



Roads and Traffic Authority
New South Wales

Annual Report 1997

Contents



The **Woy Woy Interchange** is an example of the RTA working in partnership with other agencies, public transport providers and the community, to achieve better integration of roads with land use and the total transport system.

Chief Executive's Foreword	1
Where to find us	2
Who we are and what we do	3
RTA structure and corporate direction	4
Our people	5
Summary review of	
Core Function directorates	6
Financial overview	10
Integrated Planning	13
Road Network Infrastructure	16
Road Safety & Traffic Management	24
Driver & Vehicle Policy & Regulation	36
Caring for the environment	49
Technology serving the community	57
Research and Development	60
Financial Statements	62
Appendices	90
Index	Inside back cover
List of figures	Inside back cover

MINISTER FOR ROADS

MINISTER FOR PUBLIC WORKS AND SERVICES

MINISTER FOR PORTS

ASSISTANT MINISTER FOR ENERGY AND

ASSISTANT MINISTER FOR STATE AND REGIONAL DEVELOPMENT

I have pleasure in submitting the Annual Report of the Roads and Traffic Authority (RTA) for presentation to the Parliament of New South Wales. The Report has been prepared in accordance with the Annual Reports (Statutory Bodies) Act 1984 and the Public Finance and Audit Act 1983. Whilst the Financial Statements cover the year ended 30 June 1997, some significant events which occurred after this date have been included.

Over the past year, the RTA has made a number of significant contributions to managing road-related transport infrastructure and providing safe and efficient access to the road network for the people of NSW. This has included supporting a "whole of government" integrated approach to the provision of transport, working in partnership with other Government agencies and the private sector to enhance the contribution of the road system to the economic development of NSW, while containing the adverse environmental, financial and social impacts of roads. These developments and actions are designed to increase transport choices, provide greater ease of access to public transport, reduce the need to build new roads, and moderate traffic growth particularly in the Sydney, Newcastle and Wollongong areas.

As economic growth continues, road travel is expected to increase, adding to the challenge for road safety programs to further reduce road deaths, serious injuries and crashes in NSW. However, again in 1996, the number of fatal road accidents on NSW roads was reduced from the previous year's levels, and indeed represented the equal lowest fatality count since 1949.

Quality customer service has now become an integral feature of RTA activities. In 1996/97, this was reflected in significant enhancements in motor registries, in particular extending levels of service to our customers in country and remote areas, such as full implementation of over-the-counter issue of photo licences, and the introduction of an all hours interactive voice response system for telephone enquiries through RTA Customer Service Centres.

Over the past year, the RTA has achieved significant progress toward completing a major organisational improvement program, the Change Management Program, designed to establish a more responsive management structure that is efficient, commercially focused, and customer driven. This included the establishment of the Country Operations Directorate and enhancement of the role of Regional Offices in Wollongong, Grafton, Newcastle, Wagga Wagga and Parkes, enabling a more consistent approach to RTA core business activities across country areas. The Program's major outcomes have included corporate services savings which have been reinvested in better roads.

I would like to take this opportunity to acknowledge the valuable contribution made by RTA staff in 1996/97 to the achievements noted in this report. The RTA looks forward to working with its stakeholders and the community in the year ahead, to ensure that our activities continue to be relevant and responsive to the needs of the people of NSW.



Ron Christie

Chief Executive

30 OCTOBER 1997



The Hon Carl Scully, MP



Ron Christie
Chief Executive

Where to find us

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DX 8120 Blacktown 2148
Telephone (02) 9831 0900
Facsimile (02) 9831 0926
Monday – Friday 8.30am-5.00pm

Country Operations Directorate

Hunter Region

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

Northern Region

31 Victoria St, Grafton 2460
PO Box 576, Grafton 2460
DX 7610 Grafton
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Monday – Friday 8.30am-5.00pm

Southern Region

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

South Western Region

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Facsimile (02) 6938 1183
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Western Region

51-55 Currajong Street, Parkes 2870
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Goulburn Major Projects Office

211 Bourke Street, Goulburn 2580
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Newcastle Major Projects Office

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Grafton Major Projects Office

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PO Box 546, Grafton 2460
DX 7610 Grafton
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Facsimile (02) 6640 1003
Monday – Friday 8.30am-5.00pm

Pacific Highway Development Office

21 Prince Street, Grafton 2460
PO Box 546, Grafton 2460
DX 7610 Grafton
Telephone (02) 6640 1300
Facsimile (02) 6640 1001
Monday – Friday 8.30am-5.00pm

Who we are and what we do

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.

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 17,400 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 18,460 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 \$37.3 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 \$2 billion, derived mainly from road user charges.

We employ 6,658 staff in more than 200 offices throughout NSW, including 131 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 4.01 million vehicles and 4.32 million drivers in NSW generate some 70,000 transactions a day and 58,000 telephone calls a week.

"We are responsible for promoting road safety and traffic management, driver licensing and vehicle registration, and for planning, building and maintaining roads."

RTA structure and corporate direction

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.

We will deliver the Government Priorities and strive to achieve our Vision through broad strategies 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 & Partnerships
- Environmental & Social Responsibility
- Communication.

STRUCTURE

The RTA's management structure recognises the three core functions of Road Network Infrastructure, Road Safety and Traffic Management, and Driver and Vehicle Policy and Regulation as 'funders'; and other Directorates as 'service providers' and business support. This is known as the 'Funder/Service-Provider Model'. This management structure meets two requirements. Firstly, it assists the RTA in addressing the State Government's priorities for our organisation (see below). Secondly, it focuses the RTA on providing key services to the community of New South Wales, specifically:

- developing and keeping the State's road network in good repair and condition;
- improving road safety and managing traffic; and
- encouraging roadworthy vehicles and responsible behaviour in all road users.

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.
- 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.
- Make NSW roads the safest in the world.
- 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.
- 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.

“Our people” are the RTA. Our success depends on their skills and commitment to deliver the many and varied services which the RTA provides to the community of NSW.

We aim to foster an environment where staff are valued for their skills and diversity, are trained and supported to carry out their tasks, are consulted and encouraged to participate in decision making and are focused on customer service.

Good leadership is essential to develop the team-based, continuously improving organisation we aim to be. Leadership hinges on communicating clear goals and strategies that are developed in full consultation with the community and staff.

We also need to ensure that we communicate efficiently and effectively not only with our partners in business and in integrated planning, but amongst ourselves, so that we work cooperatively towards our organisational goals.

Through the Change Management Program (see Appendix 8), we are initiating significant changes in the organisation's culture. Staff are playing a vital role in improving the way we work. The people who do the jobs are usually in the best position to suggest ways of doing them better. We encourage creative and innovative approaches to problem solving in our continual quest to work smarter rather than harder.

This includes helping our staff to consider the environment in all their work for the RTA, and to understand what ecologically sustainable development (ESD) means and how it should increasingly guide their thinking.

We would like our staff to be more representative of the community they serve and are developing strategies to achieve this through our recruitment programs. We have initiated a number of 'flexible' work policies that recognise the personal and community commitments people have, and which also provide for a more efficient use of staff resources.

(Appendix 12 provides more detail of our people, including staff levels, industrial relations and equal employment opportunity policy and practices.)

Most of all, we want our people to feel that they work in an environment that is open, honest and fair, and in which they are able to use their skills productively, to personal, organisational and community benefit.

“Good leadership is essential to develop the team-based, continuously improving organisation we aim to be.”

The RTA encourages all staff to develop their skills in order to work toward achieving excellence in their chosen fields. Scott Miller, a plant mechanic at Tamworth Workshop, competed in the **Workskills Competition** in April 1997, achieving a Gold medal in the Regional Finals and a Bronze medal in the National Finals. Scott (on left) shows his awards to RTA Chief Executive, Ron Christie. Also pictured is David Thomson, Director RTA Technology (second from left) and John Dinan, General Manager Fleet Services (far right).



Summary review of Core Function Directorates

Chief Executive

This diagram illustrates RTA's **Corporate Structure**.
Also below is a legend to the photographs appearing in the **summary review** on the following pages.





Road Network Infrastructure

WE MEASURE OUR SUCCESS THROUGH:

- 1 Increased community satisfaction with road development and maintenance activities, including improved liaison with Local Government
- 2 Reduced transport costs and travel times
- 3 Improved smoothness of ride and pavement durability on State Roads
- 4 Improved bridge condition
- 5 Improved road safety
- 6 Delivery of road projects on time and within budget
- 7 Increased accessibility through integrated transport and land use planning
- 8 Reduced adverse environmental effects of roads and road use
- 9 Moderated demand for roads
- 10 Using technology to serve the community

1996/97 HIGHLIGHTS

- \$713M of State and Commonwealth funds spent on road development works
- First year of the 10-year \$2.2B Pacific Highway Reconstruction Program, including opening of the Chinderah Bypass and start of construction of the Bulahdelah to Coolongolook Freeway
- Major new State-funded works, including improvements to the Great Western Highway, opening of the Myrtle Gully deviation on the Princes Highway, and projects for the Western Sydney Roads and Transport Program
- Major federally funded works, including completion of widening of Pennant Hills Road, and the Liverpool Range works on the New England Highway
- \$596M worth of State Road network maintenance and of contributions to Regional Roads - achieving stable road conditions overall and improved condition of country roads
- \$142M of major pavement rehabilitation works, at 318 locations across NSW (99% in regional NSW)
- \$19M contributed (as 50% funding) to 183 major repair and improvement projects on Local Government's Regional Roads
- Completion of the privately operated M2 North West Transport link, with dedicated bus lanes
- Establishment of the RTA/Local Government Liaison Committee
- 8 new bridges

THE YEAR AHEAD

- Continuation of major works, including the Pacific Highway Reconstruction Program and projects for the Western Sydney Road and Transport Program
- \$136M of major pavement rehabilitation works, at 476 locations in NSW (99% of these are on country roads)
- \$19.5M contribution (as 50% funding) to 194 major repair and improvement projects on Local Government's Regional Roads
- A revised State Road Network Strategy
- Completion of a NSW Freight and Commercial Strategy
- A start to the M5 East and Eastern Distributor projects
- 16 new bridges, and 21 major bridge repairs.

Road Safety and Traffic Management

WE MEASURE OUR SUCCESS THROUGH:

- 1 Reduced serious casualties from road traffic accidents
- 2 Improved safety of the road network
- 3 Improved road user safety
- 4 Improved traffic flow and more consistent travel times
- 5 Improved conditions for road-based public transport
- 6 Improved safety and mobility for pedestrians and cyclists
- 7 Sound traffic management planning for the Sydney 2000 Olympics
- 8 Improved consultation and community involvement
- 9 Reduced effect of traffic management on the environment

1996/97 HIGHLIGHTS

- Fewer fatal road accidents in NSW, down 6% on 1995
- Continuation of a 4-year \$1.70M program to improve road-related public transport infrastructure
- Revised guidelines issued for speed zoning outside schools
- Development of a revised Road Environment Safety program covering accident "blackspots", road safety audits, roadside facilities, rest areas, accident investigation/prevention, speed management and local area safety
- A targeted speed management program (with double demerit points) for holiday periods
- Introduction of road rage legislation, with tougher penalties
- Increased funding for Police activity targeting unsafe road user behaviour
- Improved pedestrian facilities and amenity, especially for the elderly and disabled
- Working with the education sector to include pedestrian safety issues in normal teaching practices in kindergarten, primary and high schools
- Commencement of planning for the RTA's contribution to the Sydney 2000 Olympics
- A start to work on the Transport Management Centre and the new Incident Management infrastructure
- Release of a revised NSW Bikeplan

THE YEAR AHEAD

- Start of the innovative "Safer Routes to School" program
- Public education campaigns targeting speeding, drink driving and driver fatigue
- Trial of the 50km/h urban speed limit
- An information package about drink driving, for distribution to magistrates
- Further evaluation of the Government's initiative doubling demerit points for holiday period speeding
- A survey of Non English Speaking Background (NESB) child restraint use, to guide future strategy
- Construction and fitout of the Transport Management Centre
- Initiatives to improve services for pedestrians, cyclists and road-based public transport
- Developing advanced technology to improve coordination of traffic signal systems, to better manage the response to unplanned traffic incidents, and to provide more information to drivers about traffic conditions and transport choice
- Working with other transport agencies to deliver improved public transport access and facilities, including commuter carparks and interchange improvements at bus, ferry and rail stations
- Further Statewide directional signposting and roadmarking improvements.



Driver & Vehicle Policy & Regulation

WE MEASURE OUR SUCCESS THROUGH:

- 1 Continued efficiency in and improvements to service delivery
- 2 Achievements towards national uniformity in road transport law
- 3 Improved driver management, ie, improved competence of drivers and motorcycle riders
- 4 Vehicle Management initiatives to make vehicle use safer and more efficient
- 5 Compliance assurance, ie, making sure that drivers, riders and operators comply with legal obligations

1996/97 HIGHLIGHTS

- Introduction of over-the-counter photo licensing facilities in all motor registries
- Reduced time spent in motor registries
- Introduction of an all hours, customer service interactive telephone voice response system for telephone enquiries
- Agreement reached with SOCOG on the broad principles for development and marketing of an Olympic number plate program
- Completion of upgrading of the RTA's Registration and Licensing business system (DRIVES), with an estimated 25% reduction in annual operating costs expected
- Completion of a review of traffic penalties
- Introduction of national drivers licence classes in NSW
- Mid-1996 introduction of nationally uniform heavy vehicle registration charges
- Revised eligibility criteria were established for the Mobility Parking Scheme, so the criteria more clearly relate to people with mobility disabilities
- Opening of a renovated Government Access Centre at Nambucca Heads motor registry
- Improved heavy vehicle compliance through the use of Safe-T-Cam
- Pilot testing of the new automated Truckscan Business System at Marulan Heavy Vehicle Checking Station
- Trial of Competency Based Assessment of heavy vehicle drivers

THE YEAR AHEAD

- EFTPOS facilities to be available in motor registries
- Introduction of legislation to implement a national registration scheme for heavy vehicles
- Introduction of a system (NEVDIS) to enable confirmation of all current drivers licences and vehicles registered in Australia
- Implementation of national Truck Driving Hours Regulations providing greater flexibility for transport operators
- National leadership in combating motor vehicle theft through the Written Off Vehicle Register
- Partner industry with innovative methods of ensuring regulatory compliance such as through Trucksafe accreditation.

Financial overview

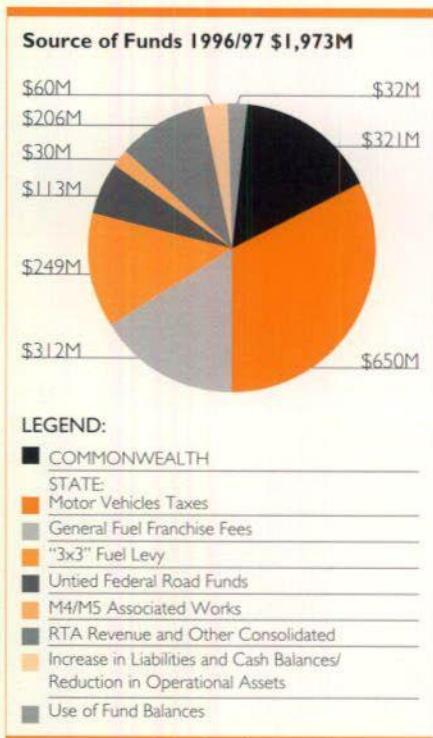


Figure 1

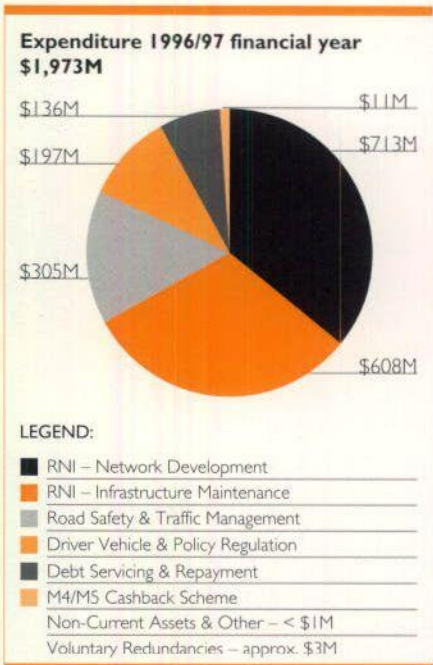


Figure 2

TOTAL ROADS PROGRAM

Total Roads Program expenditure for 1996/97 was \$1,973 million. This was \$36 million below the budget, but only \$4.8 million below expenditure forecast. In achieving this budget result, the RTA met Government commitments to specific initiatives, including the Western Sydney Roads and Transport Program, the Pacific Highway Reconstruction Program, and the Blue Mountains programs.

FUNDING SOURCES

Of the funding received during 1996/97, State sources contributed some \$1,560 million, as shown in **Figure 1**. This total was approximately \$31 million more than 1995/96. The RTA received from the Commonwealth Government \$229 million for National Highways in NSW, \$68 million for Roads of National Importance and a further \$24 million for other expenses including road safety.

M4/M5 CASHBACK SCHEME

In October, 1996 the State Government announced that from 1st January 1997, private motor vehicle drivers on the M4 & M5 Motorways would be eligible to receive a refund on all tolls they paid on these roads under the M4/M5 Cashback Scheme. The scheme is administered by the RTA, and refund claims are made quarterly. Records indicate that, in the period January to March 1997, over 31,311 claims had been processed at a total cost of \$3.7 million. For the period April to June, an accrual of \$5.7 million was raised. This scheme is funded from Consolidated Revenue.

FINANCE DIRECTORATE RESTRUCTURE

The RTA's Corporate Services Review resulted in a restructure of the Finance Directorate. The reorganisation reflected a shift of emphasis to the provision of better analysis and management information. Major changes included the establishment of a Risk Management Branch and the transfer of property management responsibilities to Finance, acknowledging the increasing significance of these activities to the RTA.

RISK MANAGEMENT

The RTA has taken specific action to identify and manage its risk exposure. The risk minimisation strategies implemented include assisting major project managers to identify all potential risks associated with their project prior to commencement, and providing line managers with timely and appropriate information to effectively manage exposure in their business units.

PROPERTY MANAGEMENT

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

FINANCIAL MANAGEMENT

During the year, several strategies to improve financial management were initiated. These included the introduction of Service Level Agreements between internal clients and service providers, resource budgeting, issue of policies,

procedures and business rules to promote commercial management practices, and the establishment of a Business Investment Review Committee to evaluate proposals for investment in business assets.

DEBT AND CASH MANAGEMENT

Debt and Cash Management strategies continued to be enhanced during the year, and resulted in performance indicators for both the investment portfolio and the semi-government debt portfolio exceeding the relevant benchmarks set by Treasury Corporation.

DEBT REDUCTION

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

GROUP AUDIT

Group Audit continued to provide senior management and other customers with support through cost-effective auditing services, and maintained quality systems accreditation. In addition to the financial audits, several assignments focusing on improving processes were carried out during the year. These operation audits identified areas for improvement in environmental policies and procedures, road construction, maintenance management and road safety programs. Further details of Group Audit functions are provided in Appendix 9.

RTA FINANCIAL PERFORMANCE

A summary of the RTA's financial performance in 1996/97, as compared to previous years, is shown in Figure 3.

Finance

Note	Result 2	Result 93/94	Result 94/95	Result 95/96	Target 96/97	Result 96/97	Target 97/98
Financial Performance Indicators							
Debt Servicing Costs as % of Roads Program (%)		6.6	6.1	6.5	6.2	6.8	7.1
Asset Sales (\$M)	3	47.0	38.0	24.2	30.0	16.1	18.1
Interest earned							
– Hourglass Facility	4	5.0	7.2	7.7	6.7	6.8	N/A
– Other Institutions	5			8.4	6.7	6.6	N/A
Corporate Overheads as a % of the Roads Program		3.2	2.8	2.0	2.0	2.0	2.0

Figure 3

* Note: As will be seen from the table, our 1996/97 Asset Sales result was substantially below our target, largely due to a delayed property settlement (now expected in 1997/98).

General Notes

N/A = Not Available

1 All dollar amounts reported in nominal terms.

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

3 Sale of surplus properties including those acquired for roadworks, and which are no longer required. Figure does not include plant or vehicles.

4 Target represents benchmark rate as advised by Treasury Corporation.

5 Investments with other institutions commenced April, 1996.

THE YEAR AHEAD

– FOR THE YEAR ENDED 30 JUNE 1998

	1997/98 Budget \$M
New Funds Available	
Commonwealth	
ALTD Act	293
Roads of National Importance	70
Federal Office of Road Safety – Blackspots	18
Other	9
Total Commonwealth	390
State	
Motor Vehicle Taxes	673
Fuel Levies	
– General	322
– 3x3	257
Untied Commonwealth Road Funds	120
M4/M5 Cashback	52
Increase/Decrease in Investment	141
RTA Revenue	210
Total State	1,775
Total New Funds	2,165
Use of Cash Balances	(30)
	2,135
Increase in Liabilities/ Reduction in Operational Assets	55
Total Funds Utilised	2,190
Expenditure	
Road Network Infrastructure	
– Network Development	944
– Infrastructure Maintenance	535
Road Safety & Traffic Management	289
Driver & Vehicle Policy & Regulation	207
Debt Servicing & Repayment	147
M4/M5 Cashback	58
Voluntary Redundancies	10
Total Expenditure	2,190

Integrated planning

The RTA works in partnership with planning agencies, public transport providers and the community to achieve better integration of roads with land use and the total transport system.

Key players in this integrated planning include Local Government, the Department of Transport (DoT), the State Rail Authority (SRA), the State Transit Authority (STA), the Department of Urban Affairs and Planning (DUAP), and the Environment Protection Authority (EPA).

Integrated planning will improve accessibility, reduce the demand for travel, shorten average trip lengths, encourage the use of public transport, including road-based public transport, and foster more efficient freight movement.

The RTA recognises that simply building roads in an attempt to satisfy unrestrained demand will not solve traffic and transport problems in the long term. For this reason, the RTA works closely with other Government agencies to moderate traffic growth. This will, in turn, reduce the demand for excessive road construction.

In working toward these goals, it is important to ensure that:

- transport infrastructure and services are linked to land use – as well as economic, environmental and social planning;
- there is a better balance between different types of transport; and
- the community has access to improved public transport services, has a real opportunity to become less car dependent, and has transport choices that are safe, efficient, and environmentally responsible.

METROPOLITAN STRATEGY COMMITTEE

The RTA supports and participates in the DUAP-chaired Metropolitan Strategy Committee which is responsible for the development of planning strategies and their implementation and for monitoring of the Greater Sydney Region.

COMMUNITY CONSULTATION

The RTA consults extensively with the community in developing policies, programs and projects. A typical community involvement program for a major project extends from project initiation through to route selection, environmental impact assessment, project construction and operation. Community involvement activities include newsletters, public meetings, focus groups, displays, information hotlines, Community Liaison Officers and community access centres.

ROAD SAFETY

The RTA's Road Safety Plan for NSW, *Road Safety 2000*, sets out the framework for the RTA to develop alliances with other organisations involved in road safety, including, at the NSW level, the Police Service, Health Department, Department of Education, Motor Accidents Authority, Local Government & Shires Associations, and NRMA.

These partnerships result in better coordination of the NSW Road Safety agenda. In some cases two or more organisations will commit to carrying out complementary Road Safety programs, eg, the RTA and Education Department working together to promote student Road Safety.

"Integrated planning will improve accessibility, reduce the demand for travel, shorten average trip lengths, encourage the use of public transport, including road-based public transport, and foster more efficient freight movement."

“Integrated planning for public transport requires a broad consultative approach including all those involved in developing, implementing and planning more extensive road-based public transport corridors and networks.”

Other partnerships are of a financial nature, such as the Enhanced Enforcement Program, in which the RTA provides funds for Police to increase their enforcement activities, as a means of supporting road safety campaigns.

A number of organisations participate on Road Safety Task Forces which address the major road trauma problem areas such as drink driving, speed, occupant protection, and driver fatigue.

Other coordinating groups plan and deliver major Road Safety programs.

Specific road safety issues are generally dealt with through special purpose community consultative groups, for example Regional Heavy Vehicle consultative forums. The RTA continues to work closely with such groups to ensure the promotion of road safety in all arenas.

PUBLIC TRANSPORT

Integrated planning for public transport requires a broad consultative approach including all those involved in developing, implementing and planning more extensive road-based public transport corridors and networks.

The RTA:

- supports and participates in the Transport Task Force which comprises key public and private sector agencies involved in transport planning and delivery, urban planning, infrastructure management, and state development;
- is involved, through its Chief Executive, in the Public Transport Authority, which deals with high level strategies requiring an across-government approach;

A whole-of-Government and industry approach has been taken by the RTA in preparing a **Road Freight and Commercial Travel Strategy** for NSW. This strategy aims to achieve the NSW Government's goal of promoting economic growth and implementing an integrated transport strategy. Members of the Road Freight Strategy Working Group, clockwise from the front, Raeburn Chapman (RTA), Pravin Raniga (RTA), Lisa Mackenzie (Department of Urban Affairs and Planning), Michael Freeman (Office of Marine Safety and Port Strategy), John Grinsell (RTA), Timothy Raimond (Department of Transport), Peter Steele (RTA), Alethea Morison (Environment Protection Authority), Lisa Jansen (Rail Access Corporation), Noel Loneragan (Department of Transport), Mathew Stevens (RTA), Martin Nichols (RTA), Phil Leeds (RTA), Michael Carman (State and Regional Development), Salih Suleiman (RTA), and Sarah Best (Department of Transport). Absent when the photograph was taken were Himanshu Jhala (Freight Rail) and Annette Ross (RTA).



- leads various groups involved in planning road-related public transport improvements, such as bus priority schemes and new busways; and
- participates in forums addressing the transport needs of specific areas of Sydney.

Traffic management planning for the Sydney 2000 Olympics sees the RTA working closely with a range of relevant agencies (as set out in more detail in the Road Safety and Traffic Management section).

An integrated approach is also essential in other RTA traffic management activities. The RTA works with Local Government to develop and implement transport interchanges, as well as plans to give pedestrians easier and safer access in shopping precincts and town centres. Low-energy transport solutions, particularly walking and cycling, are encouraged by the RTA.

INTEGRATED PLANNING AND THE ENVIRONMENT

An important aspect of integrated planning is the consideration of environmental issues at the earliest possible stage – to minimise negative social and environmental impacts, and achieve better environmental outcomes.

The RTA was a major participant in preparing a Government action plan to include air quality issues in the planning of road and land use during any future development of the Western Sydney Orbital, the proposed National Highway which will provide a key major road link in Sydney's west.

"Traffic management planning for the Sydney 2000 Olympics sees the RTA working closely with a range of relevant agencies."



Road Network Infrastructure (RNI)



Bangalow Bypass on the Pacific Highway required **extensive community consultation** because of the environmental and social impacts for the area and the community. Special measures included rainforest regeneration, planting Bangalow Palms and constructing noise attenuation measures for nearby residences. The Bangalow community has benefited from a safer and more pleasant lifestyle, and the township is developing a more attractive "village" look.

SUMMARY REVIEW OF OPERATIONS

INTRODUCTION

One of the RTA's primary responsibilities is the effective and efficient maintenance and development of the State Road network. Expenditure on those two functions was \$1.3 billion in 1996/97.

The RTA recognises, however, that providing road infrastructure is only part of a more extensive transport and land use system; and it therefore plays an active part in whole-of-government approaches to effective land use and transport planning.

We measure our success through:

1. Increased community satisfaction with road development and maintenance activities, including improved liaison with Local Government
2. Reduced transport costs and travel times
3. Improved smoothness of ride and pavement durability on State Roads
4. Improved bridge condition
5. Improved road safety
6. Delivery of road projects on time and within budget
7. Increased accessibility through integrated transport and land use planning
8. Reduced adverse environmental effects of roads and road use
9. Moderated demand for roads
10. Using technology to serve the community

1. Increased Community Satisfaction with Road Development and Maintenance Activities

The RTA regularly analyses community attitudes towards its performance. The results of its 1996 opinion survey about road development and maintenance of Sydney and country roads are expressed on a 1-10 scale, with 10 representing the highest level of satisfaction.

The five-year trend (see *Figure 4*) shows general community satisfaction with both maintenance and development of the network. Levels of satisfaction with road maintenance have generally shown some improvement in recent years, although it is clear that efforts to provide increased community satisfaction in all areas need to be made.

The most recent survey, in December 1996, identified a number of specific areas for improvement:

- maintenance of country freeways and major roads;
- minimisation of air pollution from vehicle emissions;
- provision of overtaking lanes on major country roads and highways; and
- minimisation of traffic disruption from road works.

The RTA is addressing these issues in various ways, including:

- review of the *State Road Network Strategy*, adopting a demand management philosophy in road network management and development;

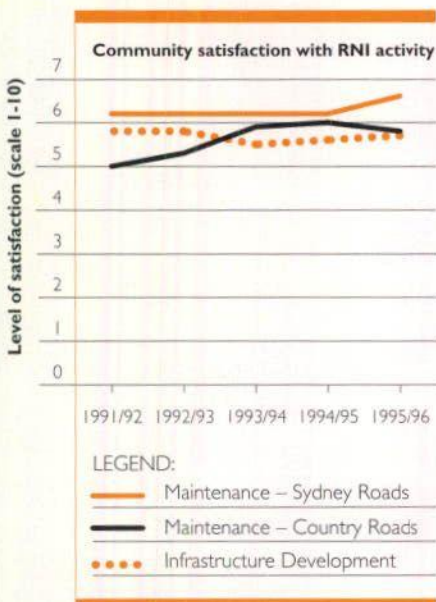


Figure 4

- reconstruction of the Pacific Highway;
- preparation of detailed route strategies covering rural NSW;
- development of performance indicators to assess road system impacts on rural and urban accessibility;
- giving maintenance funding a high priority and continuing the focus on higher maintenance standards on key routes;
- continuation of focus group research to better understand customer expectations;
- implementation of published guidelines for overtaking lanes on major country roads; and
- revision of the RTA's *Traffic Control at Work Sites* manual.

Improved Liaison with Local Government

During the year, consultation with Local Government was enhanced, when the RTA and the Local Government & Shires Associations established a Liaison Committee to improve communication and promote cooperation. The Committee:

- meets every quarter, is chaired by the RTA Chief Executive and comprises key RTA Directors and Local Government & Shires Associations' representatives;
- initiated reviews of several funding programs and has encouraged a cooperative response on a number of road funding issues raised by the Federal Government, including the Mass Limits Review and the Vaile Inquiry into Federal Road funding; and
- initiated a jointly-run project to benchmark road maintenance.

Liaison at a local level, through RTA Local Government Consultative Committees, also promotes joint aims, resource sharing and collective action.

2. Reduced Transport Costs and Travel Times

Benefits of Roads

The RTA's Road Network Development Program provides benefits to the community at least four times greater than its cost. The measurable benefits from improved roads include travel time savings, reduced vehicle operating costs, and savings in lives and injuries. There are also as yet unmeasured benefits to industry, eg, savings from "just-in-time" delivery. *Figure 5* illustrates the distribution of project benefit/cost ratios from project funding over the last two years.

On the basis of this analysis, the average RTA project in 1996/97, weighted by 1996/97 funding, produced community benefits 5.03 times greater than average project cost; a significant improvement on the already impressive 1995/96 result of 4.6.

