 properties for a total value of \$24.334M. Of these, seven properties were valued over \$0.5M each, with a total value of \$5.942M.

No properties valued greater than \$5M were sold by other than 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 Act 1989*.

Appendix 16 Publications - 1995/96

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's Road Safety and Traffic Management Library at Head Office and Technology Library at Rosebery carry a range of Acts of Parliament, Australian Standards, general reference books and specialist publications. Both libraries are open to the public.

The following new or substantially revised titles were issued during 1995/96.

CONSTRUCTION

- Brian McGowan Bridge
- Jugiong Bypass (Hume Highway)
- Federal Highway - Lake George Project
- Heavy Vehicle Inspection Station at Mount Boyce - Notes on the Redevelopment Program - February 1996
- Improvements to the Mitchell Highway at Goan Waterhole, Trangie
- Mid Western Highway (SH6) Route Strategy Overview
- National Highway Connections - Sydney-Newcastle Freeway (F3) to the New England Highway
- Tarcutta Range Deviation (Hume Highway)

Appendix 16

Publications - 1995/96

Community newsletters/information sheets

- Chinderah Bypass
- Belford Deviation on the New England Highway
- Construction of southbound passing lanes on the New England Highway, north of Maitland
- F3 Freeway - Ourimbah
- National Highway Connections
- New England Highway/John Renshaw Drive Interchange
- Please Have Your Say - Proposed Bridge over the Hunter River at Bowmans Crossing
- Raleigh Deviation
- Raymond Terrace Bypass
- Taree Bypass
- West Charlestown Bypass

CORPORATE

- Annual Report 1995
3,250 copies produced at a unit cost of \$14.50. The 1996 Annual Report is estimated to have a unit cost of \$12.00.

DRIVER LICENSING

- Driving and Dementia
- Heavy Vehicle Competency Based Assessment
- Heavy Vehicle Drivers' Handbook
- Licensing requirements for drivers from other countries
- Road Users' Handbook (Japanese version)
- Sound Advice

ENVIRONMENT

- 1994 World Environment Papers
- Guidelines for Pre-Construction Air Quality Assessment of Major RTA Projects
- Acid Sulphate Soil Guidelines

ETHICS

- Statement on Business Ethics
- Thinking about reporting? (fraud prevention poster)
- Working With Contractors - Audit Investigation Case Studies
- We Are Almost There - Audit Investigation Case Studies

FOI

- Inside the RTA 1996/97
- Customer Information Directory 1996/97

MAPS

- NSW Road Maps

NEWSLETTERS

- Prime Moves (for road transport industry)
- Road & Driver (Northern Region)

ROAD SAFETY

- An investigation of seat belt design parameters influencing neck loads in low speed vehicle rear-impacts
- An overview of the anti-speeding communications strategy for 1995/96
- Adult seat belts: how safe are they for children?
- Australian NCAP results review - a comparison of the NCAP performance of 1995 Australian and US vehicles
- Buyers guide to crash tests: Daewoo Cielo, Ford Mondeo, Toyota Camry
- Changing the behaviour of road users
- Child restraint evaluation program
- Crashed Vehicle Study
- Design of an energy absorbing truck front bumper bar
- Drink Drive Prevention (Road Safety Programs 1995/96)
- Driver Education Fact Sheets (set of 9)
- Driving with mind, not muscle
- Effects of harness mounting location on child restraint performance
- Evaluation of the NSW introduction of compulsory bicycle helmet legislation
- Fatigue
- Going to the Snow (Road Safety Programs 1995/96)
- Long-term effects of the random breath testing program on drink-driving crashes in NSW
- NSW Early Childhood Road Safety Education Program Action Plan 1995/96
- NSW Early Childhood Road Safety Education Program Directions 1996-2000
- NSW School Road Safety Education Program (K-12) 1995/96
- New England Highway Children's Activity
- New England Highway Trip Planner
- Occupant Protection (Road Safety Programs 1995/96)
- Pacific Highway Trip Planner
- Photogrammetric methods in crash investigation
- Progress Review of the Local Council Safety Campaign
- Research on knowledge, attitudes and reported behaviour on drink driving in NSW
- Road Environment Safety Guidelines
- Road Environment Safety Pedestrian Safety Facilities
- Road Environment Safety: Risk Engineering Models in Road Safety
- Road Safety 2000
- Road Safety 2000: the plan for road safety in NSW 1995-2000
- Road Safety 2000: Progress Report 1991-1994
- Safe Driving Policy
- Side impacts in Australia