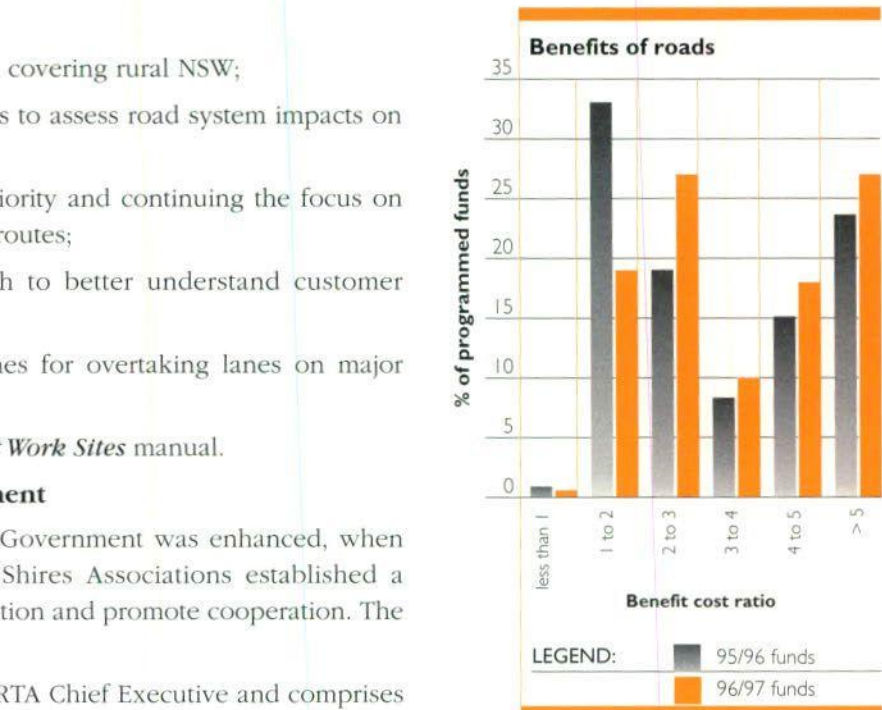


Figure 5

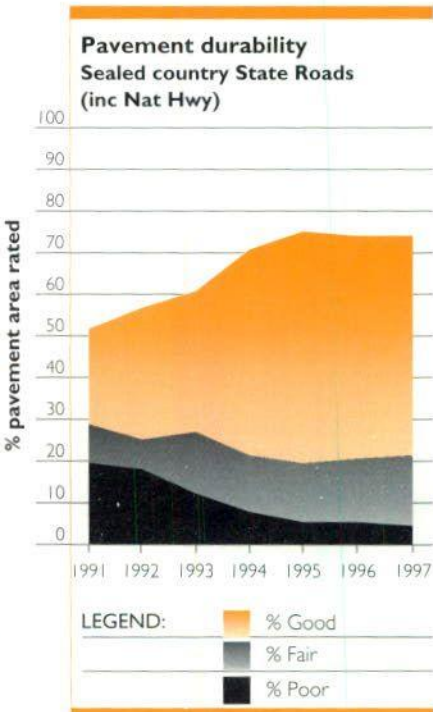


Figure 6

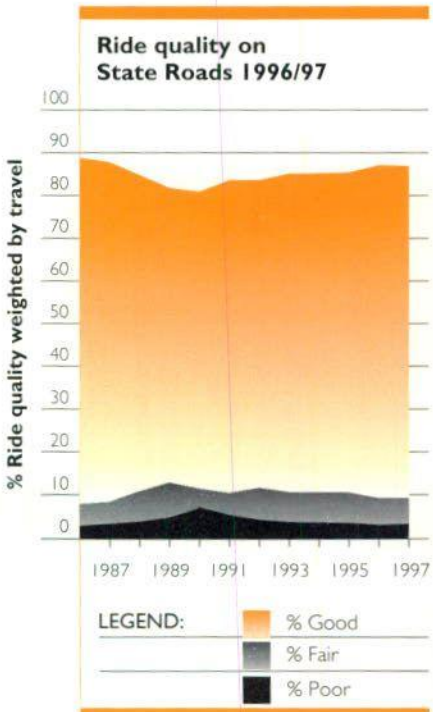


Figure 7

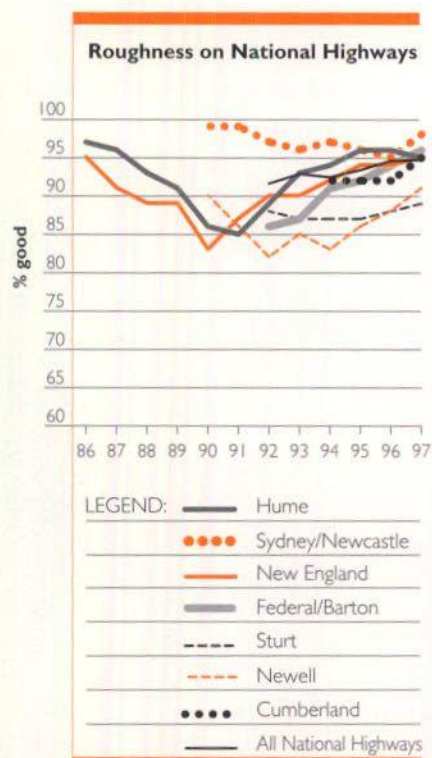


Figure 8

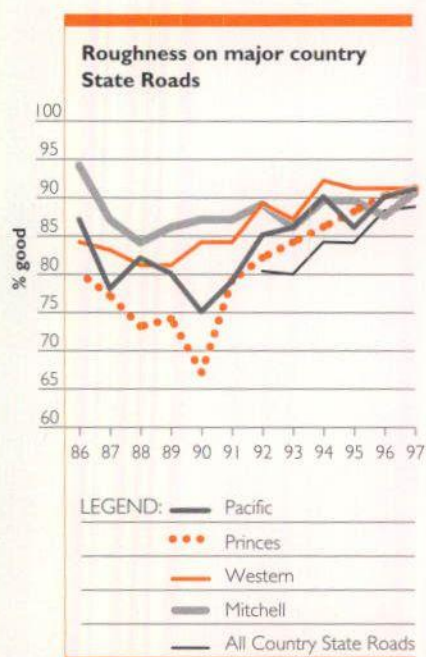


Figure 9

Reduced Transport Costs

The Infrastructure Maintenance Program provides ongoing accessibility for the community. By maintaining appropriate conditions, the community receives economic benefits, via savings in vehicle operating costs through reduced fuel and oil consumption, vehicle maintenance, tyre wear and vehicle depreciation.

In allocating maintenance funds, the RTA takes a range of factors into consideration, including: achieving the best overall return on the maintenance investment (given that smoother roads cost more to provide, but offer savings to vehicle operators); community-wide benefits from reduced accidents and travel time; and environmental impacts.

3. Improved Smoothness of Ride and Pavement Durability on State Roads

The RTA's long-term maintenance costs are being reduced through a strategy of improving the durability of road pavement (ie, the road surface) by reducing the extent of surface cracking. Improvement in the Pavement Durability indicator since 1991 shows that we have been successful, but still have some way to go. In 1997, the amount rated "good" was maintained despite wetter conditions. The stability since 1995 indicates effective management of the network.

We have been addressing community concerns about major country roads. The improved pavement durability and ride quality on these State Roads are testimony to our efforts (see *Figures 6 & 7*).

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 this 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 enabled us to restore some of the backlog in terms of asset value.

The RTA has aimed to achieve road conditions which suit the function and usage of particular roads and transport routes. Roads with significant function and higher vehicle use have therefore been targeted for improved road condition.

Overall Ride Quality is the same as last year (87% "good"), but the amount of travel on country State Roads with ride quality of at least "good" has been increased from 80% in 1993 to 89% in 1997.

Our approach has been instrumental in improving ride quality by up to 24% on our 11 most highly trafficked State Roads, which includes National Highways and other major State routes.

Our success is demonstrated by all 11 routes having a ride quality of at least 89% "good".

The RTA has introduced 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 \$-for-\$ basis to specific projects selected by a consultative committee of local Councils.

4. Improved Bridge Condition

The RTA's 4,150 bridge structures and major culverts (ie, channels crossing under a road) provide critical links within transport routes. Given that they are prone to damage by heavy loads, the condition of each bridge is assessed about every two years, and updated on the RTA's Bridge Information System.

Currently, there is only a very small proportion (0.7%) of bridges on State Roads with some form of deficiency that restricts access for people and freight (see *Figure 10*).

Bridge deficiency on State Roads

	1993	1994	1995	1996	1997
Bridges with load or speed limits	2	2	4	9	14
Bridges closed or washed away	1	1	1	3	9
Bridges with temporary repair	9	7	13	17	11

Figure 10

As a temporary measure pending assessment of routes and bridge upgrading plans, load or speed limits have been placed on more bridges, to limit the extent of wear or damage. One option, temporary strengthening measures to extend bridge life, has been used on 11 bridges to allow safe passage of all legally loaded vehicles.

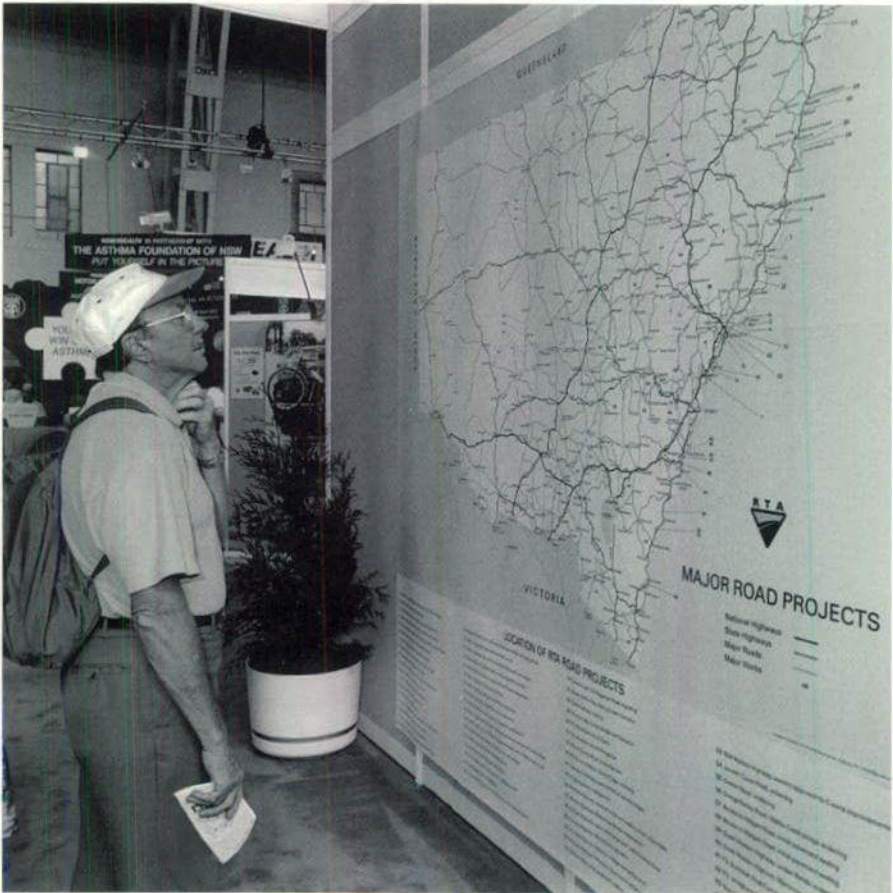
The RTA began a detailed load testing program in 1995 to verify the structural capacity of bridges on key freight routes. This testing of individual bridges has been encouraging, because their load-carrying capacity is often more than first thought.

5. Improved Road Safety

The RTA's routine maintenance operations are funded to meet Intervention Standards which limit the exposure of road users to unexpected defects. The RTA regularly inspects roads and undertakes to repair defects to meet these standards. In the 1997 survey, over 98% of sealed country State Roads were free of defects such as potholes. This has contributed to better ride quality.

Generally, poor road conditions increase the potential severity of road accidents. By preserving ride quality at least at current levels, we have ensured that the condition of the roads does not contribute to increased accident rates.

"In the 1997 survey, over 98% of sealed country State Roads were free of defects such as potholes. This has contributed to better ride quality."



A map highlighting rural road projects in NSW was on display at the 1997 Royal Easter Show.

"The RTA continues to be an active partner in the Government's integrated approach to land use and transport planning, cooperating with various government agencies."

6. Delivery of Road Projects on Time and Within Budget

During the 1996/97 financial year, 31 major projects each costing over \$1 million were completed, with a total expenditure of \$191.2 million. Of these:

- 24 projects with a total expenditure of \$171.1 million were completed within budget or within 10% over budget – ie, more than 89% (weighted by project cost) of major projects were completed within budget or within 10% over budget; and
- 21 projects with a total expenditure of \$156.1 million were completed within planned duration or within 10% over planned duration – ie, more than 81% (weighted by project cost) of major projects were completed within planned duration or within over 10% planned duration.

RTA Contracts

In order to ensure that RTA staff have an appropriate level of expertise in contract management, and to meet RTA obligations under the Government's Code of Practice for the Construction Industry, staff were provided with over 700 person days of training about the application of sections of the RTA's Contracts Manual, and about Occupational Health and Safety and new Quality System standards.

"Partnering" is a structured communication process in which all participants commit themselves to cost-effective project delivery without impacting on their contractual obligations. The RTA has implemented partnering on all contracts valued at over \$5 million; and its use has helped us maintain our record of no arbitration or litigation on construction contracts.

Occupational Health Safety and Rehabilitation (OHS&R) management systems were specified on RTA Major Contracts over \$5 million; and this requirement was applied to contracts over \$1 million from July 1997. Some 39 firms have had their OHS&R systems accredited for use on RTA projects.

Quality system requirements for contracts were redrafted to comply with the new International Standard ISO 9001. To ensure that RTA specifications incorporate international best practice, 14 new specifications were introduced and eight others revised and updated.

7. Increased Accessibility through Integrated Transport and Land Use Planning

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

As well as being represented on the Metropolitan Strategy Committee, we are a key agency represented on the DoT-chaired Transport Taskforce, aimed at achieving an integrated approach to the movement of passengers and freight. Also, the RTA has coordinated the early development of an integrated Freight Strategy relating to land use, road and rail.

We are represented on a variety of committees and taskforces facilitating this integrated approach, including:

- City South Taskforce;
- City South Freight Strategy Steering Committee;
- playing a key role with DoT in their Integrated Area Action Plan strategy to coordinate planning of infrastructure;

- liaising with DUAP to develop an integrated land use and Pacific Highway upgrading strategy for the area from Brunswick River to Tweed Heads;
- West Dapto Integrated Task Force;
- Illawarra Integrated Transport Strategy Plan (being developed under the Metropolitan Strategy Committee); and
- the Parramatta Regional Environmental Plan (REP) Development Group chaired by DUAP.

The M2 Motorway, a 20 km link from Epping, North Ryde to Old Windsor Road at Baulkham Hills was opened to traffic on 26 May 1997. The RTA has been working with the DoT and EPA to implement the M2 Busway Plan of Management providing for road-based public transport on the Motorway. The busway, which has been used by 96 return bus services (or 192 total services) per weekday, involves two dedicated median bus lanes, major bus stops, arrangements for buses at Epping Station Interchange and an extension of transit lanes on Epping Road.

8. Reduced Adverse Environmental Effects of Roads and Road Use

RTA efforts to reduce roads' adverse environmental impacts include:

Working with industry to trial and adopt recycling technologies

Examples of active involvement include:

- altering material specifications to include acceptance of recycled concrete and waste building material, both from building demolition work, for use in road pavements;
- encouraging more use of recycled asphalt pavements in new asphalt work, eg, over the last four years, some 200 kms of rural highway have been recycled using this technique, saving over one million tonnes of additional road base;
- adding scrap rubber from used car and truck tyres to bitumen and asphalt, to improve performance under severe traffic conditions;
- using waste products from industrial processes in products used in road building; and
- mixing flyash (from coal burning power stations) and finely ground slag (from steel production) with cement, to produce cost-effective blended cements for use in concrete pavement construction or recycling of existing cracked and failed roads.

Testing of laminated timbers

The RTA is involved in testing large section laminated timbers, from new plantation timber, for use in timber bridge repair, to avoid using scarce large section timbers from old growth forests.

Removal of lead paints

We are involved in developing guidelines for the safe removal and disposal of lead paints from steel bridges.

9. Moderated Demand for Roads

Over and above its role in integrated transport and land use planning and in the provision of road-based public transport, RTA activity in 1996/97 to moderate (reduce) demand for roads focused on teleworking and carpooling.

"Over and above its role in integrated transport and land use planning and in the provision of road-based public transport, RTA activity in 1996/97 to moderate (reduce) demand for roads focused on teleworking and carpooling."

"The RTA recognises car pooling as an important initiative to increase car occupancy and thus reduce congestion and vehicle emissions."

Teleworking

During 1996/97, the RTA's teleworking campaign aimed at increasing community awareness of teleworking and encouraging organisations to implement teleworking programs. The RTA displayed teleworking information at the Royal Easter Show, presented the case for teleworking at conferences and meetings, issued teleworking pilot project reports, distributed brochures, and provided assistance to the public. Media surveys indicate that the RTA has played a significant role in promoting media coverage of teleworking.

Carpooling

The RTA recognises car pooling as an important initiative to increase car occupancy and thus reduce congestion and vehicle emissions. Its car pooling initiatives included:

- providing support for the market research and establishment of a major car pooling scheme for the Sydney Metropolitan Area;
- participation by the RTA Newcastle Zone Office in an employee car pooling trial within Newcastle's CBD area; and
- review of proposals to establish further car pooling schemes, particularly in target markets.

10. Using Technology to Serve the Community

Road Network Development

To provide for more effective planning of road development, a Route and Planning Section database has been developed. Using available Geographical Information System (GIS) technology, this database displays lengths of rural roads which are substandard, thus alerting planners to network problems. This visual display makes such information accessible to both policy makers and the public.

Infrastructure Maintenance

Unstable Slopes

- Risk management of unstable slopes for major highways is being actively developed to ensure that road users are safeguarded against rockfall and landslides. Two guides have been produced providing techniques for assessing unstable batters (slopes) and maintaining steep rock batters. These explain how best to maintain public safety while undertaking cost-effective renovation works, such as being undertaken on the F3 Freeway between Berowra and Hawkesbury River.
- A computer-based Rock Fall Program has been developed to help assess and minimise public risk, eg, by assessing the potential value of rock netting compared to rock removal. It utilises computer simulation models of rock falls to determine the risk.

Cracking in road pavement

- A project is being conducted with the CSIRO to develop an automated means of detecting and measuring cracking in road pavements. A vehicle-mounted unit will collect data while travelling at speeds up to 80 km/h, process it in real time, and report on crack type and width and area of cracking. This and other pavement condition data (roughness, rutting and skid resistance) will be used by RTA Asset Managers to better manage road network maintenance.



Asphalt utilising **recycled materials** (aggregate produced from slag, a by-product from steel production) is often used in the repair of road surfaces.

Water Quality

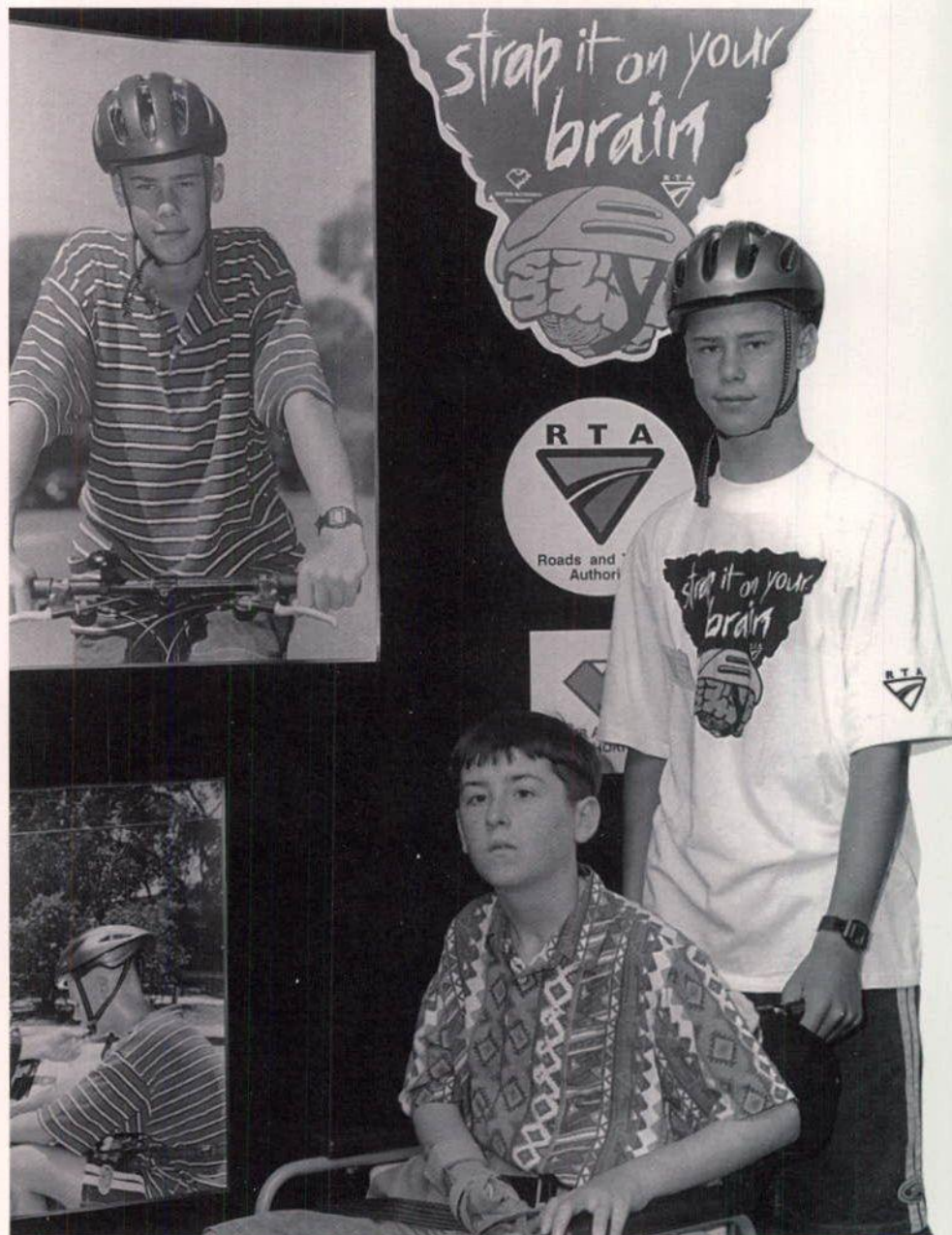
- An innovative water quality design structure has been developed for treating stormwater run-off in urban areas where the cost of land prohibits the provision of large wet sedimentation basins to achieve water quality. The system is installed underground, thereby saving on land purchase costs.
- This design structure has been incorporated in the major works at the intersection of the Hume Highway and Roberts Road, Chullora. The work has been done in conjunction with the University of NSW's School of Civil Engineering, which has installed monitoring and analysis equipment in the structure inlet and outlet, so that water quality can be assessed and monitored. This will help the RTA meet its water quality objectives.

"An innovative water quality design structure has been developed for treating stormwater run-off in urban areas."

Road Safety and Traffic Management

We measure our success through:

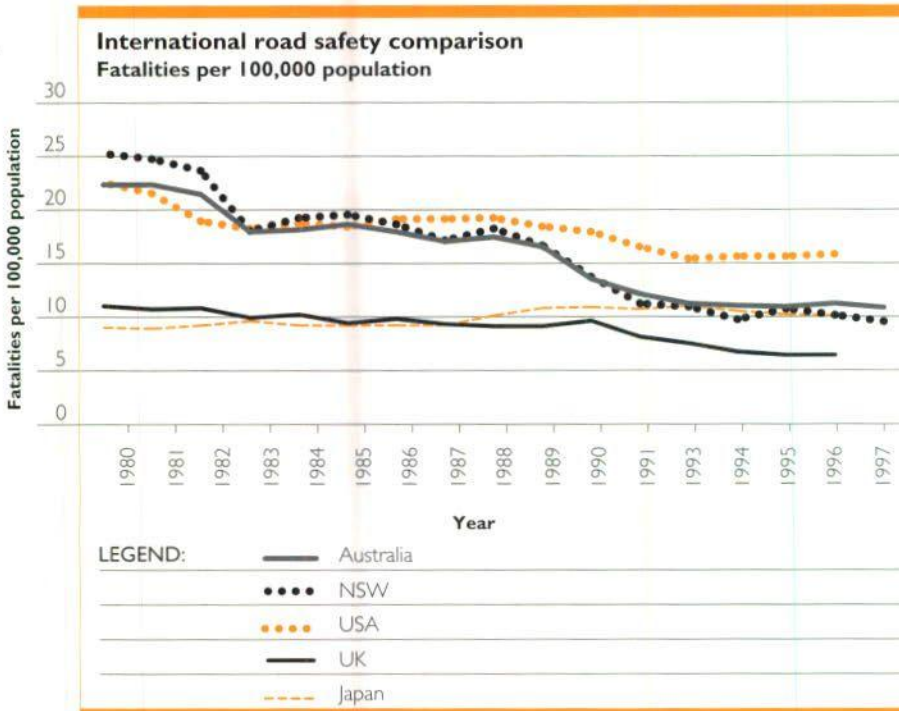
1. Reduced serious casualties from road traffic accidents
2. Improved safety of the road network
3. Improved road user safety
4. Improved traffic flow and more consistent travel times
5. Improved conditions for road-based public transport
6. Improved safety and mobility for pedestrians and cyclists
7. Sound traffic management planning for the Sydney 2000 Olympics
8. Improved consultation and community involvement
9. Reduced effect of traffic management on the environment



Many of the RTA's **Road Safety awareness programs** are undertaken in conjunction with the Motor Accidents Authority (MAA). The media launch of the "Strap it on Your Brain" bicycle helmet campaign involved a victim of a cycling accident and the young actor in the powerful RTA/MAA television commercial.

Road Safety

1. Reduced Serious Casualties from Road Traffic Accidents



Comment: The NSW fatality rate is amongst the lowest in the industrialised world.

Figure 11

During the year, road accidents in NSW caused the deaths of 581 people, seriously injured 6,077 and left 19,952 with minor injuries. The number killed was down 6% on 1995, and was the equal lowest (with 1993) since 1949. Serious injuries were up 1% on the previous year.

1996 highlights included driver fatalities down by 17%, motorcyclist serious injuries down by 11% and passenger serious injuries down by 5%. Amongst vulnerable road users (pedestrians, motorcyclists and pedal cyclists) in 1996, fatalities were little changed, but serious injuries increased by 4% on 1995.

Analysis of 52,383 recorded accidents for 1996 reveals:

- speeding was a factor in around 38% of fatal accidents;
- driver fatigue was a factor in around 16% of fatal accidents;
- illegal alcohol levels were a factor in at least 18% 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 50% of all fatal accidents and 45% of all serious injury accidents, whilst only accounting for 31% of all accidents; and
- road traffic accidents were estimated to have cost the NSW community \$2.05 billion in 1996.

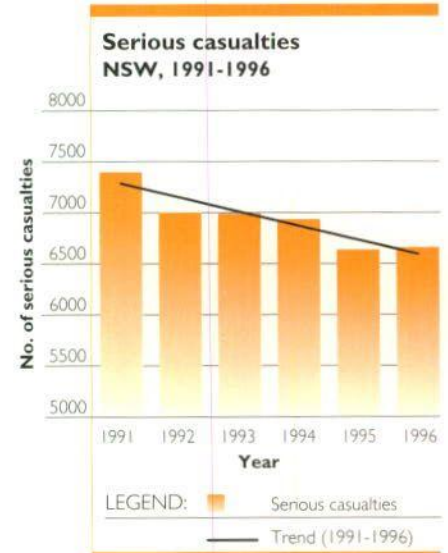


Figure 12



Figure 13

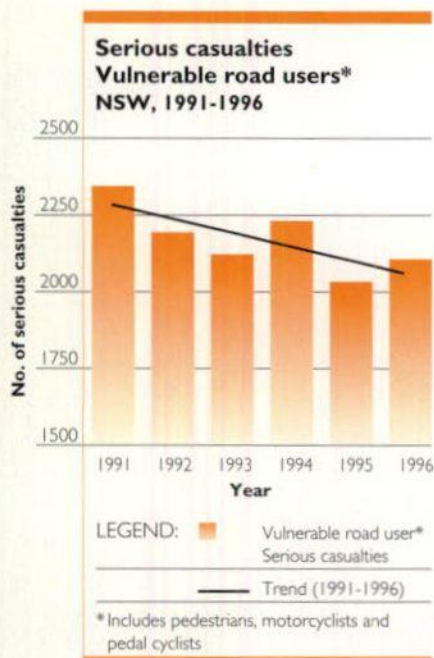


Figure 14

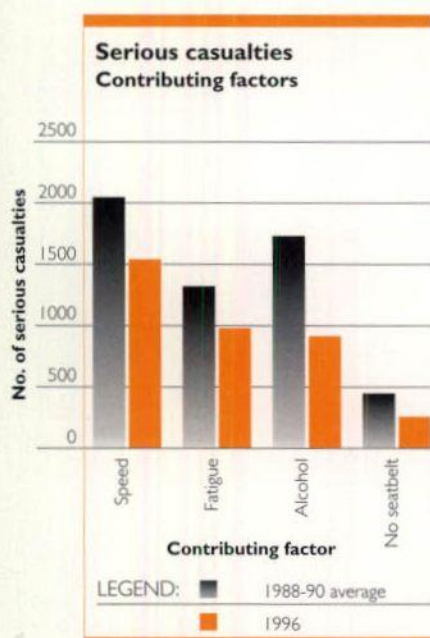


Figure 15

2. Improved Safety of the Road Network

Accident Investigation and Prevention

Relevant RTA initiatives in 1996/97 included:

- managing a project for the peak body of Australasian road authorities (Austroads), to re-write *Guidelines for Treatment of Crash Locations*, providing guidance on relevant best practice in accident investigation and prevention;
- improved procedures for nominating accident treatment sites and monitoring accident treatment programs;
- analysis of accident rates on State highways and other routes, to help establish criteria for site selection under the new Federal Accident Blackspot program, and geocoding of previously treated "blackspots", to allow evaluation of treatment effectiveness; and
- investigating crash rates for uniform road sections in urban areas.

Road Safety Audits

During the year, RTA initiatives to improve the conduct of road safety audits included:

- improved road safety audit procedures within the RTA;
- workshops to increase the number of qualified practitioners who can conduct these audits and to encourage Local Government to adopt this audit process;
- participating in road safety audits of major projects such as the Eastern Distributor, leading to redesign to improve safety; and
- model procedures for accreditation and training of road safety auditors, to foster a nationally consistent approach.

Speed Management

The Speed Management Task Force further developed a comprehensive program for implementing strategies and activities to improve speed management in NSW.

The RTA routinely undertook surveys to monitor vehicle speeds, help evaluate recent speed management initiatives, and provide background information for the proposed introduction of a 50 km/h local street speed limit. It drafted an implementation plan for recommendations by the NSW Parliament Joint Standing Committee on Road Safety (Staysafe), including for a general 50 km/h urban speed limit, and made preparations for an extended trial of speed limited areas.

Revised guidelines for speed zoning outside schools were issued, and a study demonstrated these zones' effectiveness in urban and rural areas.

Local Area Safety

RTA initiatives to improve local area safety included:

- consultative workshops and guidelines for Safer Routes to Schools, and a research project on evaluating these projects;
- a review of feasibility studies for Main Street treatments, with recommendations to improve their management; and
- a report on the effectiveness of red light cameras in Wollongong and Newcastle.

Roadside Safety Facilities

Delineation devices are used to mark the road, show road edges and distinguish lanes. Trials of improved devices were continued on highways in the far west and north west of NSW, to address heavy vehicle drivers' needs and reduce the risk of run-off-road accidents.

The RTA:

- compiled a detailed database of all existing rest areas, truck stopping places and service centres on the State road network (this is being put into map format, so the RTA motorist map can be regularly updated); and
- is implementing a program to provide Major Rest Areas at strategic locations on NSW highways.

Road Environment Safety Guidelines

A revised Road Environment Safety Reference Guide for practitioners was completed and widely distributed.

Road Safety Research & Development Program

During the year, the RTA:

- continued a joint project examining low cost on-road treatments, to influence driver perception of the road environment and to reduce speeding behaviour;
- completed field testing and development of a new sign face to reduce the effect of wind loads on signpost single poles (results are being assessed to redesign guidelines for sign support structures); and
- contributed to the development of analytical procedures to better identify accident blackspots.

Training/Education Sessions

As part of its 1996/97 road safety training effort, the RTA presented sessions to:

- those new to road safety – to help improve their understanding and practice relating to on-road environment safety, accident investigation and prevention and road safety audits; and
- to Police officers at Goulburn Police Academy training courses – raising awareness of the role of road environment factors in road safety management.

It also reviewed and contributed to university course material on road risk countermeasure development and evaluation.

IMPROVED VEHICLE & EQUIPMENT SAFETY

Consumer Safety Information

During 1996/97, nine vehicles were tested as part of the New Car Assessment Program, and two brochures updating assessments for small cars and for large and medium cars were published.

"Trials of improved delineation devices were continued on highways in the far west and north west of NSW, to address heavy vehicle drivers' needs and reduce the risk of run-off-road accidents."

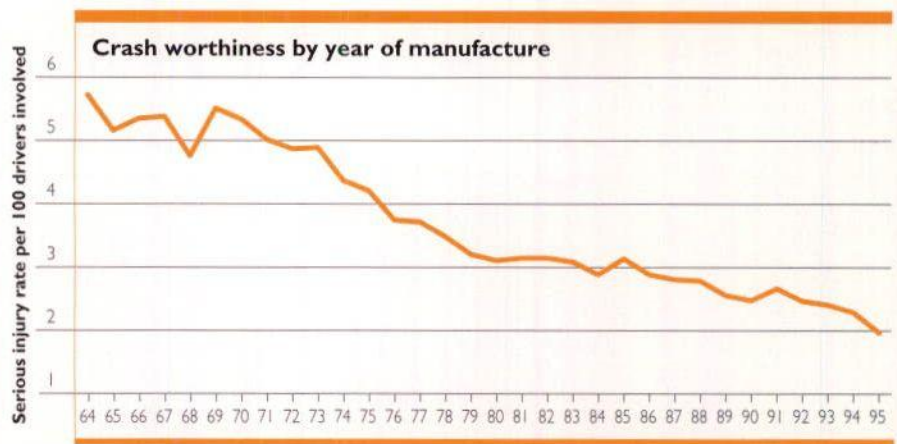
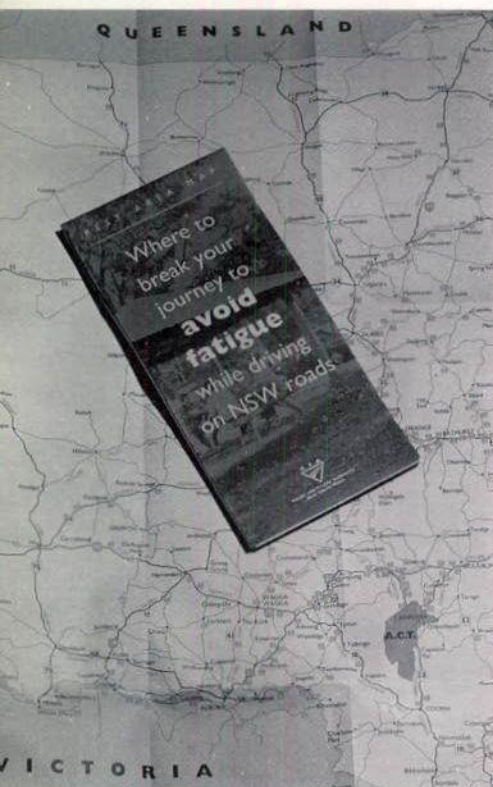


Figure 16



Driver fatigue is a major contributor to the NSW road toll. The RTA has produced a road map specifically designed to address fatigue. It highlights all rest areas and Driver Reviver locations in NSW. Driver Reviver sites operate during major holiday periods and are coordinated by volunteer groups such as Rotary, Lions Club, Apex, and local State Emergency Services and Bushfire brigades.

New updates of *Used Car Ratings* (May 1997) and the *Buyers Guides to Child Restraints* (April 1997) were published, and an analysis of car safety performance in terms of manufacture year was conducted as part of the Used Car Ratings Project. *Figure 16* shows the reduced likelihood of injury in newer model cars.

Crash Investigations

RTA inspectors investigated more than 800 road crashes, to help determine vehicle factors in crashes and injuries; and a further 60 inspectors were trained in Crash Investigation.

3. Improved Road User Safety

Drink Driving Program

An analysis of 1996 crash statistics demonstrates continued success in addressing drink driving. Alcohol involvement in serious crashes was at a record low level in 1996.

The importance of random breath testing in deterring drink driving has been revealed by survey research, conducted during 1996, on drink drivers. As a result, the RTA has established a project to more closely examine counter-measure effectiveness.

A joint RTA/Judicial Commission project to investigate magistrates' attitudes and knowledge about drink driving issues has resulted in a drink driving information package being developed for distribution to magistrates.

Driver Fatigue Program

A comprehensive analysis of research and practice relating to fatigue and working hours has been conducted, and the results incorporated into a position paper on driving hours for heavy vehicle drivers.

Speed Management Program

Working with the Police Service, the RTA developed a case to have the Motor Traffic Regulation amended to allow the NSW Police Service to use non-radar based speed measurement equipment as prima facie evidence of driver speeds.

To monitor speed-related knowledge, attitudes and behaviour, a collaborative project involving road safety, market research and academic experts developed survey questions; and a telephone survey was conducted to guide the Program's future strategic direction.

Occupant Restraint Use Program

A 1996 Statewide survey of seat belt and child restraint use found that use rates were amongst the highest over the past 10 survey years. Where a restraint was available, the general wearing rate (excluding taxis) was 95%. The previous survey's high rates of driver and front passenger restraint use were maintained, and there were increased use rates by adult rear seat passengers and child passengers.

A Safety Update on seat belt wearing trends was produced and distributed; and a large-scale Statewide telephone survey of male driver attitudes and behaviour towards restraints was conducted. This research will guide strategies to increase male drivers' use of restraints.

Drug Driving Program

A series of workshops for general practitioners is being delivered, to increase their awareness of prescription drugs' potential effects on driving, and to improve their provision of relevant advice to patients.

Pedestrian Safety and Bicycle Safety Programs

To guide these two Programs, relevant information was collected and analysed; and the RTA conducted an observational survey to determine the extent of correct wearing of bicycle helmets, to develop appropriate bicycle safety initiatives.

Documents for specific programs

The RTA:

- developed documents to provide strategic direction for 1996/97 public education advertising programs for each of the above road user safety programs;
- collected information, from local and overseas sources, and analysed it to develop, or, in the case of the Drink Driving Program, to update best practice guidance (Problem Definition and Countermeasure Summary) documents for the above road user safety programs.

Driver Education

To inform the community response to driver education, the RTA published a *Driving with Mind not Muscle* kit. A Driver Education Action Plan was developed to provide strategic direction.

In conjunction with key stakeholders, the *Novice Driver Curriculum* was reviewed, and its application in driver training courses was trialed. A report is being prepared on a project to establish a base line of novice drivers' knowledge and understanding about road safety issues, including speeding, braking, drink and drug driving, seat belts, and risk taking.

Safer Routes to School Program

In February 1997, the Government launched the Safer Routes to School Program, a school travel safety program for primary school students.

The Program is community based and coordinated at school level by a School Safety Committee which includes RTA, local Council, Police Service and school community representatives. All NSW primary schools will be invited to participate, and Program information packages will be distributed to principals.

The Safer Routes to School Program enables a coordinated response to school road safety issues, by involving all key stakeholders in an examination of the level of safety facing children as they travel from home to primary school and return. This Program specifically focuses on the level of adult supervision.



A **Child Restraint Evaluation Program** conducted at Crashlab by the RTA and NRMA reinforced the knowledge that Australian child restraints provide the safest protection in the world. Here, Paul Kelly, from RTA Vehicle Equipment and Safety, demonstrates correct use of an approved child restraint.



RTA and the NSW Government Staysafe Committee worked closely together to improve **passenger safety on coaches**. Seatbelts are now being fitted in all new coaches, and the wearing of seatbelts, when fitted, became mandatory in 1997.



Child road safety is an important element of the RTA's role as the leading road safety authority. The RTA works closely with local Councils and the education sectors to deliver the best possible programs. In February 1997, School Zones were expanded to include streets adjacent to the school, and school zone hours were standardised, from 8:00 to 9:30am for the morning and from 2:30 to 4:00pm for after school.



Young children need to know the importance of maintaining safe equipment if they are to ride on the road network. The RTA employed the services of Australian Junior Cycling Champion, Ian Christison, to explain **bicycle and equipment safety** to young cycling enthusiasts at the 1997 Royal Easter Show.

Parents and caregivers of students in participating schools will play a key role, completing a survey and map of their child's route to and from school. At the Program's completion, they will receive personalised road safety information, including a map, for their child's journey to and from school.

Road Safety Education

The NSW Road Safety Education Program aims to contribute to a reduction in road user crashes, fatalities and injuries, by providing education to influence the development of children's and adolescent's road use knowledge, attitudes and behaviour, and to produce safe adult road users.

The RTA, therefore, invests considerable effort in this area. For 1996/97 this included:

- development of Program Agreements (Service Level Agreements) with key child education bodies, to deliver road safety education to children's services, schools and tertiary institutions throughout NSW;
- 124 professional development workshops for children's services, involving road safety education training of 1770 staff from 609 services;
- continued successful implementation of the Young Driver Program throughout NSW high schools, utilising *The Driving Experience* teaching resource;
- contacting all tertiary, TAFE and accredited training providers for early childhood staff (90% of final year students received relevant information);
- development of new resources to support the Road Safety Education Program, including the following at Early Childhood level:
 - Road Safety Lotto/Matching Game
 - Feltboard Story to support *First Best Friends* storybook
 - Additional Learning Experiences and Fact Sheets for Resource Folder; and
- redevelopment of the *Street Sense* primary school program and resources, via the Board of Studies.

Local Government Road Safety

Local Government, with RTA support, further developed its capacity as a key agency in achieving road safety targets.

The results of two surveys conducted during the year on Local Government road safety activities indicated that over 50 local Councils now have Road Safety Officers (RSOs) funded on a 50/50 basis with the RTA. RSOs undertook a wide variety of road safety activities focusing on their local communities and local road safety problems.

Enhanced Police Enforcement

RTA funding enabled an estimated 70% increase, over 1995/96 levels, in major Police enforcement operations targeting speeding, drink driving, driver fatigue and seat belt usage. These operations were coordinated with RTA public education and communication activities, so that drivers received supporting messages.

Training in Road Safety

63 officers working in the RTA, Local Government, Education, the Police Service and community groups received a three-day road safety workshop highlighting best practice. A graduate Road Safety course was developed jointly with the University of New England and is now attracting students from NSW and interstate.

Traffic Management

WORKING IN PARTNERSHIPS AND CONSULTATION WITH THE COMMUNITY

To ensure integrated transport, the RTA continued to work closely with Local Government and a wide range of organisations, including the:

Department of Urban Affairs & Planning (DUAP)

Department of Transport (DOT)

Environment Protection Authority (EPA)

State Rail Authority (SRA)

State Transit Authority (STA)

Sydney Buses

NRMA

Road Transport Forum

Bus & Coach Association

Moore Park and Centennial Park Trusts

NSW Police Service.

We also have formal partnerships through committees and working parties, including:

Bus Priority Steering and Technical Committees

Eastern Distributor Bus Priority Task Force

Moore Park Transport Committee

Central Sydney Bus Priority Working Party

Liverpool Busway Working Party

Sutherland Transport Sub-Committee

Transit Lane Sub-Committee.

Also, the RTA:

- has key working relationships with agencies involved in planning for the Sydney 2000 Olympics, particularly for aspects related to transport and traffic management;
- works in partnership with local Councils in managing the road network, delivering road safety programs, and ensuring that transport initiatives meet local community needs;
- consults with major community groups representing different road users, to ensure that we provide solutions balancing their often conflicting requirements; and
- conducts community attitude research to seek feedback about community expectations and satisfaction with traffic management facilities and services, eg, signposting, route numbering systems, pedestrian crossings, and transit lanes.

PERFORMANCE TRENDS

Speed trends for seven major routes to and from Sydney

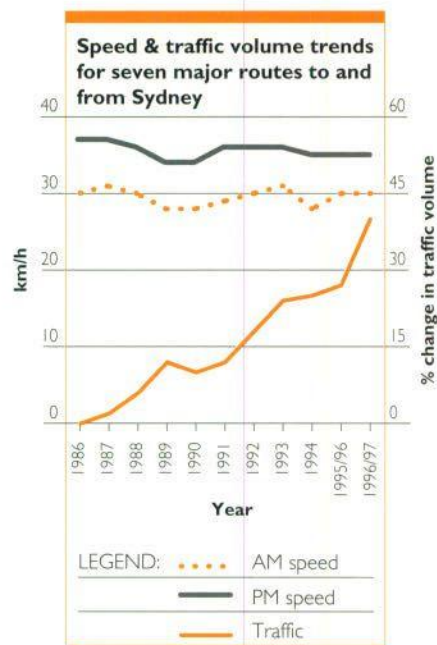


Figure 17

For the seven major routes to and from Sydney CBD, the average speed during the AM peak was 30 km/h, whilst the average PM peak speed was 35 km/h. Compared to last year, there was no change in peak period travel times, despite an average 10% traffic volume growth on these routes.

4. IMPROVED TRAFFIC FLOW AND MORE CONSISTENT TRAVEL TIMES

If we can make better use of existing roads by improving average speeds, reducing congestion, eliminating disruptions, and helping drivers find their way around more quickly, we will reduce travel time, driver stress levels, and the need to build new roads. The number of vehicles and drivers increases every year, placing growing demand on existing roads and facilities, and making it difficult to maintain current average speeds.

Minimising disruptions to traffic flow

With more vehicles and drivers, incidents significantly affecting urban traffic flow become more frequent, and become increasingly disruptive and costly to the community and business.

Most such incidents are unplanned and unpredictable, eg, accidents, breakdowns, severe weather conditions, floods, bushfires, and road blockages caused by emergency service vehicles. To reduce disruption, we must respond quickly and effectively, attend to the needs of those involved, keep the public and other road users informed so that they can avoid the scene, and re-establish normal traffic flow conditions as soon as possible.

Road authorities are using increasingly advanced technology to this end, and relevant RTA efforts during the year included:

- installation of Fibre Optic cableways to upgrade incident detection equipment on major roads;
- further development of SCATS, our world renowned traffic control system; and
- development of a Central Management Computer System, to improve our response when incidents occur.

Guidance signposting also plays a key role in smooth traffic flow. The RTA is developing a guidance strategy involving: easier to understand route numbering; encouraging Local Government street-name signposting, and supplementing it at key urban intersections; upgrading rural signposting; promoting links with public transport; and helping road users better understand the system. This is particularly important for major events such as the Sydney 2000 Olympics.

More consistent travel times

On the State Road network in Sydney, overall peak travel times, expressed as average speeds, were unchanged from 1995/96, with the AM peak at 38 km/h and the PM peak at 40 km/h.

On individual major routes, average speeds during the AM peak on the Princes Highway, Pacific Highway and Victoria Road improved slightly, but fell slightly on the Parramatta Road corridor (see *Figure 18*). The improvement in Victoria Road speeds was due to the Glebe Island Bridge and Silverwater Road interchange, whilst that on the Pacific Highway was generally due to the way we control peak hour traffic near Pymble.

On the rural road network, a travel time survey conducted on a sample of different road types showed an average 96.5 km/h car speed over these routes (98% of their posted speed limit).

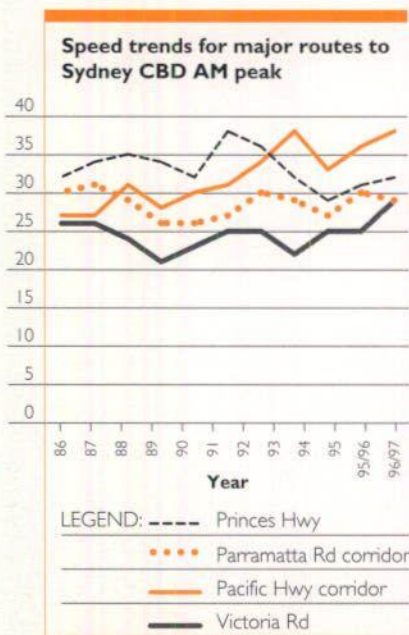


Figure 18

Note: Due to data gathering and analysis improvements, travel time performance is now reported for the financial (rather than calendar) year.

5. IMPROVED CONDITIONS FOR ROAD-BASED PUBLIC TRANSPORT

Road-based public transport must be able to operate efficiently on our roads. The RTA works with transport agencies and providers to support the integration of transport systems, giving commuters genuine travel mode choice and encouraging a more balanced use of different transport types.

A Public Transport Infrastructure Improvement Program, funded from the 3x3 fuel levy, involves a four-year \$170 million commitment to route and interchange improvements for road-related public transport. Typical projects are bus priority measures such as priority traffic signals, bus bays, and bus and transit lanes.

We work with relevant organisations in establishing, extending and improving commuter car parks at railway stations, and by improving bus/rail interchange facilities and bus access to them.

In 1996/97, the RTA helped the travelling public by:

- contributing to development of the Central Sydney Bus Priority Scheme;
- improving bus access into Parramatta from the north;
- creating priority bus access to Liverpool CBD and railway station;
- contributing to development of a comprehensive package of bus priority works for early 1997/98 implementation in association with the Eastern Distributor;
- extending transit lanes on Epping Road, following the M2 Motorway's opening;
- implementing bus bays at various locations;
- funding improvements to Woy Woy bus/rail interchange and to commuter car parks at Gordon, Seven Hills and Woy Woy railway stations and at Mount Ousley; and
- funding new road bridges over railway lines at Narellan and Quakers Hill.

6. IMPROVED SAFETY AND MOBILITY FOR PEDESTRIANS AND CYCLISTS

Improved pedestrian safety, access and mobility

Walking can replace cars for short trips and, if safe and convenient, provide links with public transport. The RTA aims to improve pedestrian mobility, access, convenience and safety, and, in 1996/97, implemented a pedestrian program including:

- new and improved signalised pedestrian crossings, overbridges and refuges, to give pedestrians more opportunities and time to cross at crossings, particularly in Sydney's CBD;
- continuing to help children safely cross streets outside schools, through the ongoing School Crossing Supervisor scheme, with 50 extra supervisors appointed;
- enhancing pedestrian amenity and safety around schools, through 160 extra school zones; and
- assisting the visually and hearing impaired to safely cross roads at traffic signal sites, by installing audio tactile push buttons and providing kerb ramps.



Bus lanes and transit lanes give priority to buses and other high occupancy vehicles.



To keep bus passengers better informed, the RTA has trialed **Variable Message Signs** at bus stops in Eddie Avenue at Central Station. The signs provide real-time information to passengers using the Airport Express Bus Service between Central and Sydney Airport.



The RTA is committed to the provision of a safe and efficient transport network for cyclists, and works with public transport agencies to encourage the use of bicycles as a sensible, efficient and environmentally friendly option. The Government, through the RTA, has produced the **NSW Bikeplan** which sets out the RTA's plan of action to meet the needs of cyclists. After extensive consultation with adjoining Councils, bicycle user groups and the wider community, the RTA provides up to 50% of funds to plan and implement new bicycle facilities and cycleways. In this photograph, a commuting cyclist is shown sharing the Ryde to Botany Bay cycleway with a pedestrian at Brighton-le-Sands.

“The RTA promotes and encourages safe cycling, through continued development and implementation of the State Bicycle Network and regional and local bicycle networks.”

Improved cyclist safety and mobility

Cycling can also replace car trips. The RTA promotes and encourages safe cycling, through continued development and implementation of the State Bicycle Network and regional and local bicycle networks.

We have developed NSW Bicycle Network Strategic maps, part-funded local Councils to develop and implement local bikeplans, and focused on actions to increase the number of riders and the bicycle network's length, and reduce bicycle-related injuries.

During the year, the RTA made some significant improvements in cycle facilities:

- opening Stage 2 of the Ryde to Botany Bay Cycleway, effectively providing a designated bicycle facility from Parramatta to the East Coast;
- completing many rural cycleways;
- providing funds for bicycle facilities in 71 Local Government Areas;
- implementing the Wellington Demonstration Bikeplan, and starting construction;
- running Bike Week to promote cycling, and sponsoring RTA Cycle Sydney; and
- supporting NSW Police Bicycle Units.

Improved local street environment

To reduce through traffic and generally improve amenity in residential areas, the RTA partners Local Government in implementing traffic calming treatments including roundabouts and slow points. Projects to which we contributed in 1996/97 included:

Campbell Parade, Bondi
 High Street, Penrith
 Kings Langley area
 Lovell and Quarry Roads, Ryde
 Avoca Beach
 Homer Street, Earlwood
 Illawarra Road, Marrickville
 Oakes Road, Winston Hills.



The RTA is committed to the promotion of safe cycling as an efficient and environmentally friendly mode of transport. The **1997 RTA Big Ride** from Tamworth to Newcastle was a joint event, combining the efforts of the RTA and Bicycle NSW, and raising money for the MS Society. 1,500 cyclists of all ages and standards took part in this nine-day event sponsored by the RTA.

7. SOUND TRAFFIC MANAGEMENT PLANNING FOR THE SYDNEY 2000 OLYMPICS

The RTA has unique traffic management responsibilities in preparation for the Sydney 2000 Olympics. We must develop integrated strategies for routes for the Olympic Family (athletes, officials, dignitaries and media) and for spectators, through analysis of traffic on the road network around venues. We will do this in partnership with bodies such as the Olympic Roads & Transport Authority (ORTA), Sydney Organising Committee of the Olympic Games (SOCOG), Olympic Coordination Authority (OCA), NSW Police Service, Bus & Coach Association, State Rail Authority, and State Transit Authority.

We have:

- consulted with affected groups on the location of Olympic Family routes, and established these routes between the Olympic Village and the 11 remote venues, as well as the CBD and Airport;
- sponsored workshops to identify traffic management issues around Darling Harbour and the Olympic Park, and along Olympic routes, and begun detailed planning to overcome potential problems; and
- established four Vehicle Restriction areas, to protect venue security and local amenity, by preventing unwanted spectator parking.

8. IMPROVED CONSULTATION AND COMMUNITY INVOLVEMENT

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

9. REDUCED EFFECT OF TRAFFIC MANAGEMENT ON THE ENVIRONMENT

This year's efforts to reduce the effect of RTA traffic management operations on the environment include the introduction of water-borne linemarking paint, which will eliminate approximately a million litres of hydrocarbon emitted each year by the solvent-based paint previously used to mark the lines on our roads.

"The RTA has unique traffic management responsibilities in preparation for the Sydney 2000 Olympics."

Driver and Vehicle Policy and Regulation

“Large numbers of individuals and organisations interact with the RTA on driver and vehicle business. Our challenge is to ensure that this contact is responsive, fair, consistent and effectively communicated.”



To ensure we improve our delivery of service, the RTA monitors waiting times in motor registries using innovative technology such as the **Qmatic automatic queuing system**. Since 1991, the average total time spent by our customers in motor registries has fallen below 10 minutes, a 31% reduction.

The management of drivers and vehicles on the NSW road network is a core business of the RTA. Access to the road network and behaviour on it are governed by a range of licensing, registration and compliance regulations. These serve to balance personal transport and freight needs with safety and the protection of the built and natural environment.

Large numbers of individuals and organisations interact with the RTA on driver and vehicle business. Our challenge is to ensure that this contact is responsive, fair, consistent and effectively communicated.

We measure our success through:

1. Continued efficiency in and improvements to service delivery
2. Achievements towards national uniformity in road transport law
3. Improved driver management, ie, improved competence of drivers and motorcycle riders
4. Vehicle Management initiatives to make vehicle use safer and more efficient
5. Compliance assurance, ie, making sure that drivers, riders and operators comply with legal obligations

1. Service Delivery

We aim to deliver driver and vehicle services in an efficient and friendly manner through a range of accessible outlets. These include the network of 131 motor registries, 29 local Council and 13 police agencies, mobile services, telephone customer service centres in Parramatta and Newcastle, and Government Access Centres.

2. National Reform

We actively participate in the national road transport reform process to ensure that NSW road law is consistent with national transport law, that the national law appropriately reflects NSW needs and operating environment, and that there is maximum cooperation with other jurisdictions in the regulation of Australian drivers and vehicles.

3. Driver Management

We strive to ensure that drivers and riders on NSW roads are responsible, skilled and knowledgeable, and that the systems we put in place to administer training, accreditation and testing are accessible, efficient and free from fraud.

4. Vehicle Management

We seek to ensure that vehicles using the NSW road system are safe and environmentally sound, operate at maximum efficiency and are free from undue regulatory and administrative impediments. We also encourage vehicle operators to recognise road costs and also their community responsibilities in road use decisions.

5. Compliance Assurance

We ensure that drivers, riders and operators of vehicles comply with legal obligations, can expect a focused and consistent regulatory environment and are held to account for the safe and appropriate use of their vehicles.

I. SERVICE DELIVERY

Customer Access

Motor registries

A priority for the RTA is that it provides ready access to its customers, ensuring that registries are located where they can best serve the public. The extensive motor registry network provides 173 service outlets across the State, and is monitored and at times modified to ensure that it continues to meet the public's needs. During 1996/97, this has meant:

- Chullora and Bankstown motor registries were amalgamated and moved to a more convenient location at Bankstown Square Shopping Complex; and
- a new motor registry was opened in Nelson Bay to serve that area's growing population.

Improved Telephone Systems

To provide customers with better telephone access to its services, the RTA, in December 1996, introduced an interactive voice response telephone system. This system can handle more common enquiries faster because callers are greeted with a recorded message giving them a "one touch" option for the information they want, including details of the nearest motor registry, vehicle registration enquiries, licensing enquiries and information on traffic fine payment. This new service leaves operators with more time to deal with complex enquiries.

One-stop-shopping

The RTA is participating in a Government initiative to provide the public with one-stop-shopping for government services to residents in remote areas. The Government Access Program will operate in parts of NSW where there is limited or no access to government services, and a single access point such as a motor registry can be used to offer a broad range of services.

The RTA is piloting this program at Nambucca Heads and will extend the pilot to include Nyngan, Dorrigo, Grenfell, Oberon and Kyogle.

Improving the quality of our service

Measuring our service delivery

To ensure that we improve our delivery of service, the RTA regularly conducts customer research on motor registry service. The surveys measure the level of satisfaction with registry service, as well as customer waiting time and service times. The latest surveys were conducted in May 1997 and the results are:

- 87% of our customers rated motor registry service as "good" or "very good". This has increased from 67% in 1991, although it has fallen over the last four surveys (see *Figure 19*). Whilst a minimum of 88% of RTA customers perceive motor registry performance as at least the same as or better than other service organisations, their expectations of RTA service have been increasing. Our target for 1997/98 is to increase the percentage of customers who rate motor registry service as "good" or "very good".
- The average total time spent by our customers in motor registries has fallen below 10 minutes, a 31% reduction since 1991, partly due to the successful introduction of better computer equipment (see *Figure 20*).

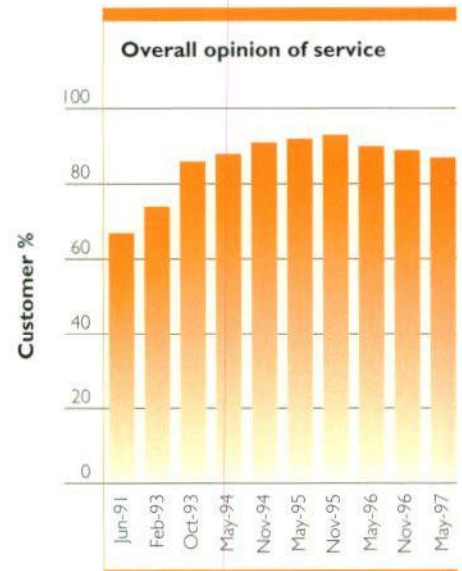


Figure 19

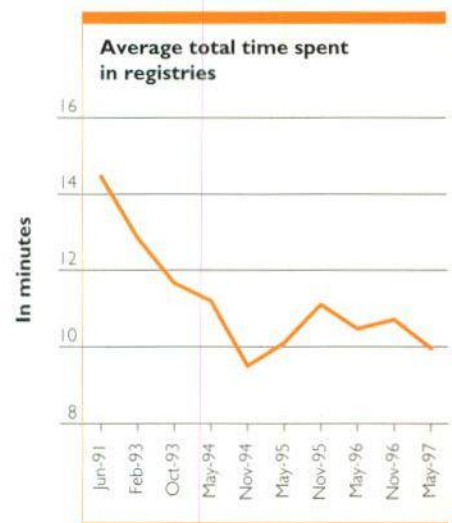


Figure 20

Improved Computer System

The RTA completed migration of its DRIVES motor registry computer system from Fujitsu to Sun computers in February 1997 as part of the continuing program of improving customer service and reducing costs. The change has reduced customer waiting time by 10%, and system operating costs by 25%, a saving of almost \$4 million a year.

The new computers also ensure that the normal fast turnaround of customers continues on even the busiest days. This was confirmed on the Thursday before Easter and again on the last day of the financial year, days on which motor registries served 30% more customers than on an average day.

Improving our products

Photo licences

A key 1996/97 achievement was the Statewide implementation of photo licences being issued "on the spot". The RTA's new over-the-counter photo licence is the best quality licence issued by any registration and licensing jurisdiction in Australia, and is one of the most sophisticated photo licence systems operating in the world.

RTA Customer Service Officers can capture both the customer's signature and photograph directly onto a computer screen. The image and other details are checked for accuracy and quality before being sent to a special card printer. This ensures consistently high quality images and licences, and means that customers look their best in their licence photographs.

There has been no capital cost to the NSW taxpayer; all equipment has been funded by the private sector and is repaid over five years as a cost per licence issued. There has also been no increase in the price the public pay for a licence.