Appendix 16

Publications - 1995/96

- Simple guide to child restraints
- Seat belt and child restraint usage in NSW, Nov-Dec 1994
- Seat belt and child restraint use: a guide for conducting observation surveys
- Speed (Road Safety Programs 1995/96)
- Stop. Revive. Survive.
- The biomechanics of the cervical spinal cord in roll over crashes
- The development of drink-driving mass media advertising: the role of research
- The effects of bullbars on pedestrian injury mechanisms and kinematics
- The road to fatigue: circumstances leading to fatigue accidents. (Chapter 11 in Fatigue and driving: impairment, driver fatigue and driving simulation)
- Their lives are in your hands. (English and Arabic, Chinese, Spanish and Vietnamese)
- The promotion and use of public breath testing devices
- Vehicle defects in crashes

Conference reports and papers

- Biomechanics of Neck Injury - Proceedings of a seminar held in Adelaide, Australia in April 1995
- Child restraint performance in side impacts with and without top tethers and with and without rigid attachment (CANFIX) (presented at the International Research Council on Biomechanisms of Injury Conference, 1995)
- Driver fatigue in the city - Proceedings of 2nd International Conference on Fatigue and Transportation: engineering, enforcement and education solutions
- Ensuring a Safe Road Safety Environment - Auditing the Hazards (Proceedings, 3rd International Conference on Injury Prevention and Control, Melbourne, Feb 1996)
- Identifying Research Needs in Road Environment Safety - Proceedings, Road Safety Research and Enforcement Conference, Fremantle, Nov 1995)
- Roll over propensity of various categories of Australian vehicles (Enhanced Safety Vehicles Conference, Melbourne, 1996)
- The performance of tethered and untethered forward facing child restraints (presented at the International Research Council on Biomechanisms of Injury Conference, 1995)

Materials for children's education

- Child in Car Seat wooden puzzle
- Click clack front 'n' back guitar poster
- Early Childhood Road Safety Education Program - Students' Reference Pack
- Family in seat belts, ten piece puzzle
- Kids & Traffic Community stickers

- Kids & Traffic Gazette newsletter
- Kids & Traffic Outreach kit
- Kids & Traffic Picture Pack
- Pedestrian safety puzzle
- Road Whys Police Presentation Program - includes Drink Drive, Speeding, Occupant Restraint and Driver Fatigue videos and presentation notes
- The Driving Experience (video and handbook)
- Wooden jigsaw puzzle - passenger safety

Promotional material

- Behavioural issues in road safety: a guide to major problems and solutions
- Children's Services catalogue and pamphlet
- Community Outreach catalogue and pamphlet
- High Schools catalogue and pamphlet
- Interstate catalogue of Road Safety products for sale
- Kids & Traffic Police pack
- Mambo passenger poster
- My seat belt gives me a great big hug poster
- Primary Schools catalogue and pamphlet
- Street Sense Classroom Calendar 1996
- Street Sense - safety door sticker
- Street Sense Community stickers
- Street Sense Parent Calendar 1996
- Street Sense 1996 stickers for K-2
- The Street Sense word poster
- Unless you want to go flying poster
- Wait! Watch! Walk! poster
- Wear the Hardware poster

Research notes

- Driver Education Strategy - Towards 2000
- Driver Fatigue Incidents
- Long-Term Effects of the Random Breath Testing Program on Drink-Driving Crashes in NSW
- NESB Road Safety Awareness & Attitudes Survey
- Seatbelt & Child Restraint Use: A Guide for Conducting Observation Surveys - Revised Edition

Research reports

- Adolescents and road safety: seat belts and bicycle and skateboard safety helmets
- Drinking and Driving: the attitudes, knowledge and intended behaviour of adolescents
- Parents and road safety: attitudes, knowledge and behaviours of parents of children aged 5 to 7 years.
- Parents and road safety: attitudes, knowledge and behaviours of parents of children aged 8 to 11 years