The new licences are difficult to fraudulently alter because they feature a highly sophisticated three dimensional hologram and a unique, computer generated serial number. As a further security measure the customer's signature is stored for future reference.

Motorists handbook

A new informative handbook is being delivered to all motorists with their registration and licence renewal notices. The 32 page booklet replaces the loose leaf inserts previously included with renewal notices, and provides a range of helpful information for road users.

As well as information about registration and licensing, there are tips on safe driving, what to do at an accident scene, when to report an accident to the Police, basic first aid and the correct way to use a roundabout.

The booklet also contains advertising for products and services directly relevant to motorists. This advertising has not only allowed the RTA to produce the booklet at no cost to the public, it has also saved the \$265,000 cost of the leaflets previously included with renewal notices.

RSL Number plates

The RTA produced a special number plate to commemorate the 80th anniversary of the RSL in NSW. The plate was developed as a forerunner to broad marketing of graphic plates and is a first in NSW. The plate design is dark green letters on a reflective yellow background. It shows a sprig of rosemary with a red poppy and has "Lest we Forget" in script lettering. The new plate was launched to the media on 24 April 1997 by the Premier Bob Carr and the RSL's State President. The plate was released on 7 July 1997.



As part of the RTA's plan to improve service in motor registries, new style **photo licences** are now available from all motor registries in NSW. These licences are processed over-the-counter, reducing waiting time from several weeks to just 3 minutes.

2. NATIONAL REFORM

Achievements towards national uniformity in road transport

During 1996/97, the RTA continued to play a key role in coordinating the NSW position in relation to the development of national road transport reforms by the National Road Transport Commission (NRTC). In terms of micro-economic reform, the effect of national reforms to date has been to provide industry with a consistent approach to many facets of road transport. The introduction of national charges has provided a major financial saving to the road transport industry. The adoption of other national reforms and uniform schemes for the registration of vehicles and licensing of drivers will see further improvements in industry efficiency and consistency of practice between States and Territories in coming years.

National charges

One of the major highlights of the national reform process was the introduction of nationally uniform heavy vehicle registration charges on 1 July 1996. The new charges apply to all heavy vehicles with a gross vehicle mass of more than 4.5 tonnes. Approximately 140,000 heavy vehicles in NSW were subject to the charges which, for most vehicles, were substantially lower than previous NSW registration costs. The RTA estimates that the introduction of the national charges has resulted in a \$59 million saving to the NSW transport industry.

Other national reforms implemented by the RTA during the year, either by changes to the NSW law or by administrative arrangements, included:

➤ National medical guidelines

National medical standards for commercial drivers are given in the *Medical Examination of Commercial Vehicle Drivers* which was sent to NSW doctors in January 1996. In May 1997, the NRTC relaxed the medical standards for heart conditions and severe red colour blindness, and revised pages for the publication were distributed.

Draft medical standards for light vehicle drivers, when agreed nationally, will replace those standards for car drivers and motorcycle riders in NSW contained in the RTA booklet *Drivers and Riders: Guidelines for Medical Practitioners*.

➤ National Exchange of Driver and Vehicle Information System (NEVDIS)

NEVDIS is a new computer system that will contain details of all current drivers licences and vehicles registered in Australia. It will allow RTA staff to confirm that a licence applicant does not already hold a licence, and is not currently prohibited from driving in another Australian state.

NEVDIS will:

- reduce motor vehicle theft by making it much harder to re-register a stolen vehicle in another state;
- allow unsafe vehicles to be recalled;
- provide immediate access to Police stolen vehicle data;
- enable verification, across state boundaries, of participants in alternative compliance schemes;
- assist on-road law enforcement by providing immediate access, from anywhere in Australia, to relevant driver or vehicle information;
- provide immediate access to information allowing customer transactions to be completed quickly;
- close loopholes that can allow dangerous vehicles and drivers on the roads;

"The introduction of national charges has provided a major financial saving to the road transport industry."

"NEVDIS is a new computer system that will contain details of all current drivers licences and vehicles registered in Australia."

- prevent dangerous drivers avoiding penalties and licence disqualification, by making it much more difficult to obtain a licence in several states; and
- provide Australia-wide access for details of defect notices issued for unroadworthy vehicles.

Mass limits review

During the latter part of the year, considerable attention focused on the NRTC proposal to increase axle mass limits for vehicles with "road friendly" air bag suspensions.

To provide the Minister with the full facts on the impact of the proposed extra mass on the NSW road network and, in particular, on the State's bridges, the RTA commissioned an independent review of the proposal. Sinclair Knight Merz conducted the review, which raised significant questions about the overall benefits of "road friendly" vehicles and the total cost of assessing and upgrading NSW bridges to cope with increased load limits.

Because of these unresolved questions, Ministers meeting as the Australian Transport Council (ATC) in February 1997 deferred consideration of the extra mass proposal until further information is available on the cost of the necessary bridge works and identification of appropriate sources of funding. The NSW Local Government & Shires Associations fully support this position.

It is clear that there is insufficient information regarding the impact on the NSW road and bridge system to proceed with increased limits at this time. The ATC is scheduled to further consider this initiative in November 1997.

Priority reforms

To advance the national reform agenda, work has been in progress on a number of key fronts, including:

- a national registration scheme;
- a national licensing scheme for all drivers, excluding novice drivers;
- uniform laws for the control of dangerous goods on roads;
- national truck driving hours regulations; and
- Australian Road Rules.

3. DRIVER MANAGEMENT

Driver competence

The RTA is accountable for ensuring that NSW drivers and riders are competent and have the skills necessary to be responsible road users. Over the past year, the RTA produced several initiatives that helped improve driver competence.

Competency Based Assessment (CBA) of heavy vehicle drivers

As a means of better assessing the competency of heavy vehicle drivers, the RTA is piloting a system where applicants for a heavy vehicle licence have the option of having their driving skills assessed under a competency based system delivered by a driving instructor rather than a traditional driving test. Competency based assessment is extremely comprehensive. It requires, for example, that safe driving ability be demonstrated in a loaded vehicle, at night and in dense traffic.

Begun in July 1996, the trial aims to evaluate CBA's acceptability to licence applicants in terms of cost, convenience and value, and to assess whether the system can be delivered to operate to consistent standards and free from fraud and corruption.

The RTA has implemented its own comprehensive audit system and, also, as a benchmarking exercise, has commissioned an external organisation to independently audit the system.

"The RTA is accountable for ensuring that NSW drivers and riders are competent and have the skills necessary to be responsible road users."

'Towing Trailers' Brochure

To better inform drivers on safe towing principles and practices, in May 1997 the RTA published a brochure called *Towing Trailers*. The brochure deals with things that drivers must know about towing light trailers, and includes information on towing laws, vehicle and driver preparation for the towing task and helpful hints on loading and weight distribution in trailers. The brochure is available at motor registries and is distributed at exhibitions such as the Caravan and Boat Show.

STAYSAFE Inquiry

On 2 July 1997, the STAYSAFE Committee released the first report in a series resulting from the Inquiry into Driver Licensing. The report, called STAYSAFE 37 *Driver Licensing in NSW - First Entry into the Driver Licensing System*, proposes major changes to the NSW driver licensing system for novice drivers. These recommendations include:

- extending the period of a learner licence to not less than three years, so that learners may have as much supervised driving experience as possible; and
- extending the period of a provisional licence to a minimum of three years, to reduce the impact of risky driving behaviour during the initial years of unsupervised driving.

The RTA is giving detailed consideration to the report before seeking the Minister's approval for any proposed reforms to the licensing system.

It is worth noting that the STAYSAFE Committee praised the RTA's September 1995 submission to the Inquiry, acknowledging that submission as the benchmark for departmental submissions.

Improved licence administration and driver management

The RTA improved its administration of drivers licences and, as a result of key changes, simplified the provision of licence services and reduced costs to the public.

New national licence classes

One of these changes was the introduction of new national drivers licence classes from July 1997. The licence classes have been reduced from ten to seven, and now better match the types of vehicles used on Australian roads.

Existing licences will be converted to the new classifications over the next five years. NSW joins Victoria, Queensland, Northern Territory and Tasmania, who have already adopted the national classes.

No-fee transfer of interstate licences

The adoption of national licence classes means that customers can more easily transfer interstate licences, and at no cost. From now on, drivers holding a current interstate licence will not have to pay a licence fee to transfer it to NSW. The remaining period on the interstate licence (up to a maximum of 5 years) will be used to calculate the NSW licence expiry date.

Mobility Parking Scheme

The administration of car parking access for people with disabilities was improved with the introduction, from 1 August 1996, of the Mobility Parking Scheme (MPS). After concerns about the previous system's effectiveness were raised by some peak organisations, the community and parking enforcement officers, that scheme was changed to make it more clearly relate to people with mobility disabilities.

"The RTA improved its administration of drivers licences and, as a result of key changes, simplified the provision of licence services and reduced costs to the public."

Licensing Statistics

NSW drivers and riders
licences on issue as at end
June 1997

By licence class

Class	Number	% of Total
1A	3382659	78.4
1B	64392	1.5
3A	82462	1.9
3B	221327	5.1
4A	9492	0.2
4B	40320	0.9
5A	3456	0.1
5B	140568	3.3
5C	6179	0.1
R	368749	8.5
Total	4319604	100.0

Figure 21

By gender

Gender	Number	% of Total *
Female	1875265	43.5
Male	2440048	56.5
Total	*4319604	100.0

* Including 0.19% cases where gender of the licence holder was not recorded.

Figure 22

By age group

Age Group	Number	% of Total
16 & Under	44700	1.0
17	62140	1.4
18-25	617472	14.3
26-29	361813	8.4
30-39	999793	23.2
40-49	915464	21.3
50-59	627494	14.5
60-69	402255	9.3
70-49	243692	5.6
80 & Over	44781	1.0
Total	4319604	100.0

Figure 23

Provision has also been made for people with temporary disabilities, although they must meet the same eligibility criteria, albeit for a temporary time.

The new system can now be recorded on the RTA's computer system, DRIVES. This will make it easier to issue, track and make enquiries about parking authorities, to provide for better management of the issue and use of MPS authorities.

Penalties for driving offences

To ensure that penalties for driving offences are effective, the RTA led a comprehensive review of driving offences and penalties. As a result, several recommendations were made to the Government, aimed at improving road safety by enhancing the deterrent impact of traffic penalties, and by keeping serious and persistent offenders off the roads. The Government will consider these proposals.

Driving hours for heavy vehicle drivers

Major changes for heavy vehicle drivers will result from the implementation of the national Truck Driving Hours Regulations, expected early in 1998, which provide for greater flexibility in driving hours. This increased flexibility, operated under the 'Transitional Fatigue Management Scheme' (TFMS), will be dependent on operators having internal systems to manage driver fatigue.

These systems would include specialised driver training in fatigue management principles, regular medical check ups and auditable management systems to ensure compliance with Scheme guidelines.

The TFMS will be monitored with a view to introducing an alternative compliance scheme in the future. This will allow operators to responsibly manage their driving hours and rest periods, without the rigidity of regulated limits.

Road safety promotion among general practitioners

A training program for general practitioners is in progress during 1997, promoting RTA medical guidelines and road safety. The program aims to provide doctors with safe prescribing and medical guidelines in respect of drivers and riders, and will help them advise patients about the effects on safe driving of prescription drugs and/or medical conditions. The program also encourages doctors to notify the RTA of drivers who are in danger on the roads because of the adverse effects on driving caused by medical conditions or their treatments. The program started in March 1997, and 21 workshops will be run by February 1998.

4. VEHICLE MANAGEMENT

Environment protection

The RTA's challenge with regard to vehicle management is to ensure that vehicles are maintained in a safe and environmentally sound condition, whilst assisting vehicle drivers and industry to operate as efficiently as possible with minimal disruption. The RTA has several programs aimed at minimising the impact of heavy vehicles on the environment and the community.

Vehicle emissions program

As in other urban areas of the world, motor vehicles are the most significant source of air pollutants in the Greater Metropolitan Areas of NSW (Sydney, Newcastle and Wollongong). NSW and overseas experience suggest that a variety of strategies is necessary to effectively control motor vehicle emissions. Research has been undertaken on the introduction of an Exhaust Emission Test Program as part of an Inspection and Maintenance program for petrol

engine, light vehicles. The RTA and the Environment Protection Authority (EPA) have been working cooperatively to identify and evaluate suitable test equipment and procedures, to determine the cost effectiveness of various program options and to monitor public attitudes about vehicle emission testing.

Noise testing of vehicles

During the past 12 months, more heavy vehicles than ever before were tested for compliance with noise levels. As part of its goal of reducing the number of noisy vehicles, the RTA is conducting the noise tests on heavy vehicles during their annual inspection. The corresponding lowering of peak traffic noise levels will in time result in lower costs to the RTA, and hence the community, for noise reducing treatments on roads, such as noise barriers. It will also improve the quality of life for many residents.

Smoky vehicles

To assist in the fight to improve air quality, the RTA has increased its enforcement of smoky vehicles. It has been concentrating its enforcement in the Sydney, Newcastle and Wollongong metropolitan areas where air quality problems exist. Also, the RTA has been working with the EPA to ensure that there is a "one government" approach to this problem, with the RTA contributing 18% of the EPA's total smoke vehicle notifications.

RTA Enforcement activities

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

"During the past 12 months, more heavy vehicles than ever before were tested for compliance with noise levels."



RTA Inspectors aim to improve road safety by encouraging heavy vehicle drivers to keep the required driving hours, load their vehicles correctly and operate safely and responsibly. They are also responsible for ensuring that all vehicles are roadworthy and registered.

"The RTA works closely with various industry organisations and other government departments to develop innovative means to better manage the NSW vehicle fleet and to improve the efficiency and productivity of the road freight industry."

Task Force Hume

Over the past 12 months, a number of special operations was undertaken that targeted heavy vehicle usage on the State's highways and major roads. The largest of these, Task Force Hume, has been targeted at heavy vehicle usage on the Hume Highway. This operation has been on-going for much of the year; and has been successful, with a 22% reduction in the number of heavy vehicle accidents on the Highway between 1995/96 (96 accidents) and 1996/97 (75 accidents).

Newell Highway

The RTA worked closely with the Police in the west of the State over the last year, conducting 15 major joint enforcement operations. As a result of this intensified activity, crashes on the Newell Highway have dropped by 40% since 1993.

Authorised Unregistered Vehicle Inspection Scheme (AUVIS)

The RTA has continued to implement a new scheme for the inspection of unregistered light vehicles by Authorised Inspection Stations (AIS). The Authorised Unregistered Vehicle Inspection Scheme provides the public with better access to inspection facilities, and removes the need to take their vehicle to the motor registry for inspection.

AUVIS is being extended across the State, with over 500 stations now operating.

Innovations

The RTA works closely with various industry organisations and other government departments to develop innovative means to better manage the NSW vehicle fleet and to improve the efficiency and productivity of the road freight industry. It also works closely with the industry on projects to examine those opportunities that arise and to implement those with greatest impact.

Freight Vehicle Trials

In the past financial year, the RTA has:

- trialed new truck/trailer combinations with the potential to deliver increased payloads, improved load compliance, and high levels of vehicle safety and stability;
- introduced new arrangements for towing road train converter dollies outside the road train area, improving efficiency, reducing transport costs and addressing security concerns on the storage of vehicles;
- allowed an increase in the length of specialised car carriers from 23 to 25 metres, allowing productivity levels to be maintained or improved despite the increased size of new vehicle models;
- allowed specialised low density freight vehicles a height increase from 4.3 to 4.6 metres, providing major productivity improvements in interstate and local distribution;
- allowed extended semi-trailers to operate within existing overall length limits, allowing increases in pallet numbers carried; and
- trialed extensions to road train and B-double routes, to expand the use of high productivity vehicles.

Theft prevention

The RTA continues its leading role in combating professional vehicle theft activities. The Written Off Vehicle Register has successfully operated since 1994 on a voluntary basis. It is used to verify that vehicles presenting to the RTA for registration are not ones that have been stolen and fraudulently issued

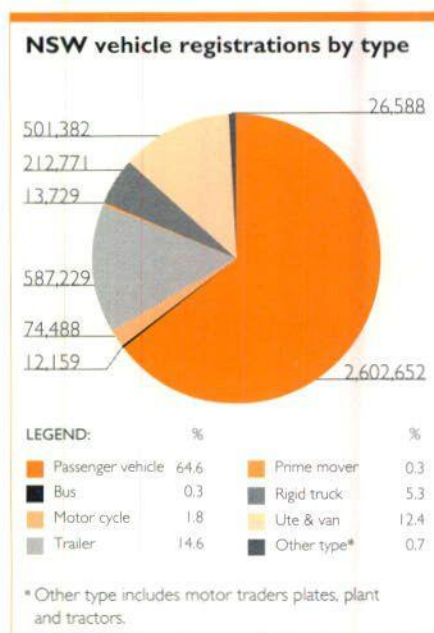


Figure 24

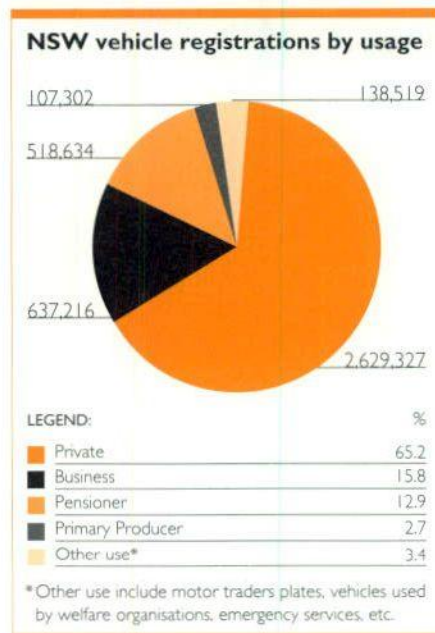


Figure 25

with identification numbers from wrecked and written off vehicles. The electronic collection of this data is a first in Australia.

The register's effectiveness has moved the Government to make it compulsory for insurance companies to provide details to the RTA of vehicles that have been wrecked and written off. The changeover from voluntary to compulsory arrangements is planned to start in the last quarter of 1997.

Significantly, the NSW Written Off Vehicle Register is of keen interest to the National Motor Vehicle Theft Task Force which is an initiative of the Premiers and Police Ministers of all jurisdictions.

Vehicle statistics

The RTA continues to compile a broad range of information relating to the vehicle fleet of NSW, including statistics on numbers, type and age of vehicles and drivers, number of vehicles stolen, and Compulsory Third Party (CTP) insurance claims. These statistics are reported annually, and the *Vehicle and Driver Statistics Report* is available from the RTA on request.

Some notable statistics over the past year include:

- an increase of approximately 1.8% in vehicle registrations;
- an increase of approximately 12% in the number of unleaded petrol vehicles;
- a decrease of approximately 7% in the number of leaded petrol vehicles; and
- passenger vehicles represent 65% of the fleet.

The Figures on this page provide a breakdown of vehicle type, usage and age, as well as age and gender of registered owners.

5. COMPLIANCE

Use of technology

The RTA is proactively seeking innovative methods of ensuring that drivers and vehicles comply with the law. The challenge is to increase industry efficiency and to minimise government interference, whilst still giving the community maximum assurance that safety concerns and environmental protection are well catered for.

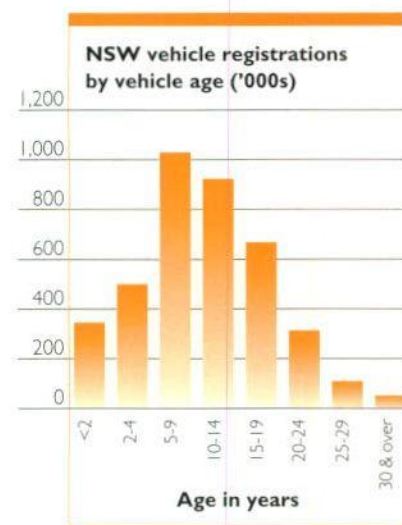


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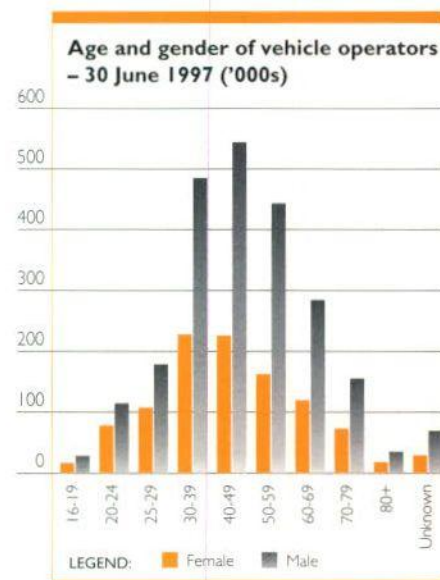


Figure 27

Technological advances have been utilised that better monitor vehicle use and reduce the amount of time that drivers are delayed for compliance checks. Exciting new developments include:

Truckscan

The new automated Truckscan Business System is being pilot tested at the RTA's Heavy Vehicle Checking Station at Marulan. Truckscan automates many of the manual tasks carried out at Heavy Vehicle Checking Stations, including checking if the vehicle is registered, is speeding, or has any offences recorded on the Safe-T-Cam database, measuring vehicle height, individual axle group mass, and overall gross mass, and then logging the data on to the system database, all without requiring the vehicle to stop.

The testing is expected to continue until the end of May 1998, after which Checking Station staff will continue to use the system, reporting any identified problems to the contractor for rectification.

Safe-T-Cam

Safe-T-Cam, developed by the RTA in partnership with Telstra, is an innovative tool designed to help reduce heavy vehicle speed and prevent driver fatigue. It consists of digital cameras mounted on either gantries or bridges strategically located on major highways in NSW. Currently, there are nine cameras operating at sites on the Pacific, New England and Hume Highways.

Each camera is connected to a central system capable of monitoring vehicle movements between sites. Vehicles can be identified and checked for potential speed or driving hour violations.

The RTA has used Safe-T-Cam effectively to date as a tool for behavioural change in the heavy vehicle industry. The information collected by Safe-T-Cam is fed back to heavy vehicle owners and operators, so that they are encouraged to better manage their freight task.

The RTA is completing a major review of Safe-T-Cam to determine the location of future sites, the involvement of other states and the ongoing effectiveness of the current compliance strategy.

Safe-T-Cam has also been installed at Marulan Heavy Vehicle Checking Station as part of the integrated Truckscan system. As a vehicle enters the Marulan Station screening lane, Truckscan checks vehicle weight, height, width and length, and the registration database, and, if all is clear, signals the vehicle to proceed without entering the Station. Safe-T-Cam contributes to transport efficiency by ensuring that vehicles are stopped for checking here only if there is evidence of non-compliance with the law.

Industry involvement

As well as the use of technology, the RTA is working to identify how industry can contribute to compliance.

Alternative Compliance Scheme

Alternative compliance is a voluntary scheme for heavy vehicle operators. It allows them to use their own internal systems to ensure compliance with road law.

The scheme is currently being operated as a pilot, involving 33 operators, as part of a national initiative being overseen by the National Road Transport Commission. The pilot was evaluated in September 1996, and it was found that the scheme produced significant benefits for government, the community and transport operators.

*“Technological advances
have been utilised that
better monitor vehicle use
and reduce the amount of
time that drivers are
delayed for compliance
checks.”*

The 33 operators who gained accreditation are continuing to operate under pilot conditions until the Ministerial Council for Road Transport decides on the future of alternative compliance nationally. This is expected in late 1997.

Trucksafe

Trucksafe, developed by the Road Transport Forum and the RTA, aims to improve the safety, professionalism and efficiency of the road transport industry through the introduction of basic performance standards. As with alternative compliance, Trucksafe is a scheme allowing transport operators a reduction in regulatory requirements if they can demonstrate internal systems catering for vehicle maintenance, driver health, and training and management. Operators who can demonstrate their compliance with road transport laws will be allowed an exemption from certain requirements such as annual vehicle inspection by the RTA.

This initiative marks a milestone in government/industry relations, with NSW being the first state to deliver tangible regulatory benefits such as this to heavy vehicle operators.

Other compliance initiatives

Removing unnecessary regulations

Where it is seen that regulations are no longer effective or are overly restrictive, steps are taken to change the law.

An example is the 88-year old legal requirement for golfers to be licensed and helmeted and for their golf buggies and minibikes to be registered while on golf courses. Once the law is changed, golfers will not have to be licensed, register their vehicles or wear helmets when operating these vehicles on a golf course's playing surface.

Taxi roadworthiness

Whilst studies show that the roadworthiness of heavy vehicles in NSW is improving, evidence suggests that the condition of taxis is deteriorating. Strong action is therefore warranted to crack down on unroadworthy taxis and to lift standards. A number of actions have recently been taken to ensure that taxis are maintained in a roadworthy condition. These include:

- the introduction, in the Sydney, Newcastle and Wollongong areas, of an inspection scheme which requires taxis found to have major or dangerous defects to be inspected by the RTA every two months for a one year period;
- increased levels of random roadworthiness inspections of taxis by the RTA; and
- increased auditing of Authorised Taxi Inspection Stations to ensure that taxis are being inspected to the prescribed standards.

New publications for heavy vehicle drivers

The RTA endeavours to keep drivers up to date with their legal responsibilities, and during the financial year produced several publications specifically for heavy vehicle operators.

The *Operators Guide to Oversize and Overmass Vehicle Movements* revised and significantly expanded the content of an earlier publication providing a wide range of information of interest to operators. This was followed up with the release of *The RTA and Heavy Vehicles - What To Expect* information pack of six pamphlets providing information on topics such as the RTA's role in

"Where it is seen that regulations are no longer effective or are overly restrictive, steps are taken to change the law."

“To increase the competence of NSW drivers, the RTA continues to research and develop new means of safely educating learner drivers and developing their skills before issuing full licences.”

heavy vehicle regulation, vehicle inspection arrangements, vehicle defect information and permit requirements. These publications were well received by the industry, and the benefit of the ready availability of this information to industry was evident in a significant drop in relevant telephone enquiries to the RTA.

As a service to heavy vehicle operators, permit legislation covering the operation of B-doubles, road trains and the loading of vehicles to a height of 4.6 metres was released in a glove-box size book. A permit requirement is that a copy of the legislation be carried in the vehicle to which it applies. The book, titled *Permit Orders for the Operation of B-doubles, Road Trains and 4.6m High Vehicles*, is available free of charge from registry offices around the State.

RESEARCH AND DEVELOPMENT

To increase the competence of NSW drivers, the RTA continues to research and develop new means of safely educating learner drivers and developing their skills before issuing full licences. Current developments include:

Hazard Perception Testing

A hazard perception test (HPT) aims to determine whether a driver has developed the skills to recognise potentially dangerous road and traffic conditions and to react accordingly. The RTA is developing a computer-based HPT for inclusion in the licence testing process. Passing an HPT in addition to the current knowledge and on-road driving tests will ensure that the driving skills of novice drivers are much more comprehensively assessed.

During 1996, the RTA worked with VicRoads in developing the test. As it is critical that appropriate hazard perception learning materials be available for test applicants, the RTA also commissioned a review of currently available materials. This review will provide the basis for development of learning products to support the RTA test.

Driving Simulators

An international survey of the availability of driving simulators which could be used for driver training and testing was conducted for the RTA by a consortium from the University of NSW and Macquarie University. Also, a preliminary study was commissioned to establish the correlation between simulator-based and actual driving assessment.

Driving simulators have a number of potential benefits for the driver licensing system, including pre-assessment prior to a driving test, exposing licence applicants to hazardous situations in a safe environment, re-assessment of older drivers and providing more objective reports of driving performance under standardised situations. With ongoing advancement in computer and simulator technology, it is expected their use for driver training and assessment will become both economically and technically feasible at some stage in the near future. The 1996/97 RTA projects were aimed at keeping a watching brief on developments, as part of a commitment to continuing improvement of driver training and testing systems.

Caring for the environment

The RTA develops strategies, policies and procedures to ensure improved RTA-wide environmental performance and compliance. An integrated planning approach is adopted to fully consider all environmental issues during planning, construction, maintenance and use of the road system.

1. IMPROVED CONSULTATION AND COMMUNITY INVOLVEMENT

Community involvement provides important information on RTA development and maintenance proposals and identifies major issues and community concerns. The RTA regards it as a key input to developing its own policies, programs and projects. Typical community involvement activities include public meetings, focus groups, displays, hotlines and newsletters.

The RTA maintains alliances, partnerships and contacts with private organisations and government agencies at all levels, and plays an active role in committees covering a broad range of environmental issues, including:

State Stormwater Coordinating Committee
South West Sydney Region Noxious
Weeds Committee
NSW Roadside Environment Committee
Greener Sydney 2000 Taskforce
Burnt Bridge Creek Restoration Committee
Hawkesbury-Nepean Catchment
Management Taskforce

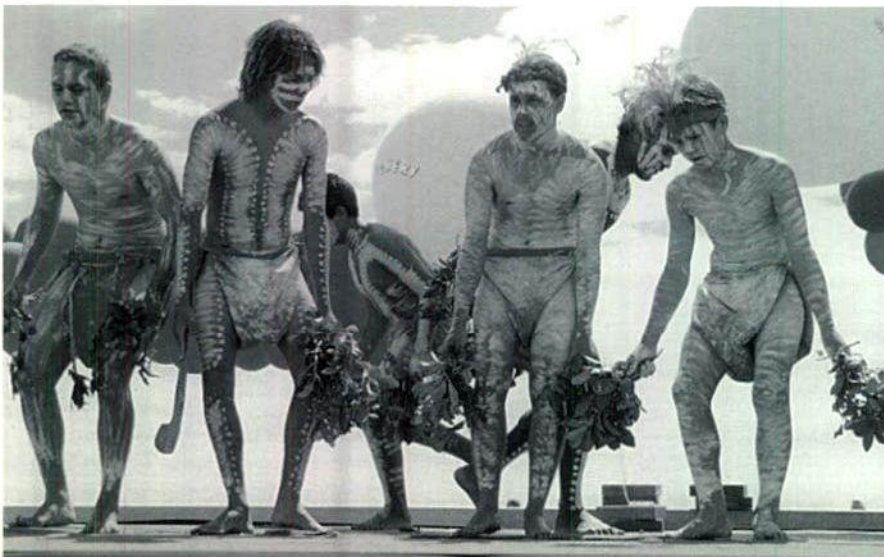
Grevillea caleyi Species Recovery Team
Botany Bay Plan of Management Committee
NPWS/RTA Coordination Committee for Road
Management in the Kosciuszko National Park
Catchment Management Committees.

A sample of community involvement activities during the reporting year included:

- continued and, due to increased Commonwealth funding, increased support for the Remembrance Driveway Committee and its program of dedicating rest areas along the Hume and Federal Highways to Victoria Cross recipients;
- continued participation in Local, Regional and State Aboriginal Land Council meetings – to ensure that Aboriginal heritage issues are appropriately considered during project development;
- holding the third annual community planting day for the Israel Australia Paralympic Spirit and Friendship Grove, next to the Homebush Olympic site, celebrating Australian Paralympians' achievements at Atlanta; and
- the following environmental presentations to the Local Government/RTA Forum:
 - RTA implementation of the Government's Noise Abatement Program
 - Waste Minimisation & Management Act
 - Implementation of the Government's Greener Sydney 2000 Program.

We measure our success through:

1. Improved consultation and community involvement
2. Reduced and minimised impact of roads and traffic on air and water quality
3. Reduced and minimised impact of road traffic noise
4. Improved environmental planning and management processes
5. Minimised impacts on wildlife and habitats
6. Enhanced roadside environment
7. Environmental research



The RTA consulted closely with the local **Aboriginal Land Council** throughout the Chinderah Bypass project, recognising areas of native significance and sensitivity. At the opening of Barneys Bridge in October 1996, Minjungbal Dancers performed a traditional blessing of the Chinderah Bypass.



Minister for Roads, Carl Scully explains changes to the M5 East at a media conference in June 1997. **Community consultation** played an important role in developing the plans for the M5 East, and substantial changes were made in response to public input.

- a revised design along South Dowling Street adjacent to Moore Park, with improved landscape treatment, reduced traffic noise impacts, improved pedestrian access and safety, and a more aesthetic roadway for road users and adjacent residents; and
- increased open, public space around the NSW Art Gallery and the Domain, by construction of a landscaped canopy to remove traffic from view, improve views from the Gallery to Woolloomooloo, and upgrade pedestrian links between Woolloomooloo and the City.

In Appendix 2, the *Review of environmental issues for the Eastern Distributor* provides more detail about modifications to this project's design to improve its urban design and mitigate its environmental impacts.

2. REDUCED AND MINIMISED IMPACT OF ROADS AND TRAFFIC ON AIR AND WATER QUALITY

Air

The RTA aims to effectively manage the roads and traffic system in a way that minimises impacts on air quality. We have made progress in implementing our *Plan for Reducing Vehicle Emissions*, which contains a range of actions and strategies for RTA-wide implementation, including:

- Smoky Vehicle Enforcement Program (see *Vehicle Management* in the Driver & Vehicle Policy & Regulation section); and
- Air Quality Monitoring Program.

The Air Quality Monitoring Program was developed to provide a high quality database for use in determining, for some common scenarios, likely concentrations of air pollutants near roadsides. Air quality monitoring has been conducted in the Sydney Harbour Tunnel and in sheltered and open valleys, near toll plazas, and freeway and noise control barriers, and adjacent to arterial roads. A report summarising the monitoring results is due in October 1997.

Water

The RTA's efforts to minimise the impact of construction and maintenance activities on water included the development of an RTA Water Policy:

Responding To Community Concerns

Community involvement, a crucial component of all projects, has resulted in outcomes such as:

Mt Ousley Road

In response to concerns about fauna fatalities on Mt Ousley Road, the RTA commissioned a study to identify relevant high-risk areas and make recommendations for safe movement of fauna across the roadway. This study is completed, and the RTA is now investigating the practicality of providing fauna passes on Mt Ousley Road.

Noise walls have been designed and installed on this road as a result of close community consultation.

Eastern Distributor

As a result of reviewing representations received from the Environmental Impact Statement public exhibition, the RTA adopted innovative solutions, including the following, to further reduce the project's environmental and community impacts:

- to provide an integrated water management approach by effectively managing the impact of our construction and maintenance activities on water quality and quantity;
- to ensure that water issues related to all our activities are managed effectively to protect the aquatic environment, and help maintain healthy roadside corridors;
- focusing on water management practices and water conservation issues related to the planning, design, construction, operation and maintenance of the roads and traffic system; and
- containing a set of policies consistent with national and State water management objectives, and ESD Principles.

The Blue Mountains Urban Stormwater Runoff Program

A catchment is a drainage area. In a whole-of-catchment and inter-governmental approach to controlling stormwater runoff from urban areas of Blue Mountains City Council, the RTA, along with Blue Mountains City Council, the Department of Land & Water Conservation, Environment Protection Authority, National Parks & Wildlife Service, Sydney Water, Blue Mountains Catchment Management Committee, and the Department of Local Government, is involved in a 3-year Blue Mountains Urban Stormwater Runoff Program, and is contributing half the \$15 million funding.

Regulatory Compliance

During this reporting period, the EPA issued the RTA with one Penalty Notice (carrying a \$600 fine) for a breach of the Clean Waters Act 1970, on the Bathurst to Evans Plains project involving upgrading of an existing road.

The breach, which resulted from inadequate soil erosion controls on a road upgrading project in the Bathurst area, is of a minor category, ie, a Tier 3 offence. The RTA has taken this seriously, however, and the Penalty Notice reinforced the need to ensure that best practice environmental management is used on all construction and maintenance works.

The RTA is putting in place an Environmental Management System (outlined later in this section) which will minimise the likelihood of future breaches of EPA licence conditions.

3. REDUCED AND MINIMISED IMPACT OF ROAD TRAFFIC NOISE

State Road Traffic Noise Committee

Over the year, the main focus for the State Road Traffic Noise Committee, which is chaired by the RTA, was the establishment of Statewide environmental noise standards, guidelines and objectives for road traffic noise, and an understanding of the integrated land use and transfer strategies needed to address such noise.

Heavy Vehicle Noise Testing

The RTA introduced noise testing of heavy vehicles at their annual registration inspection, to ensure that vehicle mufflers are operating correctly. Also, where suitable testing sites are available, on-road noise testing is conducted.

The RTA is working with the transport industry to induce voluntary restriction of the use of noisy auxiliary brakes in urban areas. As part of this program, a *Keep The Noise Down* brochure is being distributed to truck drivers.

Noise Abatement Program

The Noise Abatement Program addresses the impact of road traffic noise on residents along existing noisy roads. Noise abatement measures range from using quieter road surfacing to the construction of innovative noise barriers. Both Federal funds (\$2.2 million) and State funds (\$5.3 million) were spent on such projects in Sydney region during 1996/97. The selection criteria for



The RTA is committed to **environmental management** processes designed to minimise the impact of road planning and construction on biodiversity and natural habitats. The "first flush" grill collects rubbish and debris which could otherwise have ended up in stormwater drains. Once the rubbish and sediments have been removed the "wet sedimentation basin" captures the water. The basin improves the quality by settlement and by aquatic plants removing metals, bacteria and micro pollutants.

*"The RTA undertakes
Environmental Impact
Assessments to establish
potential environmental
impacts of road
development and
management activities."*

treatment is based on community complaints, knowledge of sites exceeding current RTA noise level objectives for new road construction, and consideration of the social equity and practicality of treatment.

A total of 95 noise complaints were registered on the Sydney Region's Noise Database. Complainants were met on site by RTA environmental staff to discuss problems and treatment options.

4. IMPROVED ENVIRONMENTAL PLANNING AND MANAGEMENT PROCESSES

Environmental Impact Assessment

The RTA undertakes Environmental Impact Assessments to establish potential environmental impacts of road development and management activities. Such impacts are considered at all stages of RTA project planning, implementation, operation and maintenance.

Environmental Impact Statements (EIS) were exhibited for the:

- Eastern Distributor
- M5 East – Supplement to 1994 EIS
- Federal Highway – upgrading from Stirling Avenue, ACT to Sutton Interchange, NSW.

Work commenced on preparing EISs for:

- Brunswick River to Yelgun Deviation (including duplication of the Brunswick Heads Bypass)
- Ballina Bypass
- Coopernook Bypass
- Bonville Deviation
- Yelgun to Chinderah Deviation
- Karuah Upgrade
- Bangalow to Ewingsdale Deviation
- Ulmarra Bypass.

EISs were also prepared for quarry proposals at:

- Suttors Pit, Mitchell Highway, West of Bathurst
- Bakers Pit, Newell Highway, North of Gilgandra
- Mewburns Pit, Newell Highway, South of Dubbo.

Over 400 Reviews of Environmental Factors were undertaken on other proposed construction and maintenance works.

North Kiama Bypass

The RTA was involved in a Commission of Inquiry into the proposed North Kiama Bypass, and worked closely with the community and other agencies in developing a mutually acceptable list of environmental management conditions for the project. The project was subsequently approved by the Minister for Planning.

Cumulative Impact Assessment

Cumulative Impact Assessment involves assessing the environmental impact of various factors, as they accumulate and impact on one another. The RTA initiated such assessment of the Pacific Highway Development Program, to guide future environmental impact assessment and planning work on the Highway's entire length between Hexham and Tweed Heads. We are managing the study on behalf of an inter-agency steering committee.

Improved Environmental Practices

To safeguard the environment, the RTA includes several requirements in all its construction contracts:

- conditions of contract that require the Contractor to comply with all Statutory requirements;
- Environmental Protection Requirements, addressing issues such as licences, relevant legislation, noise, dust, smoke, fire precautions, toxic chemicals, emergency spillage procedures; and
- technical specifications for quality systems, erosion and sedimentation controls and environmental management control plans, including for clearing, excavation, drainage, fauna protection and revegetation.

The RTA introduced practices to reduce the use of resources and to minimise waste, such as:

- using recycled materials and industry by-products (eg, scrap rubber, flyash and slag in concrete, asphalt, bituminous spray sealing and roadbase);
- using waterborne rather than solvent-based paint for road marking; and
- developing and/or adopting new specifications covering less resource-intensive means of providing a surface to the road and of sealing and maintaining this road pavement.

Further detail about the RTA's recycling efforts is provided in *Reduced Adverse Environmental Effects of Roads and Road Use* in the Road Network Infrastructure section.

Environmental Management Plans (EMPs)

It is now routine for major construction and maintenance works to be the subject of an Environmental Management Plan (EMP), to ensure that:

- undertakings in environmental impact assessments, conditions of approval and conditions of licences are incorporated in the project design and specifications;
- reporting and environmental management responsibilities for construction staff are carried out;
- monitoring, reporting and self-assessment requirements are met; and
- contractors and project managers develop and implement environmental control plans for best practice environmental management on construction sites.

The projects are regularly audited for environmental and quality management.

Examples of Improved Environmental Practices

The Federal Highway Upgrading at Lake George

To oversee the implementation of the EMP for this project, a steering committee was established with the following members: Environment Australia (the Federal environment protection agency), NSW Environment Protection Authority, National Parks & Wildlife Service, Department of Land & Water Conservation, Australian Geological Survey Organisation, local Aboriginal Land Council and a local community representative.

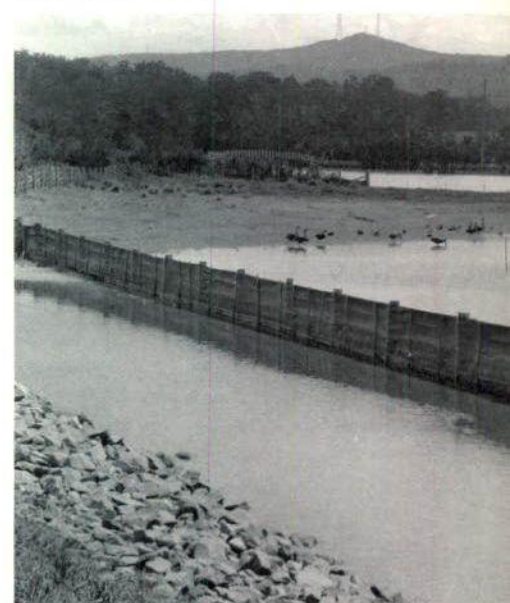
Lenaghans Drive

With a view to minimising impacts on a sensitive wetland area, the RTA addressed environmental implications of the project to build the Lenaghans Drive section of the Sydney-Newcastle Freeway. Consultation with a range of relevant specialists was carried out and appropriate mitigative measures were adopted, including:

- minimising impacts by routing the freeway alignment to cross the wetland at its narrowest point;
- substantial compensatory wetland; and
- means to maximise wetland protection, including the control and treatment of run-off from the construction site.



Environmental management is a vital element in RTA's operations. The upgrading of the **Federal Highway at Lake George** utilised a fully integrated environmental management system to best protect the fragile environment around the Lake's edges. To deliver the best possible results, considering the environmental sensitivity of this project, the RTA worked closely with a number of other agencies. These included the National Parks & Wildlife Service, NSW Environment Protection Authority, Environment Australia, local Aboriginal Land Council, South East Conservation Council, Department of Land and Water Conservation, and Collector Progress Association.



The construction of **Lenaghans Drive**, F3 Freeway extension, is an example of RTA construction coexisting with a delicate environment. Freeway construction through SEPP 14 wetlands required substantial protection measures to ensure minimal disturbance. The project won a "Clean and Green" Award from Newcastle City Council, with a submission titled "In Partnership with the Environment".

The effectiveness of the RTA's integrated planning approach was evident when Newcastle City Council awarded our work on this project its Environmental Achievement Award for 'Policy and Planning'.

Environmental Management System

The RTA is committed to integrating environmental issues into all of its activities and to continuously improve its environmental performance. The Chief Executive has approved the development and implementation of an RTA-wide environmental management system (EMS). This EMS will provide a structured management system to achieve and demonstrate our environmental performance. Its implementation will:

- demonstrate RTA commitment to continual improvement in environmental performance;
- provide evidence of due diligence in environmental management;
- provide knowledge of the standard of environmental performance on all our activities;
- promote improved environmental compliance in all our activities; and
- facilitate preparation of quarterly and annual corporate environmental reports.

An environmental audit program is being developed to complement the RTA's many environmental performance improvement initiatives.

Heritage Conservation

RTA Heritage Committee

The RTA Heritage Committee met for the first time in December 1996. Its primary function is to:

- advise the RTA on the positive and pro-active management of heritage issues affected by its activities;
- review and endorse recommendations on the management of the RTA's Heritage Portfolio; and
- develop appropriate policy in heritage management areas.

Heritage Committee members include representatives from the Heritage Office of NSW, the National Trust, and the Institution of Engineers.

Updating the Heritage Register

The RTA has information on thousands of heritage sites across NSW for its road planning purposes. This data is the most extensive collection of heritage items in NSW by a government agency. In collaboration with the Heritage Office of NSW, the RTA has supplied data from this continually updated Environmental Heritage Register, to support the State Heritage Inventory.

RTA's Oral History Program

This Program, coordinated by the RTA Heritage Committee, involves recording interviews with or talks by "old timers" with historical knowledge that is part of our heritage, but might otherwise be lost. The first study in the Program involved people associated with the operation of the Sydney Harbour Bridge Maintenance Cranes, an outdated technology now being replaced. Before the program to remove the Cranes began, a full heritage study was conducted in consultation with the Heritage Council of NSW.

Seminars and Training

To improve their skills and understanding, presentations and training sessions were held for RTA staff on various environmental and community involvement issues, including:



The RTA works closely with the National Trust and Heritage Council of NSW in the identification and management of heritage items. In 1996, the RTA established an internal **Heritage Committee** with members from NSW Heritage, the National Trust, the Institution of Engineers and specialists within the RTA. The Heritage Committee advises the RTA on positive and proactive management of heritage issues affected by RTA activities. The four historic arch cranes on the Sydney Harbour Bridge are being replaced by the RTA's Bridge Services Section. A heritage study of the cranes was conducted in consultation with the Heritage Council of NSW, prior to commencement of their removal. One of the cranes, which have been in use since the 1930's, will be preserved and put on public display.

- environmental impact assessment
- Heritage conservation
- threatened species
- cross cultural awareness
- communication with a diverse community
- Pollution Control Licences and Approvals.

5. MINIMISED IMPACTS ON WILDLIFE AND HABITATS

Fauna Underpasses

The RTA has researched fauna underpasses, to identify those designs that best allow a range of species to cross roads. The design of related structures and adjacent landscaping and habitat were taken into consideration.

Fauna movement has been facilitated by installing a range of underpasses on Pacific Highway projects, such as Raymond Terrace Bypass, Bulahdelah to Coolongolook Deviation, Taree Bypass, Herons Creek Duplication, Raleigh Deviation, road works at Coffs Harbour, Brunswick Heads Bypass and Tandys Lane Deviation.

The underpasses:

- allow fauna to pass under highways and between habitat areas;
- involve extensive planting of appropriate vegetation and erection of refuge structures at underpass openings to give native fauna shelter from predators; and
- are complemented by fauna exclusion fencing which directs animals away from roads and towards underpasses.

Roads and Native Fauna

Concrete safety barriers along the centre of roads in natural areas can prevent fauna from crossing roads. At the Great Western Highway, near Wentworth Falls (Boddington Hill), the safety barrier's smooth surface made it difficult for small terrestrial mammals, including the native cat (Tiger Quoll), to climb over the barrier. To reduce the risk to fauna, whilst balancing overall safety on a hazardous stretch of the Highway, and after discussion with the National Parks & Wildlife Service (NPWS), a synthetic geo-grid was attached to the barrier's face to assist climbing.

A fauna clearing management plan has been developed in conjunction with the NPWS to address issues associated with the removal of identified habitat trees along the Bulahdelah to Coolongolook Deviation. Trees identified as nesting or breeding sites are only removed after a detailed inspection.

Safer Flying

Wentworth Avenue, Botany, passes between two wetland areas. To reduce the risk to birds flying between these wetlands, the RTA and Botany Council have provided fencing on both sides of the Avenue and will undertake an extensive tree planting scheme so that lower flying birds are forced to a greater height, thereby avoiding conflict with traffic.

6. ENHANCED ROADSIDE ENVIRONMENT

NSW Roadside Environment Committee

The NSW Roadside Environment Committee, formed in 1994, comprises 13 organisations representing various roadside management interests. The RTA-supported Committee encourages better management of roadside ecological, cultural and economic resources. A comprehensive information package, *Managing Roadsides*, outlines the process of developing and implementing integrated roadside management plans.

"The RTA has researched fauna underpasses, to identify those designs that best allow a range of species to cross roads."



A number of RTA projects involve community participation in the design, planting and ongoing maintenance of **landscaping** surrounding RTA projects. Here, students from South Strathfield High School joined RTA's landscaping contractor for a week's work experience.

Central West Roadside Corridor Project

The Central West Roadside Corridor Project, a joint RTA/Greening Australia project involving extensive community consultation, aims to preserve and enhance roadside corridors and promote their values. Referred to as the "Green Triangle", the project links State Highways between Lithgow in the east, Marsden in the south-west and Gilgandra in the north. Project achievements include:

- assessing over 1000 km of roadside corridor vegetation along State Highways;
- managing areas of remnant vegetation and identifying significant roadside areas;
- preparing roadside management guidelines to minimise RTA impacts on the roadside environment;
- planting 34,000 native trees and shrubs in and adjacent to road reserves, targeting specific local issues such as erosion, salinity and habitat loss;
- 113 km of direct seeding (estimated to produce 37,000 trees);
- revegetation of 61 roadside sites; and
- involving members of the community, landholders, 13 different Landcare Groups, four Landcare Environment Action Program (LEAP) teams, eight local Councils, and RTA Regional and District Offices in roadside corridor management and enhancement.

Landscape Improvements

A major landscape restoration project has been implemented at Bilgola Bends, Barrenjoey Road, to replace severely weed infested areas with endemic species and the Cabbage Palm (*Livistona Australis*), a notable local landscape feature.

Considerable landscape improvements are being implemented between Silverwater Road, Auburn and Concord Road Interchange at M4 Motorway at North Strathfield, which is the gateway to Sydney Olympic Park. Grass and weeds are being replaced with native eucalypts and with a recycled woodchip cover.

7. ENVIRONMENTAL RESEARCH

Research and development contributing to the development or improvement of policies and work practices concerned:

- contaminants in road runoff;
- potential relationships between engine compression braking and vehicle service brakes' wear life and reliability;
- alternative fuel demonstration project; and
- air quality modelling.

Regarding air quality modelling research:

- a research project to develop an air quality model for integration with the Sydney Coordinated Adaptive Traffic System (SCATS) and to predict near real-time traffic-generated air pollution is underway and due for early 1998 completion; and
- a project is underway to quantify the effect of vehicle-caused air turbulence on air pollution dispersion and concentration on and near roadways. (This was awarded to the University of NSW's Centre of Advanced Numerical Computing in Engineering & Science, as a three-year doctoral study, and will be completed in April 2000).

Technology serving the community

RESOURCE IMPLICATIONS

Organisational

During the year, all technical services within the RTA were brought under the umbrella of the Technology Directorate. After the second year of commercialisation, RTA Technology staffing has seen major changes in terms of personnel numbers and professional disciplines:

2. Professional disciplines

The Directorate has been expanded to include Technical Service Providers on a Statewide basis. This will mean using technical staff from different Regions, to meet RTA needs for specific projects, eg, Wagga Wagga design and survey groups working on the Pacific Highway upgrade.

As well as maintaining a role in delivery of conventional design and engineering products, RTA Technology professionals have broadened and redirected their expertise to meet RTA needs for environmental technical expertise in the architecture, landscaping, road furniture, lead paint removal, loud zones, geotextiles and drainage areas.

Budgeted Performance of Directorate/Branches

Income/Expenditure Statement

Budgets and monthly accounts are prepared on an accruals basis in accordance with Australian Accounting Standards as laid down by the Australian Accounting Bodies.

Road Safety and Traffic Management

The re-engineering of the RTA's Sydney Coordinated Adaptive Traffic System (SCATS) into the more advanced SCATS 2 moved a step closer to fruition. Australian and New Zealand users of SCATS are negotiating with us for the option to take up SCATS 2.

Under subcontract to AWA Ltd, RTA Technology successfully completed installation and commissioning of a large SCATS system in Bandung, Indonesia. The project returned over \$800,000 in software licence fees and consulting services revenue.

Several traffic management guidelines were produced this year including *School Zones*, *Street Vending*, *Convex Safety Mirrors*, *Roundabouts-Geometric Design* and *Permit Parking*.

Infrastructure Maintenance

Abrasive Blast Cleaning

The RTA has undertaken experimental work to monitor occupational lead exposures from use of a range of common abrasives and to test some of the wastes produced, to determine their status as hazardous wastes. This work demonstrated that blast cleaning of paints containing significantly lower lead contents than red lead paints can also expose workers to unacceptable toxic dust levels for lead and other heavy metals.

1. RTA Technology Personnel Numbers

	30.6.95	30.6.96	30.6.97
Personnel added			
from other areas	0	47	526
Skill Hire	180	59	68
Staff	330	349	852

“Preventive measures and protection methods were developed for the various levels of exposure to extend the service life of new and existing concrete bridge structures.”

Measuring the Load Capacity of Bridges

Load tests of 13 bridges were conducted during the year (11 performance load tests; two proof load tests). The results confirm that these old bridges have significant reserve strength; and allow us to rate them for higher loads than previously thought. The resultant lifting of some restrictions offers significant community benefits.

Protection from the Effects of Acid Sulphate Soils

The effects, on concrete bridge structures, of acid sulphate soils found in NSW coastal areas were investigated and evaluated, and a new concrete exposure classification was developed to cater for this environment. Preventive measures and protection methods were developed for the various levels of exposure to extend the service life of new and existing concrete bridge structures.

Crack Detection

In conjunction with the CSIRO, a prototype of an Automatic Road Pavement Crack Detection device, that can be used to collect and store cracking data while travelling at speed, is being developed.

Road Network Development

Specifications for Reinforced Soil Walls

In consultation with industry and academia, the RTA developed new Quality Assurance specifications (R57 and R58) to define our needs for design and construction of reinforced soil retaining wall structures.

Screening of Overhead Bridges in Sydney Region

An RTA group formed to compete commercially was contracted to design and install screens on overhead bridges in the Sydney Region (to date, the M4 motorway and F5 South Western Freeway), to avoid the risk of items falling or being thrown from the overhead bridge onto the road below.

Bridge Design

During 1996/97, Bridge Branch:

- completed the design of 27 new bridges, including the long viaduct over Hume Highway and Railway at Chullora, which will significantly improve access between the M5 Motorway and Homebush's Olympic venues;
- undertook the proof checking of the construction engineering of the Batam-Tonton cable-stayed Bridge in Indonesia, for the Batam Industrial Development Association.

Unseasoned Hardwood Stress Laminated Timber Bridge

The RTA entered into a new joint venture with NSW Forest Products Association, State Forests of NSW, Hasting Shire Council, Austim Pty Ltd and R J Taylor Pty Ltd to research the use of green hardwood for Stress Laminated Timber decks. This reduces material costs and demand for scarce old growth forest timber.

Crashworthy Sign Supports

Staff from Mechanical Engineering Section have been improving the design of roadside signs: to improve their ability to withstand strong winds, and to make the posts supporting the signs more collapsible (so that they pose less of a safety risk in the event of a crash).

A significant achievement was the development of a sign face design that reduces the wind load by more than 50% – by providing hinged panels which open during wind gusts and close again when the wind has passed. With reduced wind load, the support post's size can be significantly scaled down, and existing sign support structures can be used to support new, larger sign faces.

Fog and Ice Detection

Electrical Projects Section has developed a "state of the art" detection system, on the Great Western Highway at Mount Lambie and Coss River (north west of Lithgow), to warn drivers about the presence of ice and fog on the Highway.

Recycling

In accordance with the NSW Government's aim to significantly reduce the volume of industry and other waste by the year 2000, the RTA has greatly expanded and often pioneered the recycling of many different types of materials that previously would have been dumped in landfill. We continue to recycle waste materials generated in road construction and maintenance, in particular granular pavement material – resulting in savings of up to 40% by reducing resource usage, and haulage on the road system.

For further detail, see *Reduced Environmental Effects of Roads and Road Use* in the Road Network Infrastructure section.

"We continue to recycle waste materials generated in road construction and maintenance."

Research and development

"The RTA will continue to undertake relevant research and development on the key areas of environmental issues, infrastructure development, network development, road safety, traffic management and driver development."

The RTA continues to encourage research and development into road and transport-related activities. We actively foster strong and relevant relationships with other road agencies, industry, research organisations and academia to facilitate joint projects, commercial agreements, ideas exchange and technology transfer.

RTA's Research and Development (R&D) Program

The RTA's R&D Program is based on identified business needs, and is managed and coordinated by a special Executive Committee chaired by the Chief Executive. Funding and project management is mainly by our three Core Directorates.

The 1996/97 R&D Program (\$4.3 million) funded 46 projects, including a significant number with potential environmental benefit, eg, fauna underpass investigation, artificial wetlands to contain and filter road water runoff, recycling technology, teleworking and car pooling.

Our National Contacts and Research

Our R&D effectiveness is enhanced by our involvement in national research through Austroads, the Australasian body of road authorities, and the National Strategic Research Program.

Austroads was established to exchange information, identify and implement world best practice, eliminate wasteful duplication and adopt consistent standards and practices. In 1996/97, RTA staff managed Austroads' Technology & Environment Program.

Performance measurement means measuring how well an agency does its work. The RTA is managing Austroads' development of indicators by which to measure road system and road agency performance on a range of social and environmental issues. Working Groups with members drawn from Austroads member agencies are investigating potential indicators concerning freight and passenger transport demand, vehicle fuel efficiency, road-related resource recycling, accessibility to desirable locations and services including public transport, and the extent to which social and environmental impacts are reflected in transport investment decisions.

Our International Contacts and Research

To keep abreast of world technology developments, we maintain close links with national and international research programs, and are involved in international research with the US Strategic Highway Research Program, the Organisation for Economic Cooperation and Development Transport Research Program and the World Road Association.

Future Research and Development

The RTA will continue to undertake relevant R&D on the key areas of environmental issues, infrastructure development, network development, road safety, traffic management and driver development.

Technology Plan

The RTA has developed a Technology Plan to encourage innovation in our use and development of technological solutions to business problems, and to provide a framework for the efficient and effective use of technology in the RTA and for the development of new technologies.

Financial Statements

CONTENTS

Beginning of Audited Financial Statements	62
Statement by Chief Executive and Director Finance	62
Independent Audit Report	63
Statement of Financial Position	64
Operating Statement	65
Cash Flow Statement	66
Program Statement - Expenses and Revenues	67
Summary of Compliance with Financial Directives for the Year	68
Notes to and forming part of the Financial Statements	69
1 Summary of Significant Accounting Policies	69
2 Operating Expenses	71
3 Revenues	72
4 Gain/(Loss) on Sale of Non-Current Assets	73
5 Abnormal Items	73
6 Extraordinary Items	73
7 Government Contributions	73
8 Programs/Activities of the Agency	74
9 Current Assets - Cash	74
10 Current Assets - Investments	74
11 Current/Non Current Assets - Receivables	74
12 Non Current Assets - Property, Plant and Equipment	75
13 Current/Non Current Assets - Other	77
14 Current Liabilities - Accounts Payable	79
15 Current/Non Current Liabilities - Borrowings	80
16 Current/Non Current Liabilities - Employee Entitlements	80
17 Current/Non Current Liabilities - Other Provisions	81
18 Current/Non Current Liabilities - Other Liabilities	81
19 Changes in Equity	82
20 Commitments for Expenditure	82
21 Contingent Liabilities	82
22 Reconciliation of Net Costs of Services to Net Cash Flows from Operating Activities	82
End of Audited Financial Statements	82
Supplementary Financial Information	83

BEGINNING OF AUDITED FINANCIAL STATEMENTS

ROADS AND TRAFFIC AUTHORITY

Year ended 30 June 1997

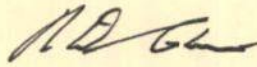
Pursuant to Section 41C (1B) and (1C) of the Public Finance and Audit Act 1983, we declare that in our opinion:

1. The accompanying financial statements exhibit a true and fair view of the Authority's financial position as at 30 June 1997 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
2 September 1997



R D Christie
Chief Executive
2 September 1997



BOX 12 GPO
SYDNEY NSW 2001

INDEPENDENT AUDIT REPORT

ROADS AND TRAFFIC AUTHORITY OF NEW SOUTH WALES

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

Scope

I have audited the accounts of the Roads and Traffic Authority of New South Wales for the year ended 30 June 1997. The preparation and presentation of the financial report consisting of the accompanying statement of financial position, operating statement, statement of cash flows, program statement - expenses and revenues and summary of compliance with financial directives, together with the notes thereto and the information contained therein, is the responsibility of the Chief Executive. My responsibility is to express an opinion on the financial report to Members of the New South Wales Parliament and the Chief Executive based on my audit as required by sections 34 and 41C(1) of the *Public Finance and Audit Act 1983*.

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

In addition, other legislative requirements which could have an impact on Roads and Traffic Authority of New South Wales financial report have been reviewed on a cyclical basis. For this year, the requirements examined comprise: Chief Executive Service/Senior Executive Service remuneration; Payroll Tax on superannuation benefits; disaster recovery plans for computer installations and prompt payment of accounts.

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

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

Audit Opinion

In my opinion, the financial report of the Roads and Traffic Authority of New South Wales complies with sections 41B and 41BA of the Act and presents fairly in accordance with applicable Accounting Standards and other mandatory professional reporting requirements the financial position of the Roads and Traffic Authority of New South Wales as at 30 June 1997 and the results of its operations and its cash flows for the year then ended.