Appendix 16

Publications - 1995/96

- Pre-driver attitudes, knowledge and behaviours relating to road safety, accidents and rules, driving, risk taking, police and road safety programs

Road safety updates

- Driver Fatigue 1996
- Pedestrian Safety Facilities
- Perceptual Countermeasures to Speeding
- Risk Management Models in Road Safety
- Road Safety Audits
- Road Safety Impact Assessment - Building Road Safety into Planning Decisions
- Seat Belt Use in NSW 1996
- Speed Survey

TECHNOLOGY

- 1994/95 Report for Research and Development
- 1995/96 Research and Development Portfolio booklet
- Bitumen Emulsion Guide
- Consultant's Report: Muswellbrook Bypass Feasibility Study Report (RTA Technology)

- Field Surveillance of Quality Assurance Contracts (Austroads) (Parramatta and Port Macquarie, May 1996)
- Proceedings of the workshop on Pavement Recycling Technology (Newcastle, Oct 1995)
- RTA Technology brochure
- Workshop on Pavement Recycling 1995

TELEWORKING

- How to set up a Teleworking Program (manual)
- Teleworking: a better way (brochure)
- Teleworking: Report on Findings (RTA Teleworking Pilot Project 1993/94)
- Teleworking: Report on Travel Impacts (RTA Teleworking Pilot Project 1993/94)
- Teleworking: Summary Report (RTA Teleworking Pilot Project 1993/94)

TRANSPORT PLANNING

- New England Highway Study 1995

VEHICLE REGISTRATION

- Safe-T-Cam
- Vehicle Inspection Manual

Appendix 17

Consultants 1995/96

CONSULTANCIES COSTING OVER \$30,000

Project	Consultant	\$
Fauna consultancy - Raymond Terrace Bypass	Ishta Consultants	57,036.26
Provision of financial services in assessment of proposals - Eastern Distributor	UBS Australia Ltd	92,006.60
Provision of technical services in assessment of proposals - Eastern Distributor	McLachlan Consultants Pty Ltd	67,239.36
Provision of legal services in assessment of proposals - Eastern Distributor	Blake Dawson Waldron	286,750.00
Concept/detail design - M4 Ramps	Maunsell & Partners Pty Ltd	36,596.00
Legal advice - M5	Freehill Hollingdale & Page	34,954.16
Legal advice - M4	Minter Ellison	100,800.55
Financial advice - M4 Upgrading	Macquarie Corporate Finance Ltd	64,753.95
Undertaking & evaluating Environmental Impact Statement - Penrith	J. Wyndham Prince Pty Ltd	56,649.00
Legal advice - M2	Freehill Hollingdale & Page	82,212.23
Legal services - M4/M5	Blake Dawson Waldron	50,350.00
Advice on independent audit framework	Coopers & Lybrand	54,351.64
Consultancies Costing Over \$30,000	12	983,699.75
Consultancies Costing \$30,000 or less	28	246,885.12
Total		1,230,584.87

The RTA also engages numerous contractors for professional services not classed as consultancies, including valuation, legal services, road and bridge design, investigation, construction

supervision and preparation of environmental impact statements, as well as contract agency services and personnel.

Index

Entries in bold refer to requirements of the Annual Reports (Statutory Bodies) Act 1984.