A. C. HARRIS

SYDNEY
3 September 1997

STATEMENT OF FINANCIAL POSITION

ROADS AND TRAFFIC AUTHORITY, NEW SOUTH WALES

AS AT 30 JUNE 1997

30/6/96 \$000		Notes	30/6/97 \$000
ASSETS			
Current Assets			
57,535	Cash	9	33,950
56,035	Investments	10	191,543
22,705	Receivables	11(a)	26,656
7,745	Inventories	1(j)	7,239
5,822	Other	13(a)	16,563
149,842	Total Current Assets		275,951
Non Current Assets			
37,763,357	Property, Plant and Equipment	12	38,901,324
119,903	Receivables	11(b)	30,282
483,613	Other	13(b)	497,969
38,366,873	Total Non Current Assets		39,429,575
38,516,715	Total Assets		39,705,526
LIABILITIES			
Current Liabilities			
192,233	Accounts Payable	14	212,251
172,284	Borrowings	15	154,302
85,717	Employee Entitlements	16	82,277
6,262	Other Provisions	17	6,252
29,175	Other	18	38,807
485,671	Total Current Liabilities		493,889
Non Current Liabilities			
988,870	Borrowings	15	991,288
369,431	Employee Entitlements	16	334,829
1,378	Other Provisions	17	1,353
473,369	Other	18	480,322
1,833,048	Total Non Current Liabilities		1,807,792
2,318,719	Total Liabilities		2,301,681
36,197,996	Net Assets		37,403,845
EQUITY			
2,905,234	Reserves	19	3,389,604
33,292,762	Accumulated Funds	19	34,014,241
36,197,996	Total Equity		37,403,845

OPERATING STATEMENT

ROADS AND TRAFFIC AUTHORITY, NEW SOUTH WALES
FOR THE YEAR ENDED 30 JUNE 1997

1995/96 \$000		Notes	1996/97 \$000
Expenses			
	Operating Expenses		
108,316	Employee Related	2(a)	107,623
180,205	Other Operating Expenses	2(b)	162,245
654,679	Maintenance	1(b)	658,124
40,288	Depreciation	2(c)	(55,092)
3,661	Grants & Subsidies	2(d)	10,121
135,741	Finance Costs	2(e)	122,116
472,006	Other Expenses	2(f), 5	163,351
1,594,896	Total Expenses		1,168,488
	Less:		
Retained Revenue			
111,820	Sale of Goods and Services	3(a)	101,903
19,584	Investment Income	3(b)	16,831
37,385	Retained Taxes, Fees & Fines	3(c)	16,061
11,596	Contributions	3(d)	13,632
791,501	Other Revenue	3(e), 5	54,899
971,886	Total Retained Revenue		203,326
(1,687)	Gain (Loss) / on Sale of Non-Current Assets	4	(12,352)
624,697	NET COST OF SERVICES	22	977,514
	Government Contributions	7	
880,800	Recurrent Appropriation		938,809
814,839	Capital Appropriation		760,184
1,695,639	Total Government Contributions		1,698,993
1,070,942	SURPLUS / (DEFICIT) FOR THE YEAR		721,479
(8,020,936)	Extraordinary Items	6	-
(6,949,994)	SURPLUS / (DEFICIT) FOR THE YEAR AFTER EXTRAORDINARY ITEMS		721,479

CASH FLOW STATEMENT

ROADS AND TRAFFIC AUTHORITY, NEW SOUTH WALES
FOR THE YEAR ENDED 30 JUNE 1997

1995/96 \$000		Notes	1996/97 \$000
CASH FLOWS FROM OPERATING ACTIVITIES			
Payments			
(107,986)	Employee Related		(109,066)
(3,661)	Grants and Subsidies		(10,121)
(126,368)	Finance Costs		(111,299)
(827,017)	Other		(853,044)
(1,065,032)	Total Payments		(1,083,530)
Receipts			
73,480	Sale of Goods and Services		102,884
63,891	Retained Taxes, Fees & Fines		16,061
10,158	Interest Received		5,308
11,596	Other		13,675
159,125	Total Receipts		137,928
(905,907)	NET CASH FLOWS FROM OPERATING ACTIVITIES	22	(945,602)
CASH FLOWS FROM INVESTING ACTIVITIES			
47,606	Proceeds from Sale of Property, Plant & Equipment		42,033
–	Proceeds from Sale of Investments		113,208
(734,382)	Payments for Purchase of Property, Plant & Equipment		(781,739)
(19,626)	Purchases of Investments		(135,508)
(10,000)	Other		–
(716,402)	NET CASH FLOWS FROM INVESTING ACTIVITIES		(762,006)
CASH FLOWS FROM FINANCING ACTIVITIES			
(64,054)	Repayment of Borrowings and Advances		(14,970)
(64,054)	NET CASH FLOWS FROM FINANCING ACTIVITIES		(14,970)
CASH FLOWS FROM GOVERNMENT			
858,592	Recurrent Appropriation		938,809
814,839	Capital Appropriation		760,184
1,673,431	NET CASH FLOWS FROM GOVERNMENT		1,698,993
(12,932)	NET INCREASE / (DECREASE) IN CASH HELD		(23,585)
70,467	Opening Cash		57,535
57,535	CLOSING CASH	1(I), 9	33,950

PROGRAM STATEMENT – EXPENSES AND REVENUES

	Road Network Infrastructure		Driver & Vehicle Policy & Regulation		Road Safety & Traffic Management		M4 / M5 Cashback Scheme		Total	
	1995/96 \$000	1996/97 \$000	1995/96 \$000	1996/97 \$000	1995/96 \$000	1996/97 \$000	1995/96 \$000	1996/97 \$000	1995/96 \$000	1996/97 \$000
EXPENSES										
Operating Expenses										
Employee Related	6,151	4,264	95,727	88,725	6,438	14,634			108,316	107,623
Other Operating Expenses	40,069	33,080	100,188	90,964	39,948	27,319	10,882		180,205	162,245
Maintenance	539,671	535,511			115,008	122,613			654,679	658,124
Depreciation	20,433	-71,758	11,638	10,164	8,217	6,502			40,288	(55,092)
Grants & Subsidies					3,661	10,121			3,661	10,121
Finance Costs	132,561	122,116	3,180						135,741	122,116
Other Expenses	472,006	161,351		1,000		1,000			472,006	163,351
Total Expenses	1,210,891	784,564	210,733	190,853	173,272	182,189	0	10,882	1,594,896	1,168,488
Retained Revenue										
Sale of Goods and Services	80,295	69,514	31,525	32,389					111,820	101,903
Investment Income	34,595	16,831							34,595	16,831
Retained Taxes, Fees and Fines	37,385	2,622		13,439					37,385	16,061
Grants and Contributions	622	2,329			10,974	11,303			11,596	13,632
Other Revenue	765,673	54,899	10,817						776,490	54,899
Total Retained Revenue	918,570	146,195	42,342	45,828	10,974	11,303	0	0	971,886	203,326
Gain (Loss) on Sale of Non-Curent Assets	(1,687)	(12,352)							(1,687)	(12,352)
NET COST OF SERVICES	294,008	650,721	168,391	145,025	162,298	170,886	0	10,882	624,697	977,514
Government Contributions	1,239,380	1,281,982	189,116	150,776	267,143	261,052		5,183	1,695,639	1,698,993
SURPLUS/(DEFICIT) FOR THE YEAR										
	945,372	631,261	20,725	5,751	104,845	90,166	0	-5,699	1,070,942	721,479
Extraordinary Items	8,020,936								8,020,936	0
SURPLUS/(DEFICIT) FOR THE YEAR AFTER EXTRAORDINARY ITEMS										
	-7,075,564	631,261	20,725	5,751	104,845	90,166	0	-5,699	-6,949,994	721,479
ADMINISTERED REVENUES [See Note 1 (c)]										
Consolidated Fund										
– Taxes, Fees & Fines			322,896	283,800					322,896	283,800
– Other			447,825	513,924					447,825	513,924
Total			770,721	797,724					770,721	797,724

The purpose of each program is summarised in Note 8.

SUMMARY OF COMPLIANCE WITH FINANCIAL DIRECTIVES

FOR THE YEAR ENDED 30 JUNE 1997

	Actual Appropriations		Estimated Expenditure	Actual Appropriations		Estimated Expenditure
	Original 1997	Revised 1997	1997	Original 1996	Revised 1996	1996
	\$000	\$000	\$000	\$000	\$000	\$000
Recurrent Appropriation						
– Road Network Infrastructure	621,443	623,657	623,657	588,196	570,554	570,554
– Driver and Vehicle Policy and Regulation	154,609	143,962	143,962	162,053	152,298	152,298
– Road Safety and Traffic Management	172,233	166,007	166,007	134,850	157,948	157,948
– M4 / M5 Cashback Scheme	–	5,183	5,183	–	–	–
	948,285	938,809	938,809	885,099	880,800	880,800
Capital Appropriation						
– Road Network Infrastructure	711,749	658,325	658,325	675,982	668,826	668,826
– Driver and Vehicle Policy and Regulation	12,923	6,814	6,814	36,605	36,818	36,818
– Road Safety and Traffic Management	100,455	95,045	95,045	130,276	109,195	109,195
– M4 / M5 Cashback Scheme	–	–	–	–	–	–
	825,127	760,184	760,184	842,863	814,839	814,839
Total Appropriations	1,773,412	1,698,993	1,698,993	1,727,962	1,695,639	1,695,639

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

FOR THE YEAR ENDED 30 JUNE 1997.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

(a) 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, management of drivers and vehicles and the M4/M5 Cashback Scheme.

(b) Basis of Accounting

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

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

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

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

Statements of Accounting Concepts are used as guidance in the absence of applicable Accounting Standards, Urgent Issues Group Consensus Views and legislative requirements.

The financial statements are prepared in accordance with the historical cost convention except where otherwise stated. All amounts are rounded to the nearest one thousand dollars and are expressed in Australian currency. The accounting policies adopted are consistent with those of the previous year.

Due to the issue of the new FRC some previous year comparative figures have been restated, however, there is no effect on the overall result.

(c) Administered Activities

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

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

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

(d) Parliamentary Appropriations

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

(e) Employee Entitlements

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

Sick leave accrued by employees of the RTA is all non-vesting and does not give rise to a liability as it is not considered probable that sick leave taken in the future will be greater than the entitlements accrued in the future.

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

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

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

The superannuation expense for the Basic Benefit and First State Super schemes is calculated as a percentage of the employees' salary. For the State Superannuation Scheme and the State Authorities Superannuation Scheme, the expense is calculated as a multiple of the employees' superannuation contributions.

(f) Insurance

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

(g) Asset Management Policy

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

Valuation and depreciation policies are summarised overleaf.

(i) Property, Plant & Equipment

Asset	Valuation Policy	Depreciation Policy
Land & Buildings in Service <ul style="list-style-type: none"> – Works Administration Properties – Officers Residences 	Land and buildings in service are generally valued at market value (land) and written down replacement cost (buildings). Where such properties are rented externally they are valued at current market value.	Buildings – straight line (2.5%)
<ul style="list-style-type: none"> – Improvements involving quarry operations 	Written down historic cost	Amortised over the useful life to the entity
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 <i>(Minimum capital value \$5,000)</i>	Written down historic cost/revalued amount	Straight line (5% – 10%) over the estimated useful life to the entity
Computer Hardware and Software <i>(Minimum capital value of \$500 and \$5,000 respectively)</i>	Written down historic cost/revalued amount	Straight line (20% – 33.33%) over the estimated useful life to the entity
Electronic Office Equipment <i>(Minimum capital value \$5,000)</i>	Written down historic cost/revalued amount	Straight line (20%) over the estimated useful life to the entity
Leasehold Improvements <i>(Minimum capital value \$5,000)</i>	Written down historic cost/revalued amount	Amortised over the period of the lease, or the useful life of the improvement to the entity, whichever is shorter

Included in the value of land and buildings in service is an amount of \$2.882 million (1995/96; \$2.882 million) for buildings on Crown land. As the RTA effectively “controls” this Crown land, it has been included in the RTA’s Statement of Financial Position for the first time at a value of \$2.095 million. Should such Crown land be transferred or disposed of, associated buildings are written off in the year the transfer or disposal takes place. No such Crown land has been transferred or disposed of during 1996/97.

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

Depreciation and valuation policies in respect of operational assets are subject to annual review. Estimates of useful life for depreciation purposes have been determined with due regard to a number of factors including the expected retention period by the entity and the underlying physical, technical and commercial nature of the assets as defined in AAS4. In accordance with this standard the shortest alternative useful life is applied. Approximately 22% (1995/96; 20%) of the RTA’s assets in the categories of plant, equipment and motor vehicles, computer hardware and software and electronic office equipment are fully depreciated.

(ii) Authority Infrastructure

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

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

The RTA’s traffic signal control network is valued according to the written down 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 RTA’s registered valuers.

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

The existing Accounting Standard AAS4 – “Depreciation of Non Current Assets” outlines factors 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 RTA’s financial statements. To address this situation, the RTA has developed an industry methodology and approach which is considered to provide an appropriate disclosure of the loss of service potential of roads.

The provision for depreciation recognises the total accumulated depreciation of the road asset due to wear, tear and deterioration as at 30/6/97. The calculation is based on the total cost to restore the road network from its current condition to near new. The annual movement in this provision is calculated from the RTA’s Pavement Management System (PMS) which is used to collate, consolidate and calculate the road network data which facilitates the measurement of both the movement in condition and the replacement cost of the road network.

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

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

(iii) 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 RTA in 2022 [refer Note 13(b)].

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

(h) Investments

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

Interest revenues are recognised as they accrue.

(i) Provision of Material Assets

No material assets were provided free of charge to the RTA during the 1996/97 financial year. However, at a small number of locations, Crown land was provided at peppercorn rentals.

(j) 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.

(k) Capitalisation of Expenditure

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

(l) Cash

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

2. OPERATING EXPENSES

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

(a) Employee Related Expenses

Total employee related expenses are detailed as follows:

1995/96 \$M		1996/97 \$M
254.941	Salaries and Wages	264.060
12.590	Long Service Leave	10.694
40.543	Superannuation (See Notes 5 and 17)	1.938
22.245	Annual Leave	24.832
*	Workers Compensation Insurance	14.950
19.223	Payroll Tax and Fringe Benefits Tax	21.755
10.702	Other	11.407
360.244		349.636

Of the total employee related expenses, \$76.281 million (1995/96; \$113.282 million) was capitalised to infrastructure and \$165.732 million (1995/96; \$138.646 million) is attributable to maintenance with the balance of \$107.623 million (1995/96; \$108.316 million) attributable to other operating programs.

* In previous years, workers compensation was not included in employee related expenses, rather, it was included in insurance expenses. Also, in previous years, fringe benefits tax was not included in employee related expenses.

(b) Other Operating Expenses

1995/96 \$M	1996/97 \$M
Payments to Councils and	
46.380 External Bodies	55.613
25.876 Ensured Revenue Stream Payments	28.073
12.851 Road Safety Advertising	10.843
Contract Payments	
21.430 Motor Vehicle Plates & Labels	9.370
8.839 Photo Licences	8.351
Maintenance and Operations	
6.796 of Buildings	7.478
58.033 Other	42.517
180.205	162.245

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

(i) Audit Fees

During 1996/97 an expense of \$0.445 million (1995/96; \$0.396 million) was incurred for audit services provided by The Audit Office of NSW.

(ii) Bad and Doubtful Debts

The bad and doubtful debts expense for 1996/97 amounted to \$0.141 million. (1995/96; \$0.660 million).

(iii) Rental Expense (Operating Leases)

Total rental expenses in respect of operating leases for 1996/97 amounted to \$14.864 million. (1995/96; \$14.722 million).

(iv) Insurance

Total insurance costs for 1996/97 excluding workers compensation amounted to \$13.668 million. (1995/96; \$24.300 million including \$14.250 million for workers compensation).

(v) Consultants

The total amount paid to consultants during 1996/97 amounted to \$0.944 million (1995/96; \$1.231 million).

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

(c) Depreciation**(i) Operational Assets**

Total depreciation raised against operational assets during 1996/97 amounted to \$43.888 million (1995/96; \$46.952 million). Of this amount, \$10.013 million (1995/96; \$18.836 million) was capitalised with the balance of \$33.875 million (1995/96; \$28.116 million) reported as an operating expense.

(ii) Authority Infrastructure

During 1996/97 a condition improvement of \$88.967 million was recorded against depreciation. (1995/96; \$12.172 million depreciation expense).

(d) Grants and Subsidies

1995/96 \$M	1996/97 \$M
Grants Under Road Safety Program	
3.661 – Education and Enforcement Activities	5.656
Grants Under Traffic Management Program	
– Promotion of an Integrated Transport System	3.276
Grant to Office of the Minister for Roads, Public Works and Services and Ports	1.189
3.661	10.121

(e) Finance Costs

1995/96 \$M	1996/97 \$M
127.897 Interest	119.617
7.844 Other	2.499
135.741	122.116

(f) Other

1995/96 \$M	1996/97 \$M
472.006 Abnormal Items (Refer Note 5)	163.351
472.006	163.351

3. REVENUES**(a) Sale of Goods and Services**

1995/96 \$M	1996/97 \$M
53.139 Toll Revenue (Sydney Harbour Bridge)	53.662
17.111 Rent	15.852
11.321 Special Plates	12.504
Third Party Insurance	
9.339 Data Access Charges	10.490
20.910 Other	9.395
111.820	101.903

(b) Investment Income

1995/96 \$M	1996/97 \$M
19.584 Interest	16.831
19.584	16.831

(c) Retained Taxes, Fees and Fines

1995/96 \$M	1996/97 \$M
19.437 Heavy Vehicle Permit Fees (*)	(3.175)
3.764 Number Plate Fees	3.922
7.101 Fine Default Fees	7.713
7.083 Other Charges and Fees	7.601
37.385	16.061

* Heavy vehicle permits are no longer issued in NSW. The amount shown represents a refund of amounts overpaid in prior years.

(d) Contributions

1995/96 \$M		1996/97 \$M
6.461	NSW Government Agencies	7.154
0.963	Local Government	1.628
0.968	Other Government Agencies	0.781
3.204	Private Firms & Individuals	4.069
11.596		13.632

(e) Other Revenue

1995/96 \$M		1996/97 \$M
776.490	Abnormal Items (Refer Note 5)	37.535
	Value of Emerging Interest of Private Sector Provided Infrastructure	
-	- M2 [see Note 13(b)]	0.672
7.156	- M4 [See Note 13(b)]	6.492
7.772	- M5 [See Note 13(b)]	7.192
	- Loan to Sydney Harbour Tunnel Company [See Note 11(b)]	3.008
791.501		54.899

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

1995/96 \$M		1996/97 \$M
	Loss on Sale of Property, Plant & Equipment	
50.505	Proceeds from Sale	44.160
52.192	Written Down Value of Assets Sold	46.004
(1.687)	Net Loss	(1.844)
	Loss on Sale of Non-Current Receivables	
-	Proceeds from Sale	113.208
-	Written Down Value of Assets Sold	123.716
-	Net Loss	(10.508)
(1.687)	Net Loss on Sale of Non-Current Assets	(12.352)

5. ABNORMAL ITEMS

1995/96 \$M		1996/97 \$M
	Revaluation of Authority Infrastructure	
(778.313)	- Land Under Roads and Within Road Reserves	159.289
1.823	- Other	-
-	Write down of Corporate Software	4.062
(776.490)		163.351

Abnormal items relating to the revaluation of Authority Infrastructure and the writedown of Corporate Software have been reclassified as Other Expenses in the Operating Statement. (See Note 2f) (1995/96; Other Revenue).

	Reduction in Superannuation Expense due to Tax, Actuarial and Interest	
-	Adjustments (See Note 16)	(46.799)
-		(46.799)

This reduction is offset against the Superannuation Expense for 1996/97 which is reported within Employee Related Expenses [See Note 2(a)].

	Prior Years Adjustments (See Note 12)	
376.019	- Land Under Roads	-
260.118	- Roads	-
-	- Bridges	(26.402)
(137.369)	- Property, Plant & Equipment	(11.091)
(26.762)	- Other	(0.042)
472.006		(37.535)

Prior years adjustments reflect the outcome of ongoing integrity checks which have identified additional assets not previously brought to account.

Prior Year Adjustments have been reclassified as Other Revenue in the Operating Statement. (See Note 3e) (1995/96; Other Expenses).

6. EXTRAORDINARY ITEMS

1995/96 \$M		1996/97 \$M
8,020.936	Transfer of Regional Roads to Local Government	-
8,020.936		-

7. GOVERNMENT CONTRIBUTIONS

1995/96 \$M		1996/97 \$M
	Recurrent Appropriation	
738.843	- State	807.529
141.957	- Commonwealth	131.280
880.800		938.809
	Capital Appropriation	
635.939	- State	570.404
178.900	- Commonwealth	189.780
814.839		760.184

Material Events Occurring After Balance Date

On 5 August 1997, the High Court handed down its decision in respect of the legality of state franchise fees on tobacco. The decision, which ruled the franchise fees as invalid, led to the NSW Government discontinuing the franchise fees, including those imposed on fuel. The Commonwealth Government, in response, has imposed an excise surcharge of 8.1 cents/litre on fuel nationwide, as an interim measure subject to review in six months time. The Commonwealth will provide the resultant funding to the States. As a result of this arrangement it is expected, at this point of time, that the High Court decision will not significantly impact on RTA revenues.

8. PROGRAMS/ACTIVITIES OF THE AGENCY

(a) Road Network Infrastructure

Network Development

Description: Planning, designing, scheduling and organising the development of road and bridge works.
Objectives: To develop the State's road network to promote economic growth, safer roads and contribute to a totally integrated transport solution.

Maintenance

Description: Planning, designing, scheduling and organising of work for the maintenance of roads and bridges, including restoration after natural disasters.
Objective: To properly maintain State road and bridge assets at minimum whole of life cost.

(b) Driver and Vehicle Policy and Regulation

Description: Planning, designing and implementing programs and minimum standards for the safe and efficient movement of traffic, for the appropriate education of road users, and for regulation and monitoring of vehicles.
Objective: To encourage the use of roadworthy vehicles and responsible behaviour in all road users.

(c) Road Safety and Traffic Management

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

(d) M4 / M5 Cashback Scheme

Description: Reimbursing motorists directly for tolls paid using Cashback Cards on the M4 and M5 Motorways when driving NSW privately registered cars and motorcycles.
Objective: To reimburse tolls to motorists driving NSW privately registered vehicles on the M4 and M5 Motorways.

9. CURRENT ASSETS – CASH

The cash balance comprises:

30/6/96 \$M		30/6/97 \$M
39.788	RTA Operating Account	1.539
	Remitting Account, Cash in Transit	
17.747	& Cash on Hand	32.411
57.535		33.950

10. CURRENT ASSETS – INVESTMENTS

30/6/96 \$M		30/6/97 \$M
7.455	TCORP – Hour Glass Facility	9.265
48.539	On Call Deposits	182.205
0.041	Other	0.073
56.035		191.543

11. CURRENT/NON-CURRENT ASSETS – RECEIVABLES

The RTA's receivables are detailed as follows:

(a) Current

30/6/96 \$M		30/6/97 \$M
5.742	Sale of Goods and Services	8.711
	Other (Motor Vehicle Accident Damage	
1.154	to RTA Property and Road Clearing)	1.371
6.896		10.082
1.157	Deduct: Provision for Doubtful Debts	1.035
5.739		9.047
3.449	Unissued Debtors	3.182
0.044	Dishonoured Credit Cards	0.057
9.232		12.286
	Accrued Income	
1.120	– Interest	0.713
11.943	– Property Sales	13.653
0.410	– Other	0.004
22.705	Total Current	26.656

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

SUMMARY OF DEBTS WRITTEN OFF

1995/96 \$M		1996/97 \$M
	Motor Vehicle Accident Damage to RTA Property and Costs for Clearing of Roadway	0.136
0.211		
0.078	Rental Arrears	0.043
0.033	Works and Services	0.041
	Towing Service Charges for Unattended Vehicles	0.031
0.048		
0.011	Other	0.012
0.381		0.263

(b) Non-Current

Non-Current receivables are summarised as follows:

30/6/96 \$M		30/6/97 \$M
27.274	Loan to Sydney Harbour Tunnel Company	30.282
	Loans to Interlink Roads (ILR)	
18.215	– Construction Loan	–
	– Land Acquisition Loan	
15.123	(Less Unearned Rent)	–
59.291	– Variation Loan	–
119.903		30.282

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 1997 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 1997, has been assessed at \$30.282 million (30/6/96; \$27.274 million).

Loans to Interlink Roads Pty Ltd (ILR)

Under the terms of the Project Deed with ILR the RTA made loans totalling \$84.6 million to provide funds for the construction of the M5 Motorway. The loans were advanced progressively during the period from June 1992 to July 1995.

Prior to the retirement of the subordinated loans on 30 June 1997, the balance of the loans, including principal, capitalised interest and accrued interest totalled \$123.716 million (1995/96; \$111.786 million).

It was intended that the above loans would be repaid by ILR from M5 toll revenue, with repayment anticipated to be finalised by December 2007.

During 1996, ILR submitted a proposal to undertake upgrading work on the M5 Motorway. The proposal incorporated new works, including an M5 West complete to dual carriageway standard between Prestons and Beverly Hills to be completed by 1998, an ongoing operations and maintenance package and a licence payment scheme for the M5 West corridor. Under the funding package for the proposal, ILR was to borrow sufficient funds to retire the RTA subordinate loans at an assessed value and meet costs of future maintenance and operations.

Independent financial advice on the current value of the loans as at 31 December 1996, assuming current forecast traffic volumes and a series of discount rates, indicated that the current value of the loans at that time was in the range of \$108 million to \$111 million.

Agreement was reached with ILR to retire the subordinated loans for a cash payment of \$113.2 million which was received by the RTA on 30 June 1997. As part of this arrangement ILR will also undertake at its own cost, roadworks and improvements valued at \$25 million on the M5 Motorway. In respect of the land acquisition loan, the repayment of principal is considered to be a prepayment of rental over the remaining period of the concession agreement (see Note 18).

12. NON CURRENT ASSETS – PROPERTY, PLANT AND EQUIPMENT

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

30/6/96 \$M		30/6/97 \$M
1,616.639	Property, Plant & Equipment (See Note 12 a)	1,649.046
36,146.718	Authority Infrastructure (See Note 12 b)	37,252.278
37,763.357		38,901.324

a) Property, Plant & Equipment

	Works Administration Properties & Officers Residences		Land & Buildings Acquired for Future Roadworks	Improvements to Quarries	Leasehold Improvements	Plant Equipment and Motor Vehicles	Computer Hardware and Software	Electronic Office Equipment	Total \$M
At Cost or Valuation	Land \$M	Buildings \$M	\$M	\$M	\$M	\$M	\$M	\$M	\$M
Balance 1 July 1996	61.733	95.871	1,285.713	0.398	12.180	176.333	142.274	8.646	1,783.148
Additions	–	4.161	54.465	–	1.162	31.651	6.690	0.327	98.456
Disposals	(0.428)	(0.410)	(18.061)	–	(0.940)	(28.185)	(16.879)	(0.312)	(65.215)
Reclassifications	(0.025)	(0.180)	(49.940)	–	–	(0.021)	0.021	–	(50.145)
Revaluations	1.791	(1.937)	62.753	–	–	–	–	–	62.607
Prior Years Adjustments	–	–	9.665	–	–	–	(0.030)	–	9.635
Balance 30 June 1997	63.071	97.505	1,344.595	0.398	12.402	179.778	132.076	8.661	1,838.486
Accumulated Depreciation									
Balance 1 July 1996	–	1.885	–	0.211	3.756	74.917	80.886	4.854	166.509
Depreciation Expense	–	2.131	–	0.016	3.246	12.250	25.017	1.228	43.888
Write Back on Disposal	–	(0.012)	–	–	(0.940)	(7.599)	(12.094)	(0.279)	(20.924)
Revaluation	–	(0.020)	–	–	–	–	–	–	(0.020)
Reclassification	–	(0.002)	–	–	–	–	–	–	(0.002)
Prior Years Adjustments	–	–	–	–	(0.010)	–	–	(0.001)	(0.011)
Balance 30 June 1997	–	3.982	–	0.227	6.052	79.568	93.809	5.802	189.440
Written Down Value									
At 1 July 1996	61.733	93.986	1,285.713	0.187	8.424	101.416	61.388	3.792	1,616.639
At 30 June 1997	63.071	93.523	1,344.595	0.171	6.350	100.210	38.267	2.859	1,649.046

Land and buildings for future roadworks comprise untenanted land for road works (average rateable value – \$947.730 million), surplus properties (market value – \$152.675 million), of which properties with an estimated value of up to \$26 million could be disposed of during 1997/98, and rentable properties (market value – \$245.635 million).

Material Events Occurring After Balance Date

Early in 1997/98 the RTA will sell its fleet of light vehicles and enter into a leasing agreement involving Macquarie Bank and State Fleet. Macquarie Bank will provide funds and State Fleet will purchase and dispose of vehicles.

The light fleet currently consists of 1,470 vehicles with an estimated value of \$30 million.

b) Authority Infrastructure

Authority infrastructure is valued as follows:

30/6/96 \$M		30/6/97 \$M
Roads – Replacement Cost		
27,886.495	Opening Balance	21,070.916
(260.118)	Prior Year Adjustment	–
494.837	Add: Additions	568.813
629.452	Revaluation	535.511
(7,679.750)	Net Adjustment – Regional Roads	–
21,070.916		22,175.240
Less: Provision for Depreciation		
5,792.029	Opening Balance	4,035.595
(17.237)	Prior Year Adjustment	–
224.830	Inflation Adjustment	126.188
(3.372)	Current Year Expense	(92.108)
(1,960.655)	Net Adjustment – Regional Roads	–
4,035.595		4,069.675
17,035.321		18,105.565
Land Under Roads and Within Road Reserves		
14,802.842	Opening Balance	14,826.427
(376.019)	Prior Year Adjustment	–
1,440.270	Transfer to “In Use As Roads”	50.145
800.975	Revaluation	(173.891)
(1,841.641)	Net Adjustment – Regional Roads	–
14,826.427		14,702.681
Bridges		
4,120.328	Opening Balance	3,838.314
9.879	Prior Year Adjustment	26.402
157.353	Add: Additions	32.872
18.026	Revaluation	26.180
(467.272)	Net Adjustment – Regional Roads	–
3,838.314		3,923.768
Less: Provision for Depreciation		
60.589	Opening Balance	51.846
14.584	Current Year Expense	2.131
(16.255)	Write Back on Revaluation	(0.452)
(7.072)	Net Adjustment – Regional Roads	–
51.846		53.525
3,786.468		3,870.243
Traffic Signal Control Network		
10.486	Opening Balance	6.641
(0.891)	Prior Year Adjustment	–
0.228	Add: Additions	0.745
(3.182)	Revaluation	0.389
6.641		7.775
Less: Provision for Depreciation		
–	Opening Balance	0.960
0.960	Current Year Expense	1.010
0.960		1.970
5.681		5.805
Major Works in Progress		
521.736	Opening Balance	492.821
(28.915)	Net Additions / Deletions	75.163
492.821		567.984
36,146.718		37,252.278

The network was improved during the year with a number of major projects being opened to traffic. These include the Chinderah Bypass in the north, the Myrtle Gully Deviation and part of the Lake George project in the south, road widening at Narrabri in the west and Abbot Rd – Seven Hills Link Rd in Sydney.

The \$536 million (\$629 million) revaluation of the road network has largely been influenced by movements in the Road Cost Index for road development which reflects the increased costs associated with road construction. A similar adjustment has been made in respect of the Provision for Depreciation.

The depreciation expense in respect of roads -\$92 million (-\$3 million) reflects an overall improvement in the condition of the network as compared with 1995/96. Part of this change is attributed to improved data collection methods in respect of road condition. (automated rather than manual rutting data and use of QA data collection contracts)

13. CURRENT/NON CURRENT ASSETS – OTHER

a) Current

These comprise:

30/6/96 \$M		30/6/97 \$M
3.867	Prepayments	16.563
1.955	Prepaid Superannuation Contribution (See Note 16)	–
5.822		16.563

b) Non-Current

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

30/6/96 \$M		30/6/97 \$M
434.392	Sydney Harbour Tunnel	434.392
434.392		434.392
M4 Motorway		
17.989	Opening Balance	25.145
7.156	Annual Increment – Emerging Right to Receive	6.492
25.145		31.637
M5 Motorway		
16.304	Opening Balance	24.076
7.772	Annual Increment – Emerging Right to Receive	7.192
24.076		31.268
M2 Motorway		
–	Opening Balance	–
–	Annual Increment – Emerging Right to Receive	0.672
–		0.672
483.613		497.969

Sydney Harbour Tunnel

The RTA's interest in the Sydney Harbour Tunnel has been valued based on the RTA's right to the time share of its ownership, total service potential and remaining useful life at the date of its transfer to the RTA in 2022. At the date of this transfer, the value will equate to the then current written down replacement cost of the Tunnel. The cost of constructing the Tunnel was \$683.3 million. The current written down replacement cost of the Tunnel is \$434.392 million (30/6/96; \$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 1997, tolls collected from the Tunnel amounted to \$26.637 million (1995/96; \$26.358 million). These tolls were applied to the financial obligations of the Tunnel and resulted in a reduction in ERS payments from \$62.549 million to \$35.912 million (1995/96; \$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 1997.

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.

The M5 Motorway Call Option Deed provides that if, after at least 25 years from the M5 Western Link commencement date of 26 June 1994, the RTA determines that the expected financial return has been achieved, the RTA has the right to purchase either the business from ILR or the shares in ILR from Infrastructure Trust of AustralAsia Ltd (ITA) and the Commonwealth Bank of Australia (CBA). The exercise price under the M5 Call Option Deed will be based on open market valuation of the business or shares.

M2 Motorway

In August 1994, agreements were signed with Hills Motorway Ltd to finance, design, construct, operate, maintain and repair a 20 km tollroad from Epping Road, North Ryde to Old Windsor Road, Baulkham Hills. Work commenced in 1995.

The private sector contribution to the construction cost of the Motorway was \$470 million. The Motorway opened to traffic on 26 May 1997.

To facilitate the financing, design and construction of the Motorway, the RTA leased land detailed in the M2 Motorway Project Deed for the term of the Agreement. These leases comprise:

- The Company Lease with Hills Motorway Limited, for the amount of \$1 per year, payable annually, in arrears, on the day before each anniversary of the M2 Motorway Commencement Date (ie 25 May).
- The Trust Lease with Perpetual Trustees Australia Limited, for the amount of \$5.6 million per annum, reviewed annually in accordance with the lease conditions. The rent is payable annually with the first payment on the M2 Motorway Commencement Date (26 May 1997) and then on each anniversary of that date. Until the project realises a real after tax internal rate of return of 12.25 per cent per annum, the rent is payable, at the Lessee's discretion, in cash or by promissory note. On achievement of the required rate, the rent is payable in cash. Under the terms of the lease, the RTA must not present any of the promissory notes for payment until the earlier of the end of the term of the Agreement or the achievement of the required rate of return.
- The Trust Concurrent Lease with Perpetual Trustees Australia Limited, for the amount of \$1.4 million per annum, reviewed annually in accordance with the lease conditions. The rent is payable annually with the first payment on the M2 Motorway Commencement Date (26 May 1997) and then on each anniversary of that date. Until the project realises a real after tax internal rate of return of 12.25 per cent per annum, the rent is payable, at the Lessee's discretion, in cash or by promissory note. On achievement of the required rate, the rent is payable in cash. Under the terms of the lease, the RTA must not present any of the promissory notes for payment until the earlier of the end of the term of the Agreement or the achievement of the required rate of return.

Payments for the rents for the Trust Lease and the Trust Concurrent Lease for the year ended 30 June 1997 were made by promissory notes in the amounts of \$5.6 million and \$1.4 million respectively. As the date on which the promissory notes may be presented cannot be determined at this stage, the net present value of the promissory notes cannot be reliably measured. Accordingly, it is considered that, as at 30 June 1997, the promissory notes do not satisfy the criteria for recognition of assets contained in Statement of Accounting Concepts 4 "Definition and Recognition of the Elements of Financial Statements" and, as such, are mentioned by way of note only.

In respect of the M2 Motorway, the RTA, from the date of completion on 26 May 1997, has valued the asset by reference to the RTA's emerging share of the 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 earlier of the achievement of specified financial returns outlined in the Company Lease, Trust Lease and Concurrent Trust Lease or 45 years from the M2 Commencement Date of 26 May 1997. The conservative period of 45 years has been used to calculate the RTA's emerging share of the asset.

Other Matters of Interest

Eastern Distributor

Following community consultation regarding the design and construction of the project and environmental considerations, the Eastern Distributor was approved by the Minister for Urban Affairs and Planning, on 26 June 1997, subject to a number of conditions.

An agreement was signed with Airport Motorway in August 1997 to finance, design, construct, operate, maintain and repair the Eastern Distributor from the Cahill Expressway to Epsom Road, Zetland. Work is to commence in August 1997, with the road open to traffic before the Sydney Olympics.

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

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

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

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

In respect of the Eastern Distributor, the RTA will value the asset by reference to the RTA's emerging share of the gross replacement cost of the asset over the period of the concession agreement.

M4 Upgrading Project

The Premier announced in August 1995 that the non-tollroad sections of the M4 Motorway between Parramatta and Penrith would be upgraded to provide an extra lane in each direction. A contract for the design and construction of these upgrading works was awarded to Statewide Roads in June 1996 following a competitive tendering process.

The contract includes strengthening of existing M4 pavement as well as environmental enhancements such as noise attenuation, new landscaping and water quality improvements, these enhancements extending as far west as Russell Street, Emu Plains.

Widening of the 10 km Statewide Roads tollroad section to 6 lanes between Coleman Street Mays Hill and Prospect is under way, to be opened to traffic in conjunction with the adjoining Government owned sections.

M5 East Motorway

A supplement to the June 1994 Environmental Impact Statement and Proposal on the M5 East Motorway was displayed in December 1996. The supplement afforded opportunity for further community consideration on the M5 proposal. The proposed toll-free motorway is to be between King Georges Road and General Holmes Drive.

A Representation report is being prepared for submission to the National Parks and Wildlife Service and Department of Urban Affairs and Planning.

Registration of Interest has been sought from the private sector to design and construct the project. Three contractors have been pre-qualified to tender subject to approval by the Minister for Urban Affairs and Planning.

It is anticipated by the RTA that work will start in late 1997 and be completed by July 2000.

14. CURRENT LIABILITIES – ACCOUNTS PAYABLE

30/6/96 \$M		30/6/97 \$M
27,361	Trade Creditors	34,853
	Creditors Arising From	
5,092	Compulsory Acquisitions	0,560
	Accrued Expenses	
47,144	– Contract Expenditure	55,670
45,763	– Work Carried out by Councils	49,581
17,623	– Interest	29,033
49,250	– Other	42,554
192,233		212,251

15. CURRENT/NON-CURRENT LIABILITIES – BORROWINGS

30/6/96 \$M		30/6/97 \$M
Current (Secured)		
13.431	Repayable Treasury Advances	24.215
157.314	TCORP Borrowings	127.741
1.539	Other	2.346
172.284		154.302
Non-Current (Secured)		
24.214	Repayable Treasury Advances	–
958.418	TCORP Borrowings	988.588
6.238	Other	2.700
988.870		991.288

Loan Borrowings are due as follows:

	Face Value \$M	Unamortised Expense \$M	Adjusted Book Value \$M
Semi-Government Loans			
Within 1 year	127.965	0.224	127.741
Between 1 and 2 years	45.685	(1.065)	46.750
Between 2 and 5 years	416.754	(2.726)	419.480
After 5 years	540.309	17.951	522.358
	1,130.713	14.384	1,116.329

The weighted average interest rate on the Semi-Government loan portfolio as at 30 June 1997 is 9.47% (30 June 1996; 10.2%).

Repayable Treasury Advances	\$M
Within 1 year	24.215
Other Loan Borrowings	\$M
Within 1 year	2.346
Between 1 and 2 years	0.400
Between 2 and 5 years	0.400
After 5 years	1.900
	5.046

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, 1997 was \$11.489 million (30/6/96; \$11.538 million). Repayment will be funded from RTA 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 RTA'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.

16. CURRENT/NON-CURRENT LIABILITIES – EMPLOYEE ENTITLEMENTS

30/6/96 \$M		30/6/97 \$M
Current		
50.105	Superannuation	44.200
19.766	Annual Leave	21.126
6.894	Long Service Leave	6.407
5.538	Accrued Employee Related Costs	6.544
1.216	Voluntary Redundancies	0.830
2.198	Other	3.170
85.717		82.277
Non-Current		
285.524	Superannuation	248.000
83.907	Long Service Leave	86.829
369.431		334.829
455.148	Total Employee Entitlements	417.106

The date of the last triennial review for superannuation 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 1997.

The economic assumptions used are as follows:

	96/97 %	97/98 %	98/99 %	99/2000 %	Thereafter %
Rate of Investment Return	9.0	7.0	7.0	7.0	7.0
Rate of Increase in the CPI	4.0	2.1	2.5	3.0	3.5
Rate of General					
Salary Increase	3.0	3.7	4.0	4.5	5.0

Payments are made to the Superannuation Administration Authority (SAA) to reduce the superannuation liability and during 1996/97 these totalled \$44.200 million (1995/96; \$50.105 million). These payments are held in Investment Reserve Accounts.

Arising from the Triennial Actuarial Review as at 30 June 1994 of the SASB – Pooled Fund, it had been identified that uncertainty existed in respect of all of the individual employer reserve balances within the pooled fund due to taxation allocations at the employer level. The tax allocation project has now been completed for the period 1 July 1988 to 31 March 1997 and as a result of tax, actuarial and interest adjustments attributable to the RTA's Employer Reserve Accounts the superannuation expense for 1996/97 has been reduced by \$46.799 million [See Notes 2(a) and 5] (1995/96; \$6.134 million).

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

TOTAL 1995/96 \$M		SASS \$M	SANCS \$M	SSS \$M	TOTAL 1996/97 \$M
	Gross Liability Assessed by Actuaries as at				
521.024	30 June 1997	162.126	31.906	352.324	546.356
	Less: Investment Reserve Account Balance (Including Tax, Actuarial and Interest Adjustments)				
187.350		52.626	26.874	174.656	254.15
333.674	Unfunded Liability	109.500	5.032	177.668	292.200

17. CURRENT/NON-CURRENT LIABILITIES – OTHER PROVISIONS

30/6/96 \$M		30/6/97 \$M
	Current	
	Insurance (Adjustments to Previous Years Premiums)	
6.262		6.252
6.262		6.252
	Non-Current	
	Workers Compensation (Liability under the former Department of Motor Transport self-insured scheme)	
1.378		1.353
1.378		1.353

18. CURRENT/NON-CURRENT LIABILITIES – OTHER LIABILITIES

30/6/96 \$M		30/6/97 \$M
	Current	
8.687	Statutory Creditors	17.037
	Principal Outstanding on Bonds Issued to Private Sector	
7.839		8.362
2.375	Unearned Rent on M4 and M5 Motorways	3.108
1.332	Income Received in Advance	0.128
7.260	Holding Accounts	8.296
0.041	FIRST Scheme	0.041
1.641	Suspense Items	1.835
29.175		38.807
	Non-Current	
	Principal Outstanding on Bonds Issued to Private Sector	
443.376		435.014
	Unearned Rent on M4 and M5 Motorways	
29.993		45.308
473.369		480.322

The liability in respect of the Sydney Harbour Tunnel has been recognised at the Net Present Value (NPV) of the Ensured Revenue Stream Agreement (ERS). This has been calculated at \$443.376 million (1995/96; \$451.215 million), being the principal outstanding as at 30 June 1997 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:

30/6/96 \$M		30/6/97 \$M
11.872	Rent earned in prior years	14.247
2.375	Rent earned in current year	2.375
32.368	Unearned rent as at 30 June 1997	29.993
46.615		46.615

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

30/6/96 \$M		30/6/97 \$M
2.109	Rent earned in prior years	2.843
0.734	Rent earned in current year	0.734
19.157	Unearned rent as at 30 June 1997	18.423
22.000		22.000

19. CHANGES IN EQUITY

	Accumulated Funds		Asset Revaluation		Total Equity	
	30/6/96 \$M	30/6/97 \$M	30/6/96 \$M	30/6/97 \$M	30/6/96 \$M	30/6/97 \$M
Opening Balance	41,948.245	33,292.762	705.933	2,905.234	42,654.178	36,197.996
Surplus / (Deficit) for Year	(6,949.994)	721.479			(6,949.994)	721.479
Increment/ Decrement on						
– Property, Plant & Equipment			33.606	62.628	33.606	62.628
– Authority Infrastructure			460.206	421.742	460.206	421.742
Adjustment due to Accounting						
Policy Change	(1,705.489)	–	1,705.489	–	–	–
Closing Balance	33,292.762	34,014.241	2,905.234	3,389.604	36,197.996	37,403.845

20. COMMITMENTS FOR EXPENDITURE

30/6/96 \$M		30/6/97 \$M
	(a) Operating Lease Commitments	
	Commitments in respect of operating leases are payable as follows:	
11.007	No later than 1 year	12.522
10.113	Later than 1 and not later than 2 years	9.726
10.155	Later than 2 and not later than 5 years	7.006
9.548	Later than 5 years	9.389
40.823		38.643

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

30/6/96 \$M		30/6/97 \$M
	(b) Capital Commitments	
	Payable no later than 1 year	
	– Value of work to be completed on road and bridge contracts over \$100,000	
238.871		294.692
11.337	– Plant, light vehicles, trucks	0.444
	Payable later than 1,	
41.344	but not later than 2 years	60.131
	Payable later than 2,	
73.944	but not later than 5 years	49.082
54.374	Payable later than 5 years	46.151
419.870		450.500
	(c) Other Expenditure Commitments	
7.873	Payable no later than 1 year	18.549
	Payable later than 1,	
–	but not later than 2 years	2.368
7.873		20.917

21. CONTINGENT LIABILITIES

There are some 55 claims (1995/96; 54 claims) for damage or injury currently being litigated with an estimated total contingent liability to the RTA of \$6.687 million (6.336 million). There are also 7 significant contractual disputes (1995/96; 7 disputes) with an estimated total contingent liability of \$8.456 million (\$1995/96; \$4.200 million).

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

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

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

1995/96 \$000		1996/97 \$000
	Net Cash Used on Operating	
(905,907)	Activities	(945,602)
(40,288)	Depreciation	55,092
10,480	Decrease in Provisions and Entitlements	24,574
9,685	Interest on Loan to Interlink Roads (ILR)	10,934
	Rental in Respect of M4 and	
3,108	M5 Motorways	3,109
	Value of Emerging Interest of Private	
15,011	Sector Provided Infrastructure	17,364
	ERS Payments Utilised to Redeem	
	Current Principal Portion	
7,350	of Bonds Issued to Private Sector	7,839
	Other Net Movements in	
(17,606)	Non-Capital Programs	6,383
(1,319)	Increase in Accrued Interest Payable	(11,410)
(261)	Increase in Accrued Interest Receivable	589
(835)	Increase in Other Liabilities	(10,580)
933	Increase in Other Assets	1,812
(7,845)	Gain/(Loss) on Loan Restructure	593
(1,687)	Loss on Sale of Assets	(12,352)
304,484	Abnormal Items	(125,859)
(624,697)	Net Cost of Services	(977,514)

END OF AUDITED FINANCIAL STATEMENTS

Supplementary financial information

The Year in Brief

	Initial Budget \$M	Actual \$M
New Funds Available		
Commonwealth		
National Highway	346	229
Roads of National Importance	60	68
Federal Office of Road Safety – Blackspots	0	12
Other	1	12
Total Commonwealth	407	321
State		
Motor Vehicle Taxes	634	650
Fuel Levies	571	561
Untied – Commonwealth Road Funds	114	113
M4/M5 Associated Works	30	30
M4/M5 Cashback	0	5
Other Consolidated Revenue	17	19
Authority Revenue	177	182
Total State	1,543	1,560
Total New Funds	1,950	1,881
Use of Fund Balances	0	32
	1,950	1,913
Sale of M5 Loans	0	113
Increase/Decrease in Investment	0	(113)
Increase in Liabilities/ Reduction in Operational Assets	59	60
Total Funds Utilised	2,009	1,973
Expenditure		
Road Network Infrastructure		
– Network Development	724	713
– Infrastructure Maintenance	558	608
Road Safety & Traffic Management	283	305
Driver & Vehicle Policy & Regulation	207	197
Debt Servicing & Repayment	144	136
M4/M5 Cashback	0	11
Voluntary Redundancies	5	3
Non-Current Assets	88	0
Total Expenditure	2,009	1,973

1996/97 BUDGET

Funds budgeted to be available to the Roads & Traffic Authority for 1996/97 as published in State Budget Paper No.3 amounted to \$2,009 million. Variations to the budget were as follows:

	\$M	\$M
Total Initial Budget		2,009
Increase in Receipts		
Motor Vehicle Tax	9	
M4/M5 Cashback	21	
Consolidated Revenue	2	
RTA Revenue	14	46
		2055
Decrease in Receipts	(76)	
Commonwealth Funds	(9)	(85)
Fuel Levies		1970
Increase in Use of Cash Balances		39
Total Revised Budget		2,009
Total Funds available for 1996/97 amounted to \$1.973 million and variances from the revised budget were as follows:		
Increase in Receipts		
Motor Vehicle Tax	6	6
		2,015
Decrease in Receipts		
Commonwealth Funds	(10)	
M4/M5 Cashback	(16)	
Fuel Levies	(1)	
RTA Revenue	(9)	(36)
		1,979
Decrease in Use of Cash Balances		(7)
Increase in Non-Funded Expenses		1
Total Funds Available		1,973

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

- an increase in Motor Vehicle Tax receipts which were higher than anticipated following the introduction of the National Road Transport Commission charges;
- a reduction in Commonwealth grants provided to the State for National Highways as approved in the 1996/97 Commonwealth Budget; and
- an increase in the use of Cash Balances which was not anticipated at the time of preparing the 1996/97 State Budget.

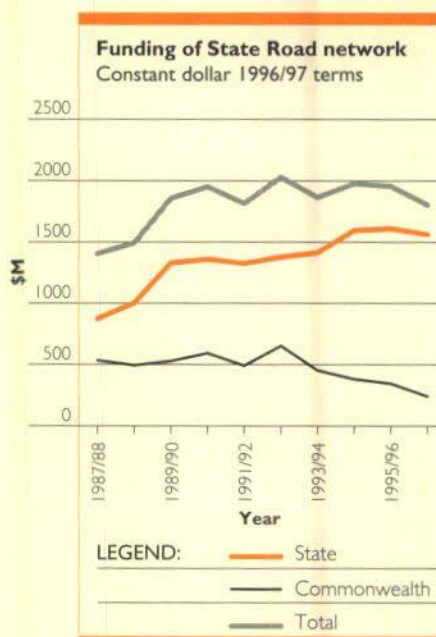


Figure 28

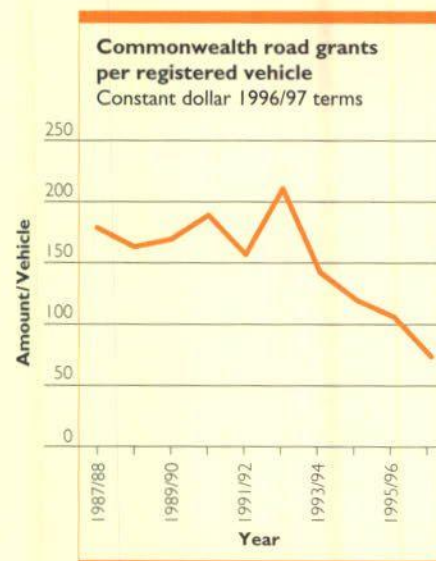


Figure 29

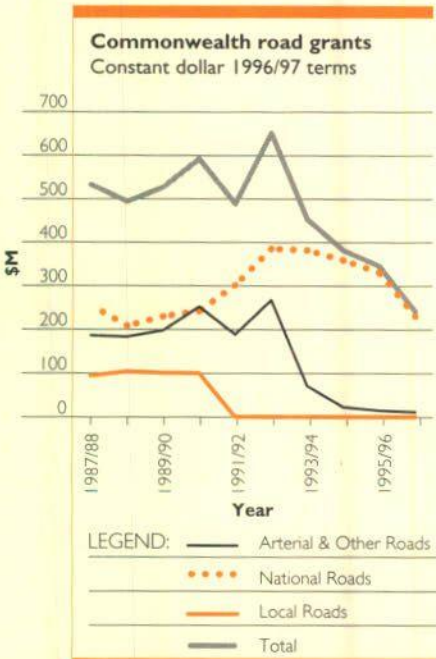


Figure 30

COMMONWEALTH GRANTS

Australian Land Transport Development Act, 1988

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

During 1996/97, the RTA received \$240.9 million, including \$11.8 million for the Road Safety Blackspots Program, under the provisions of the Australian Land Transport Development Act, 1988 (1995/96; \$320.9 million).

Roads of National Importance

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

During 1996/97, the RTA received \$68 million for roads under this new category.

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 RTA on behalf of the Commonwealth, and paid into the Interstate Road Transport Trust Fund. The proceeds are then distributed to the States as a contribution towards road repair and maintenance costs.

Funds received by the RTA under this scheme during 1996/97 amounted to \$12.4 million (1995/96; \$10.1 million).

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 fuel 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 1997, the general fuel franchise fee and the additional levy total 7.93 cents per litre for diesel fuel (30/6/96; 7.55 cents per litre) and 7.88 cents per litre for motor spirit (30/6/96; 7.51 cents per litre).

During 1996/97, \$311.9 million was received from general levy collections (1995/96; \$300.4 million), whilst \$249.3 million was collected from the special additional 3x3 levy (1995/96; \$239.3 million).

On 5 August 1997, the High Court handed down its decision in respect of the legality of state franchise fees on tobacco. The decision, which ruled the franchise fees as invalid, led to the NSW Government discontinuing the franchise fees, including those imposed on fuel. The Commonwealth Government, in response, has imposed an excise surcharge of 8.1 cents/litre on fuel nationwide, as an interim measure subject to review in six months time. The Commonwealth will provide the resultant funding to the States. As a result of this arrangement, it is expected, at this point of time, that the High Court decision will not significantly impact on RTA revenues.

1995-99 3x3 Program

Financial Report for Period 1/9/95 to 30/6/97

	Total 1995/96 \$M	Total 1996/97 \$M	Cumulative Total \$M
(A) Income			
Fuel Levies	220.882	249.323	470.205
Interest Earned	1.190	1.045	2.235
Total Income	222.072	250.368	472.440
(B) Approved Expenditure			
Development	119.235	139.295	258.530
Rehabilitation	37.074	42.477	79.551
Council Determined	3.369	23.739	27.108
Public Transport Infrastructure	28.994	33.237	62.231
Traffic & Safety	9.885	14.554	24.439
Total Expenditure	198.557	253.302	451.859

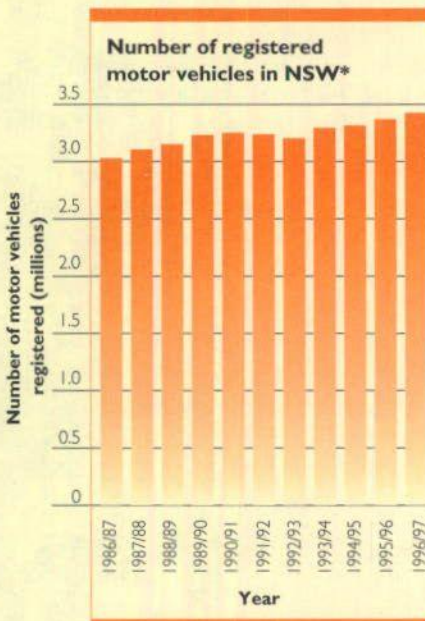


Figure 31

* Excluding plant, tractors, trailers and caravans

1992/93-1996/97 figures exclude vehicles on register without current registration

MOTOR VEHICLE TAXATION

Motor vehicle taxation charges, collected by the RTA when vehicles are registered, are hypothecated (or dedicated) to the Roads Program. During 1996/97, receipts from motor vehicle taxation totalled \$649.5 million (1995/96; \$664.2 million).

Contributions for Specific Works

The following contributions towards specific works were received during 1996/97:

	\$M
State Government Departments	
– General Purposes	4.921
– Sydney Harbour Bridge	2.233
Other Government Authorities	0.781
Councils	1.628
Private Firms and Individuals	4.069
	13.632

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 1996/97 was \$113.4 million (1995/96; \$109.8 million).

ECONOMIC OR OTHER FACTORS

Road Cost Index

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

This index, which has been specially developed by the RTA, is widely accepted as a measure of change in the cost of roadworks, bridgeworks and traffic facilities. It is based upon changes in prices of some 400 samples within the broad elements of wages, stores, plant, haulage, corporate and regional administration, property acquisitions and financing costs.

Each index component has been allocated a predetermined weighting which is reviewed at 3-4 yearly intervals to adjust for changes in the proportions used in RTA roadwork activities. During 1996/97, a comprehensive review of the index was commenced.

Road cost index
(base year – 1992/93)

Year	Index	Percentage Increase/(Decrease) Over Previous Year
1987/88	80.9	4.4
1998/89	86.6	7.0
1989/90	92.3	6.5
1990/91	99.5	7.9
1991/92	102.0	2.5
1992/93	100.0	(2.0)
1993/94	99.8	(0.2)
1994/95	101.7	1.9
1995/96	106.9	5.1
1996/97	109.8	2.7

Payments to Councils

Payments made to local Councils during 1996/97 were as follows:

	\$M	\$M
Classified Roads		
– Development	45.031	
– Maintenance	209.049	
– Vehicle Management	0.510	
– Road Safety	11.526	
– Traffic Management	42.317	308.433
Local Roads		
– Natural Disasters		24.996
		333.429

Community Service Obligations (CSOs)

The 1996/97 Annual Accounts do not separately identify the RTA's Community Service Obligations (CSOs). The value of pensioner welfare exemptions for 1996/97 has been assessed at approximately \$112 million, which comprises drivers licences (\$30 million), motor vehicle registrations (\$17 million), and motor vehicle tax (\$65 million). Drivers licences and motor vehicle registration fees do not contribute to RTA revenue, and hence the concessions for these items are not a cost to the RTA.

Financing of 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 NSW 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 1997

	\$M	\$M	\$M
Balance Brought Forward 1/7/87			1.843
Receipts			
Gross Tolls – 1/7/87 to 30/6/97	460.680		
Add: Tolls – STA & Private Buses	2.967		
Add: Tolls – Arrears	0.010		
		463.657	
Add: Interest on Tolls Invested		7.107	
Contribution from Tunnel Company for Toll Collection Costs		8.335	
Net Proceeds from Toll Evasion Fines		0.833	
Total Income to 30/6/97			479.932
Total Funds Available from Operations			481.775
Less: Disbursements 1/7/87 to 30/6/97			
Net Bridge Revenue Loan Agreement		222.600	
Ensured Revenue Stream Payments		168.024	
Toll Collection Costs – Bridge		37.560	
Toll Collection Costs – Tunnel		5.504	
			433.688
Cumulative Surplus from Operations			48.087
Add: Subsidy – Excess sticker usage	0.477		
Discounted Tokens Redeemed	0.026		
			0.503
Accumulated Surplus – Position as at 30/6/97			48.590

The Year Ahead

	1997/98 Budget \$M
New Funds Available	
Commonwealth	
ALTD Act	293
Roads of National Importance	70
Federal Office of Road Safety	
– Blackspots	18
Other	9
Total Commonwealth	390
State	
Motor Vehicle Taxes	673
Fuel Levies	
– General	322
– 3x3	257
Untied Commonwealth Road Funds	120
M4/M5 Cashback	52
Increase/Decrease in Investment	141
RTA Revenue	210
Total State	1,775
Total New Funds	2,165
Use of Cash Balances	(30)
	2,135
Increase in Liabilities/ Reduction in Operational Assets	55
Total Funds Utilised	2,190
Expenditure	
Road Network Infrastructure	
– Network Development	944
– Infrastructure Maintenance	535
Road Safety & Traffic Management	289
Driver & Vehicle	
Policy & Regulation	207
Debt Servicing & Repayment	147
M4/M5 Cashback	58
Voluntary Redundancies	10
Total Expenditure	2,190

CONTENTS

	Page
1 Major Works – Sydney	90
2 Review of environmental factors relating to the Eastern Distributor	92
3 Major Works – Country NSW	92
4 Organisation Chart	101
5 Advisory Bodies	102
6 SES Positions and Performance	103
7 Continuous Improvement	105
8 Change Management	105
9 Audit	109
10 Risk Management	110
11 Overseas Visits	111
12 Human Resources	111
13 Ethnic Affairs	117
14 FOI	119
15 Legal Change	121
16 Land Disposal	123
17 Publications	123
18 Consultants	124
19 Accounts Payment Performance	124

APPENDIX I

MAJOR WORKS – SYDNEY

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

Eastern Distributor

Estimated Cost: \$685M
Cost to date: \$9.5M
1996/97: \$3.3M
Estimated Completion: August 2000

The Eastern Distributor is to be financed, designed, constructed, operated and maintained as a private tollroad to provide a high quality road link between the Cahill Expressway at Woolloomooloo and Southern Cross Drive at Zetland. The project includes the widening of Southern Cross Drive and improvement of the Millpond Road intersections. Planning approval was obtained and an agreement signed in June 1997.

M2 Motorway

Estimated Cost: \$689M
Cost to Date: RTA \$224M in land acquisitions, RTA capital contribution and project management. \$465M in private sector contribution.
1996/97: \$19.3M
Opened to traffic: May 1997

The Motorway is a 22 km tollroad from Epping Road at Lane Cove River, North Ryde to Old Windsor Road, Baulkham Hills, comprising four traffic lanes, 25 bridges, a 500 m tunnel and dedicated bus lanes between Beecroft Road and Windsor Road.

Old Windsor Road

Estimated Cost: \$24M
Cost to Date: \$10M
1996/97: \$6.4M
Estimated Completion: February 1998

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

King Georges Road/Stoney Creek Road

Estimated Cost: \$6.8M
Cost to date: \$2.1M
1996/97: \$1.6M
Estimated Completion: June 1998

Reconstruction and widening of the intersection of King Georges Road and

Stoney Creek Road, Beverly Hills, commenced in January 1997.

Hume Highway, Centenary Drive and Roberts Road intersection (3x3)

Estimated Cost: \$50M
Cost to date: \$31.8M
1996/97: \$12.2M
Estimated Completion: December 1998

A flyover of the Hume Highway to link Centenary Drive with Roberts Road at South Strathfield will improve traffic flow on the highway and Metroad 3. The Hume Highway bridge over the railway was opened to traffic October 1996. A contract was let for the overpass July 1997.

Homebush Bay Drive, Australia Avenue (3x3)

Estimated Cost: \$10.5M
Cost to date: \$7M
1996/97: \$6.5M
Estimated Completion: March 1998

Construction of an overpass at the intersection of Homebush Bay Drive and Australia Avenue will improve traffic flow along Homebush Bay Drive and access to the Sydney 2000 Olympic Park. Construction commenced in August 1996.