Aborigines	23, 34, 94-95
Access	inside back cover
Advisory bodies	83-85
Aims and objectives	1, 2, 3
Annual report , cost and quantities,	101
Assets	2, 11, 46-49, 53-54, 56
Audit	6, 9, 18, 41, 87-88
Austroroads	18, 33, 36, 38, 87, 89, 100
Bicycles	17, 22, 84
Bridges	12, 37, 46-48, 68-79
Budgets	6-7, see financial statements
Buses	4, 11, see public transport
Charter , see legislation, responsibilities,	2
Chief and senior executive officers	81-82
Positions and Performance	85-86
Code of conduct	(no amendments)
Consultants	50, 103
Controlled entities (not applicable)	
Consumer response	8-9, 11, 15, 19, 24-25, 29, 33, 35, 96-98
Contracting and market testing	87
Disclosure of controlled entities	(not applicable)
Driver licensing	26-27
Economic and other factors affecting performance	56, 65
Equal Employment Opportunity	92-95
Environment	8, 10, 15-16, 20, 23, 30, 31-36, 38, 84
Financial statements , contents,	39
Freedom of information	96-98
Funds granted to non-government community organisations	(not applicable)
Government	
Commonwealth	6, 7, 9, 10, 62-63, 65, 67
Local	2, 9, 10, 11, 13, 18, 20, 22, 23, 24, 29, 32, 34, 35, 37, 50, 64, 65
NSW	1, 3, 4, 6, 7, 9, 10, 11, 15, 32, 62-63, 64, 67
Guarantee of service , see consumer response	
Heavy vehicles and drivers	26, 27-30, 84
Human resources	
Number of employees	6, 94-95
Movement in wages	91
Personnel policies and practices	90-91
Staff training	13, 36, 90-91, 92, 93, 94, 95
Industrial relations policies and practices	91
Internal and external performance reviews	6, 8-9, 86-87
Investment and liability management performance	6, 51-52, 57-58, 60

Land disposal	100
Legal change	98-100
National transport law	9, 29-30
Management and activities	
Major problems and issues	3, 6-9, 12-13, 17-23, 26-27, 31-36, 88
Major works completed and in progress	4, 12, 20, 54-55, 68-79
Reason for significant delay	
(Abbott Road),	69
(Victoria Pass)	71
Management and strategy reviews	6, 15, 80, 86-87
Management improvement plans	86-87
Measures of performance	5-7, 12-13, 15, 17, 20, 25, 38
Nature and range of activities	2, 4
Management and structure	3, 80-84
Motorcycles	17, 26
Motor registries	2, 10, 24-26, 33, 91
Occupational health and safety	6, 14, 88, 92
Ombudsman	96, 98
Organisation chart	80
Overseas visits	89
Pedestrians	9, 17, 22
Private sector involvement	14, 37, 49, 51-52, 55-56, 66, 68-69
Promotions , see overseas visits and publications	16, 18, 19, 22, 26,
Publications	16, 19, 23, 26, 28, 29, 100-103
Public transport	4, 20-21, 64
Recycling	15, 33, 38
Research and development	8, 32, 36, 37-38
Risk management and insurance activities	6, 88
Road maintenance	4, 11-13, 34, 37, 38
Road safety	4, 12, 17-20, 83-84
Significant after balance date events	throughout
Social Programs , see community service obligations	65
STAYSAFE	18, 26,
Subordinate Legislation Act (no departures)	
Subsidiaries, partnerships and joint ventures	(not applicable)
Summary review of operations	5-38
Teleworking	16, 38
Time for payment of accounts	(no penalties for late payments)
Traffic management	16, 20-21
Transport planning	3, 4, 9, 10, 15
Travel times	5, 20-21
Vehicles	19, 27-30

List of Figures

1. International road safety comparisons	5
2. Ride quality on State Roads	5
3. Speed trends for seven major routes to and from Sydney	5
4. Opinion of service	6
5. Total equivalent full-time staff numbers	6
6. Sources of Funds 1995/96	7
7. Expenditure 1995/96	7
8. Sources of Funds 1996/97	10
9. Expenditure 1996/97	10
10. Community satisfaction with RNI activity	11
11. Distribution of project benefit/cost ratios of project funding	12
12. Ride quality on National Highways	13
13. Ride quality on major rural State Roads	13
14. Pavement durability sealed rural State Roads	13
15. Serious casualties, NSW, 1990-1995	17
16. Fatalities, NSW, 1990-1995	17
17. Serious casualties, vulnerable road users	17
18. Serious casualties, contributing factors	17
19. Speed trends for major routes to Sydney CBD, AM peak	20
20. Total time spent in registry	25
21. Motor Registry - total cost per weighted transaction	25
22. Licensing statistics	26
23. Funding of State Road network	63
24. Commonwealth grants per registered vehicle	63
25. Commonwealth grants	63