Victoria Road, Top Ryde (3x3)

Estimated Cost: \$30M
Cost to Date: \$13.6M
1996/97: \$3.1M
Estimated Completion: December 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 overpass commenced in December 1996.

Glebe Island Bridge and Approaches (3x3)

Estimated Cost: \$169M (including Federal Government contribution)
Cost to Date: \$165.6M
1996/97: \$8.5M
Opened to traffic: December 1995

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

City West Link (3x3)

Estimated Cost: \$138M
Cost to Date: \$88.1M
1996/97: \$7.2M
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. The Environmental Impact Assessment has been determined for Section 3 between Boomerang Street and Balmain Road, with tenders for design and construction to be invited in August 1997.

M4 Motorway

Parramatta to Mays Hill, Prospect to Penrith

Estimated Cost: \$90M
Cost to date: \$45.3M
1996/97: \$28.6M
Estimated Completion: Mid 1998

The M4 Motorway is being upgraded including extra lanes in each direction, 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.

Mays Hill to Prospect

Cost to RTA: \$2.4M

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

Hill Road ramps

Estimated Cost: \$5M
Cost to date: \$4.2M
1996/97: \$3.7M
Estimated completion: December 1997

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

M5 Motorway

Motorway East

Estimated Cost: \$624M
Cost to Date: \$14.4M
1996/97: \$5.8M

Following exhibition of an Environmental Impact Statement Supplement, the RTA has prepared a Representation Report which was forwarded in August 1997 to the National Parks and Wildlife Service and the Department of Urban Affairs and Planning for concurrence and project approval respectively.

Georges River Bridge

Estimated Cost:	\$13M
Cost to Date:	\$7.1M
1996/97:	\$6.7M
Estimated Completion:	December 1997

Duplication of the bridge over Georges River to provide four additional lanes commenced in September 1996.

Davies Road (3x3)

Estimated Cost:	\$20.7M
Cost to date:	\$19.7M
1996/97:	\$7.3M
Opened to traffic:	October 1996

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

Pennant Hills Road

Estimated Cost:	\$15.8M
Cost to Date:	\$15.6M
1996/97:	\$3.9M
COMPLETED:	May 1997

Realignment and widening of Pennant Hills Road between Murray Farm Road and Copeland Road, West Pennant Hills to provide a six-lane divided carriageway at the M2 Motorway.

Abbott Road

Estimated Cost:	\$13.5M
Cost to date:	\$12M
1996/97:	\$10.5M
Estimated Completion:	October 1997

Widening of Abbott Road between Old Windsor Road and Station Road, Seven Hills. Construction commenced in April 1996, but was delayed by a court injunction involving environmental concerns relating to road systems in the area generally. This was resolved and the widening to four lanes was opened to traffic prior to the M2 opening in May 1997.

Western Sydney Orbital

Estimated Cost:	\$850M
Cost to Date:	\$32.7M
1996/97:	\$3.9M

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

The Northern Road

Estimated Cost:	\$10M
Cost to date:	\$4.9M
1996/97:	\$4.4M
Estimated completion:	December 1998

Construction of a four-lane divided road was completed from Trinity Drive to Andrews Road, Cambridge Park, and opened to traffic in December 1996.

Windsor Road

Estimated Cost:	\$5M
Cost to date:	\$4.2M
1996/97:	\$2.7M
Estimated completion:	October 1997

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

Sunnyholt Road

Estimated Cost:	\$5.3M
1996/97:	\$2.2M
Estimated Completion:	February 1998

Reconstruction to four lanes between Sorrento Drive and Malvern Road, Parklea, with reconstruction of traffic lights at the intersection with Lalor Road. Commenced April 1997.

Elizabeth Drive (3x3)

Estimated Cost:	\$20.4M
Cost to date:	\$8.6M
1996/97:	\$5.5M
Estimated Completion:	December 1998

This work is part of upgrading of Elizabeth Drive between Cabramatta Road and Cowpasture Road, Bonnyrigg, to improve traffic flow. Construction of Stage I between Green Valley Creek and Cabramatta Road is completed. The section between Wilson Road and Cowpasture Road is under construction.

Horsley Drive

Estimated Cost:	\$20M
Cost to date:	\$4.3M
1996/97:	\$3.0M
Estimated Completion:	1999

Improvements from Wallgrove Road to the Cumberland Highway. Work at the intersection at Ferrers Road completed. Section from Mimosa Road to Cowpasture Road under construction.

Cowpasture Road (3x3)

Estimated Cost:	\$20M
Cost to date:	\$4.4M
1996/97:	\$3M
Estimated Completion:	1999

Section from Elizabeth Drive to Edensor Road opened to traffic February 1997. The next section to be upgraded will be Restwell Road to Prairie Vale Road, expected to be completed in mid 1998. Restwell Road to The Horsley Drive expected to be completed in 1999.

Camden Valley Way (3x3)

Estimated Cost:	\$10M
Cost to date:	\$4.8M
1996/97:	\$1.9M
Estimated Completion:	December 1998

Work continued on the upgrading of Camden Valley Way with reconstruction

of the Ingleburn/Denham Court Road intersection to increase road safety and traffic flow.

Castlereagh Road, (3x3)

Estimated Cost:	\$20M
Cost to date:	\$3.5M
1996/97:	\$2.4M
Estimated Completion:	June 2000

Reconstruction and widening from Jane Street to New McCarthys Lane, Penrith. This road is an important link between Penrith, Richmond and Windsor and will be an access route to the Olympic rowing venue at Penrith. Construction commenced in June 1996.

Campbelltown Road

Estimated Cost:	\$10M
Cost to date:	\$2.3M
1996/97:	\$2.3M
Estimated Completion:	March 1999

Construction commenced between Queen Street and Rudd Road, Campbelltown. Contract for southbound bridge let in July 1997.

Narellan Road Deviation

Estimated Cost:	\$10.5M
Cost to date:	\$9.8M
1996/97:	\$3.4M
Opened to traffic:	September 1996

This work eliminated the level crossing on Narellan Road and improved safety and accessibility for rapidly developing areas in and around Campbelltown. Some public utility adjustments required finalisation in 1997/98.

Leumeah (3x3)

Estimated Cost:	\$10M (including Council contribution)
Cost to Date:	\$5.9M
1996/ 97:	\$3.7M
Estimated Completion:	December 1997

This work will eliminate the level crossing at Leumeah by a four lane divided road deviation between Campbelltown Road and Pembroke Road, including bridges over the railway and Bow Bowing Creek. Construction commenced in April 1996.

Quakers Hill

Estimated Cost:	\$10.5M
Cost to date:	\$9.6M
1996/97:	\$7.9M
COMPLETED:	May 1997

This work eliminated the level crossing at Quakers Hill with a deviation and railway overbridge between Douglas Road and Hambledon Road. Construction was completed ahead of schedule.

Great Western Highway (3x3)**Linden Bends**

Final Cost:	\$14.7M
Cost to Date:	\$14.7M
1996/97:	\$4.4M
Completed:	June 1997

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

Blaxland to Valley Heights

Estimated Cost:	\$43M
Cost to Date:	\$27M
1996/97:	\$12M
Estimated Completion:	March 1999

Widening and reconstruction of a 5 km section to provide a four-lane divided road 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.

APPENDIX 2**REVIEW OF ENVIRONMENTAL MATTERS RELATING TO THE EASTERN DISTRIBUTOR**

The Centennial Park and Moore Park Trust Amendment (Eastern Distributor) Act 1997 commenced on 27 June 1997.

Section 15 of the Act specifies that the RTA must, not later than 4 months after the end of its financial year, conduct a review of environmental issues relating to the Eastern Distributor that have occurred in the 12 month period preceding the review. In carrying out the review, the RTA is required to consult with the Environment Protection Authority (EPA) and the Eastern Distributor Community Consultative Committee. The Act further specifies that the report of the review is required to be included in the Annual Report of the RTA.

Extensive consultation and liaison with the EPA regarding environmental matters associated with the Eastern Distributor development proposal occurred prior to the introduction of the legislation to NSW Parliament in 1997.

An Environmental Impact Statement (EIS) for the proposed Eastern Distributor (from the Cahill Expressway to Mill Pond Road in Botany) was prepared for the RTA by Rust PPK Environmental Consultants, and was exhibited for public comment from 15 November to 16 December 1996. Representations were received from 24 December 1996.

Before the EIS was prepared, the RTA made a number of changes to the proposal, the most significant of which were tunnel extensions at Moore Park Road, to improve safety and access to the nearby sporting stadiums, and tunnel extensions near Dacey Avenue, to minimise the amount of Moore Park land required and avoid having to amend the layout of Moore Park golf course.

In response to the submissions received to the EIS, further modifications were made to the project, to improve its urban design and mitigate its environmental impacts.

On 26 June, 1997, the Minister for Urban Affairs and Planning granted planning approval, under section 115B(2) of the Environmental Planning and Assessment Act, for the Eastern Distributor from the Cahill Expressway to Mill Pond Road, Botany, subject to 151 conditions.

Liaison with the EPA will be ongoing during 1997/98. In accordance with the legislation, action to establish an Eastern Distributor Community Consultative Committee has commenced.

Given that the Act commenced four days prior to the end of the financial year, it is not considered material to conduct a review of environmental matters which occurred in the period between 27 June and 30 June 1997.

Consequently, a report providing detail of a review of environmental matters associated with the Eastern Distributor occurring in the 1997/98 financial year will be included in the next RTA Annual Report.

APPENDIX 3**MAJOR WORKS – COUNTRY NSW**

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

Hume Highway**Marulan**

Final Cost:	\$6.5M
1996/97:	\$0.7M
COMPLETED:	August 1996

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

Menangle to Gunning

Final Cost:	\$3.2 M
1996/97:	\$3.2 M
COMPLETED:	June 1997

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

Coolac

Final Cost:	\$1.6M
1996/97:	\$0.9M
COMPLETED:	February 1997

Pavement rehabilitation at Coolac, to improve travel conditions and road safety.

Little Billabong

Final Cost:	\$1.7M
1996/97:	\$1.1M
COMPLETED:	April 1997

Pavement rehabilitation, 25 to 28 km north of Holbrook, to improve travel conditions and road safety.

Bowna

Estimated Cost:	\$2.1M
1996/97:	\$1.1M
Estimated Completion:	December 1997

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

F3 – Sydney to Newcastle Freeway**Extension to Beresfield**

Estimated Cost:	\$62.5M
Cost to Date:	\$41M
1996/97:	\$11.5
Estimated Completion:	January 1999

Construction of a four-lane link between the F3 – Sydney-Newcastle Freeway at Minmi and the New England Highway at Beresfield, via John Renshaw Drive and Weakleys Drive.

Ourimbah

Estimated Cost:	\$55M
Cost to Date:	\$31.2M
1996/97:	\$17.7M
Estimated Completion:	December 1998

Construction of a 'missing link' in the F3 Freeway between Ourimbah Creek Road and Kangy Angy.

Pacific Highway**North Gosford**

Estimated Cost:	\$8.2M
Cost to Date:	\$2.1M
1996/97:	\$2.1M
Estimated Completion:	June 1999

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

Clybucca (3x3)

Estimated Cost:	\$4.9M
Cost to Date:	\$3.6M
1996/97:	\$3.6M
COMPLETED:	August 1997

Pavement rehabilitation and construction of a northbound overtaking lane.

Stuarts Point

Estimated Cost:	\$1.8M
Cost to Date:	\$1.2M
1996/97:	\$1.2M
COMPLETED:	July 1997

Completion of pavement surface on previous reconstruction works to complete this project.

Eungai

Estimated Cost:	\$2.1M
Cost to Date:	\$1.8M
1996/97:	\$1.8M
COMPLETED:	July 1997

Asphalt works. 'Deep lift' asphalt on the existing carriageway, to complete previous pavement construction.

Allgomera

Estimated Cost:	\$5M
Cost to Date:	\$4.8M
1996/97:	\$4.8M
COMPLETED:	July 1997

Cement stabilisation and 'deep lift' asphalt on existing alignment to complete the previous dual carriageway construction.

Emerald Beach/Graham Drive (3x3)

Final Cost:	\$2.4M
1996/97:	\$0.9M
COMPLETED:	March 1997

Restoration and intersection improvements, 19 km north of Coffs Harbour at Emerald Beach to increase overtaking opportunities.

Centenary Drive

Estimated Cost:	\$2M
Cost to Date:	\$1.5M
1996/97:	\$1.5M
COMPLETED:	September 1997

Widening of the existing road, 5 km south of Grafton, to incorporate a northbound overtaking lane.

Coldstream River to Tyndale (3x3)

Final Cost:	\$1.4M
1996/97:	\$1M
COMPLETED:	November 1996

Restoration, pavement widening and intersection improvements, 27 km north of Grafton.

Byrons Lane to Shark Creek

Estimated Cost:	\$7M
Cost to Date:	\$0.6M
1996/97:	\$0.4M
Estimated Completion:	December 1999

Planning has started on an upgraded pavement with an overtaking lane adjacent to the Clarence River, 10 km south of Maclean.

Macdonalds Creek

Final Cost:	\$0.7M
1996/97:	\$0.7M
COMPLETED:	April 1997

Construction of a new overtaking lane.

Broadwater

Estimated Cost:	\$3M
Cost to Date:	\$2.7M
1996/97:	\$2M
COMPLETED:	August 1997

Reconstruction and turning lanes at Broadwater.

Pacific Highway Reconstruction Program**Hexham to the Queensland border**

The Pacific Highway Reconstruction Program, agreed to on 25 January 1996, commits the Federal and NSW Governments to spending \$2.2 billion over 10 years to upgrade the Pacific Highway from Hexham, near Newcastle, to the Queensland border.

The program aims to reduce accidents and fatalities, reduce travel times, reduce freight transport costs, increase the length of dual carriageways, increase safe overtaking opportunities, improve alignments and eliminate narrow bridges, and to maximise environmental benefits.

These objectives will be achieved through: challenging traditional design standards to ensure maximum value for money, without compromising quality; implementing the agreed 10-year program, or better, in the timeframe and

cost limits provided; promoting innovation and trialing various forms of delivery methods; maximising the competitive tendering processes; and implementing best environmental practice and, where possible, further enhancing the environment.

Under the terms of the Pacific Highway Reconstruction Agreement, the NSW State Government will match Federal funding on a \$-for-\$ basis. The Federal Government has committed \$60 million a year over the next 10 years for joint projects on the Pacific Highway in NSW. The State Government will contribute \$60 million a year to joint projects and an additional \$100 million a year for development and maintenance of the highway. Overall this represents almost a three-fold increase in development activity over the next 10 years.

Chinderah Bypass (3x3)

Estimated Final Cost:	\$66.5M
1996/97:	\$12.7M
COMPLETED:	December 1996 (open to traffic)

Construction of dual carriageways, 7 to 13 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. All work except the removal of the old Barneys Point Bridge was completed.

Brunswick Heads Bypass

Estimated Cost:	\$22M
Cost to Date:	\$9.7M
1996/97:	\$5.8M
Estimated Completion:	1st carriageway May 1998, 2nd carriageway December 2000

Realignment of the highway to bypass Brunswick Heads.

Ewingsdale to Tyagarah

Estimated Cost:	\$22M
Cost to Date:	\$3.8M
1996/97:	\$2.7M
Estimated Completion:	September 1998

Construction of dual carriageways from just north of the Byron Bay Road intersection, near Ewingsdale, to the Tyagarah Railway Bridge.

Bangalow Bypass Duplication

Estimated Cost:	\$5M
Cost to Date:	\$2.9M
1996/97:	\$2.7M
Estimated Completion:	December 1997

Completion of dual carriageways for Bangalow Bypass.

Korora Hill Reconstruction

Estimated Cost: \$6M
 Cost to Date: \$2.8M
 1996/97: \$2.1M
 Estimated Completion: January 1998

Widening to four lanes at Korora Hill, 5 to 6km north of Coffs Harbour.

Raleigh Deviation (3x3)

Estimated Cost: \$71M
 Cost to Date: \$41.6M
 1996/97: \$18M
 Estimated Completion: July 1999

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

Taree Bypass

Estimated Cost: \$119M
 Cost to Date: \$68.3M
 1996/97: \$18.5M
 Estimated Opening: December 1997
 (partly single
 carriageway)

Estimated Completion: June 2000

Construction of a 14.5 km, easterly bypass of Taree, starting at Koorainghat and bypassing Purfleet and Cundletown. This will improve travelling conditions and safety, and provide a further 10.5km of dual carriageways and several bridges.

Bulahdelah to Coolongolook Freeway

Estimated Cost: \$125M
 Cost to Date: \$36M
 1996/97: \$28.6M
 Estimated Completion: June 1999

Construction of a dual carriageway deviation between Bulahdelah and Coolongolook, eliminating at least 60 bends including the notorious O'Sullivan's Gap and Wootton Bends section. A contract has been let to design, construct and maintain the freeway.

Raymond Terrace Bypass

Estimated Cost: \$66M
 Cost to Date: \$36.5M
 1996/97: \$14.6M
 Estimated Completion: December 1998

Construction of a 6 km bypass, including six bridges, to improve safety and travel conditions and to remove highway traffic from Raymond Terrace.

Major Projects Being Planned**Yelgun to Chinderah**

Estimated Cost: \$230M
 Cost to Date: \$2.2M
 1996/97: \$0.3M
 Estimated Completion: December 2002

Construction of dual carriageways between Yelgun and Chinderah, 51 to

101 km north of Ballina. Route selection completed.

Brunswick River to Yelgun

Estimated Cost: \$60M
 Cost to Date: \$0.6M
 1996/97: \$0.6M
 Estimated Completion: December 2002

Construction of dual carriageways from the Brunswick River to Yelgun. Route selection in progress.

Tandys Lane Deviation

Estimated Cost: \$33M
 Cost to Date: \$0.9M
 1996/97: \$0.5M
 Estimated Completion: December 2000

Construction of dual carriageways at Tandys Lane between Tyagarah and Brunswick Heads. Route selection completed.

Bangalow to Ewingsdale

Estimated Cost: \$40M
 Cost to Date: \$0.3M
 1996/97: \$0.3M
 Estimated Completion: Stage 1, Byron Bay
 turnoff, June 2000,
 Stage 2, December
 2004

Construction of dual carriageways between Bangalow and Ewingsdale. Route selection in progress.

Ballina Bypass

Estimated Cost: \$118M
 Cost to Date: \$1.1M
 1996/97: \$1M
 Estimated Completion: December 2004

Construction of a dual carriageway bypass of Ballina, 124 km north of Grafton to 4 km north of Ballina. EIS being prepared.

Gap Road

Estimated Cost: \$9M
 Cost to Date: \$1.1M
 1996/97: \$0.9M
 Estimated Completion: June 1998

Upgrading of the highway south of Woodburn at Gap Road, 88 to 92 km north of Grafton, including a southbound overtaking lane and provision for future dual carriageways.

Ulmarras Upgrade

Estimated Cost: \$19M
 Cost to Date: \$0.2M
 1996/97: \$0.2M
 Estimated Completion: December 2001

Upgrading through Ulmarra and northbound overtaking lane, 11 to 15 km north of Grafton. Route selection in progress.

Halfway Creek Realignment

Estimated Cost: \$11M
 Cost to Date: \$0.4M
 1996/97: \$0.3M
 Estimated Completion: December 1999

Construction of single carriageway upgrade between Dunmars Lane and BP Truckstop at Halfway Creek, 47 to 51 km north of Coffs Harbour. Includes a northbound overtaking lane and provision for future dual carriageways. Review of Environmental Factors underway.

Bray Street to Arthur Street

Estimated Cost: \$15M
 Cost to Date: \$0.9M
 1996/97: \$0.8M
 Estimated Completion: December 2000

Upgrade between Bray/Orlando Streets and Arthur Street at the northern end of Coffs Harbour, including traffic signals at Park Beach Road, grade separated interchange at Arthur Street with a roundabout under highway, widening of railway overbridge and facilities for pedestrians and cyclists. Detailed design in progress.

Lyons Road to Englands Road

Estimated Cost: \$52M
 Cost to Date: \$8.3M
 1996/97: \$4.6M
 Estimated Completion: June 2000

Construction of dual carriageways from Lyons Road to Englands Road, 4 to 10 km south of Coffs Harbour, including grade separated interchanges at Lyons and Lindsays/Sawtell Roads, construction of twin bridges over Cordwells and Boambee Creeks, koala fencing and fauna underpass. Tenders called.

Bonville Upgrade

Estimated Cost: \$86M
 Cost to Date: \$0.4M
 1996/97: \$0.4M
 Estimated Completion: December 2003

Construction of dual carriageways from Perrys Road, Repton to Lyons Road, Bonville, 10 km south of Coffs Harbour. Route selection in progress.

Warrell Creek Realignment

Estimated Cost: \$19.7M
 Cost to Date: \$0.4M
 1996/97: \$0.3M
 Estimated Completion: December 2001

Realignment and regrading, 43 to 45 km north of Kempsey. Review of Environmental Factors underway.

Eungai Duplication

Estimated Cost:	\$10.9M
Cost to Date:	\$0.7M
1996/97:	\$0.6M
Estimated Completion:	June 1999

Construction of dual carriageways between Eungai railway overbridge and Allomera Creek, 34 to 38 km north of Kempsey, including duplication of bridges over Eungai and Allomera Creeks. Design completed.

Herons Creek Duplication

Estimated Cost:	\$18M
Cost to Date:	\$0.8M
1996/97:	\$0.7M
Estimated Completion:	June 1998

Construction of a new northbound carriageway. The existing carriageway will become the southbound carriageway. Tenders called.

Cooperbrook Bypass

Estimated Cost:	\$30.8M
Cost to Date:	\$1.2M
1996/97:	\$1M
Estimated Completion:	December 2002

Construction of a dual carriageway bypass east of the existing highway at Cooperbrook. EIS being drafted.

Karuah to Bulahdelah Dual Carriageway

Estimated Cost:	\$150M
Cost to Date:	\$0.2M
1996/97:	\$0.2M
Estimated Completion:	December 2004

Construction of dual carriageways between Karuah and Bulahdelah. Concept design being prepared.

Karuah Upgrade

Estimated Cost:	\$65M
Cost to Date:	\$0.5M
1996/97:	\$0.5M
Estimated Completion:	December 2003

Construction of dual carriageways at Karuah, to improve safety and minimise flooding. Route selection in progress.

Raymond Terrace to Karuah Dual Carriageway

Estimated Cost:	\$50M
Cost to Date:	\$0.4M
1996/97:	\$0.4M
Estimated Completion:	April 2000.

Construction of a new northbound carriageway between Raymond Terrace and Karuah, 30 to 49 km north of Newcastle. Concept design in progress.

F6 Waterfall-Yallah**Gwynneville to West Wollongong (3x3)**

Estimated Cost:	\$31M
1996/97:	\$8.5M
Estimated Completion:	December 1998

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

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

Final Cost:	\$5.7M
1996/97:	\$5.4M
COMPLETED:	June 1997

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

Princes Highway**Oak Flats Interchange (3x3)**

Estimated Cost:	\$24M
1996/97:	\$3.8M
Estimated Completion:	May 2000

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

Gerrigong to Foxground (3x3)

Final Cost:	\$5.1M
1996/97:	\$0.5M
COMPLETED:	October 1996

Construction of three overtaking lanes.

Myrtle Gully Deviation (3x3)

Estimated Cost:	\$12.5M
1996/97:	\$4.9M
COMPLETED:	August 1997 (open to traffic)

Elimination of a narrow, winding section of highway with a poor accident record.

Wollongong to Eden

Final Cost:	\$5.9M
1996/97:	\$5.9M
COMPLETED:	June 1997

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

Nowra to Eden (3x3)

Estimated Cost:	\$3.4M
1996/97:	\$2M
Estimated Completion:	June 1998

Widening at various locations to improve travel conditions and road safety.

Estimated Cost:	\$3M
1996/97:	\$1.7M
Estimated Completion:	June 1998

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

Ulladulla to Bega (3x3)

Final Cost:	\$2.1M
1996/97:	\$2.1M
COMPLETED:	April 1997

Provision of five overtaking lanes at various locations.

New England Highway**John Renshaw Drive Interchange**

Estimated Cost:	\$11M
1996/97:	\$5.4M
Cost to Date:	\$8.4M
COMPLETED:	September 1997

Construction of an interchange to allow traffic on the F3 – Sydney to Newcastle Freeway to connect with the New England Highway at Beresfield.

Weakleys Drive and Thornton Road

Final Cost:	\$0.7M
1996/97:	\$0.7M
COMPLETED:	February 1997

Installation of traffic lights to improve road safety and traffic flow.

Belford Forest Deviation

Estimated Cost:	\$29.3M
Cost to Date:	\$6.8M
1996/97:	\$5.0M
Estimated Completion:	June 1999

Construction of a four-lane deviation, 27 to 33 km west of Maitland, including twin bridges over Jump up Creek.

Overtaking lanes

Estimated Cost:	\$3.1M
Cost to Date:	\$0.4M
1996/97:	\$0.1M
Estimated Completion:	April 1998

Construction of a southbound overtaking lane from Deadmans Hill to Glennies Creek, 55 to 56 km north of Maitland.

Estimated Cost:	\$1.7M
Cost to Date:	\$0.3M
1996/97:	\$0.1M
Estimated Completion:	February 1998

Construction of a southbound overtaking lane from Lochinvar to Kaludah Creek, 10 to 12 km north of Maitland.

Estimated Cost:	\$1.8M
Cost to Date:	\$0.3M
1996/97:	\$0.2M
Estimated Completion:	February 1998

Construction of a southbound overtaking lane from Mudies Creek to Range Road, 37 to 39 km north of Maitland.

Estimated Cost:	\$3M
Cost to Date:	\$0.3M
1996/97:	\$0.1M
Estimated Completion:	March 1998

Construction of southbound overtaking lane from Pamger Drive to the "Casbans" 83 to 84km north of Maitland.

Liverpool Range

Estimated Cost:	\$42.6M
1996/97:	\$7M
COMPLETED:	April 1997

Reconstruction of a narrow, winding two-lane length of highway over the Liverpool Range, near Murrurundi, providing 8 km of four-lane divided carriageway.

Willows Bridge

Estimated Cost:	\$2.7M
Cost to Date:	\$1.8M
1996/97:	\$1.8M
Estimated Completion:	December 1997

Replacement of two old timber bridges in Tenterfield with new concrete structures.

Newell Highway**Finley**

Estimated Cost:	\$2.6M
1996/97:	\$1.5M
Estimated Completion:	April 1998

Pavement rehabilitation, 19 to 21 km north of Finley.

Morundah

Final Cost:	\$3.1M
1996/97:	\$1.4M
COMPLETED:	March 1997

Rehabilitation of road shoulders at Morundah, 61 to 71 km north of Jerilderie.

Grong Grong

Estimated Cost:	\$2.9M
Cost to Date:	\$1.7M
1996/97:	\$1.7M
Estimated Completion:	March 1998

Pavement rehabilitation at Grong Grong, north of Narrandera.

West Wyalong

Final Cost:	\$5.4M
1996/97:	\$2.9M
COMPLETED:	June 1997

Pavement rehabilitation, 11 to 27 km north of West Wyalong, to minimise flooding, improve travel conditions and road safety.

Forbes

Estimated Cost:	\$1.4M
Cost to Date:	\$0.6M
1996/97:	\$0.6M
Estimated completion:	June 1998

Pavement rehabilitation at selected locations south of Forbes.

Peak Hill to Tomingley

Final Cost:	\$1.8M
1996/97:	\$1.2M
COMPLETED:	May 1997

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

Tomingley to Fiddlers Creek

Final Cost:	\$8.7M
1996/97:	\$2M
COMPLETED:	June 1997

Rehabilitation, pavement widening and replacement of two narrow bridges, 67 to 79 km north of Parkes.

Eumungerie to Marthaguy

Estimated Cost:	\$6.2M
Cost to Date:	\$2.2M
1996/97:	\$2.2M
Estimated Completion:	June 1998

Pavement rehabilitation and widening and provision of overtaking lanes, 36 to 55 km north of Dubbo.

Biddon to Tooraweenah

Estimated Cost:	\$2.7M
Cost to Date:	\$0.5M
1996/97:	\$0.5M
Estimated completion:	June 1999

Pavement rehabilitation and widening between Biddon and Tooraweenah, 26 to 35 km north of Gilgandra.

Spring Creek

Final Cost:	\$2.3M
1996/97:	\$2.3M
COMPLETED:	April 1997

Rehabilitation and widening of pavement 12 to 16 km north of Narrabri.

Coonabarabran

Final Cost:	\$2.1M
1996/97:	\$1.9M
COMPLETED:	December 1996

Replacement of bridge over the Castlereagh River at Coonabarabran.

North of Coonabarabran

Final Cost:	\$3.5M
1996/97:	\$1.8M
COMPLETED:	November 1996

Pavement rehabilitation, 7 to 12 km south of Narrabri.

Narrabri

Final Cost:	\$1.9M
1996/97:	\$1.3M
COMPLETED:	June 1997

Stabilisation of batters at Narrabri rail overpass.

North of Moree

Final Cost:	\$8.3M
1996/97:	\$2.4M
COMPLETED:	December 1996

Pavement rehabilitation, 54 to 60 km north of Moree.

Estimated Cost:	\$3.4M
Cost to Date:	\$1.4M
1996/97:	\$1.4M
Estimated Completion:	June 1998

Pavement rehabilitation and widening, 60 to 68 km north of Moree.

Sturt Highway**Wagga Wagga**

Estimated Cost:	\$3M
Cost to Date:	\$2.4M
1996/97:	Nil
Estimated Completion:	June 1998

Pavement rehabilitation in Edward Street, Wagga Wagga.

Berry Jerry

Final Cost:	\$3.1M
1996/97:	\$0.8M
COMPLETED:	April 1997

Pavement rehabilitation, 30 to 37 km west of Wagga Wagga, near Collingullie.

Waddi

Estimated Cost:	\$2.4M
Cost to Date:	\$1.5M
1996/97:	\$0.9M
Estimated Completion:	December 1997

Rehabilitation of road shoulders near Waddi/Darlington Point, 59 to 68 km west of Narrandera.

Gum Creek

Estimated Cost:	\$4.3M
1996/97:	\$2.1M
Estimated Completion:	March 1998

Pavement rehabilitation near Gum Creek, 75 to 83 km west of Narrandera.

Great Western Highway**Frying Pan Creek (3x3)**

Final Cost:	\$2.4M
1996/97:	\$1.8M
COMPLETED:	November 1996

Pavement rehabilitation, 37 to 40 km west of Lithgow.

Mid Western Highway**Bathurst to Evans Plains (3x3)**

Final Cost:	\$7.5M
1996/97:	\$5.6M
COMPLETED:	August 1997

Pavement rehabilitation and widening, 3 to 9 km west of Bathurst.

Waugoola Creek to Holmwood (3x3)

Final Cost:	\$4.2M
1996/97:	\$3.1M
COMPLETED:	February 1997

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

Eastern approach to Cowra (3x3)

Final Cost:	\$3.1M
1996/97:	\$2.4M
COMPLETED:	February 1997

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

Mitchell Highway**Stables Creek (3x3)**

Estimated Cost:	\$3.3M
Cost to Date:	\$0.7M
1996/97:	\$0.4M
Estimated completion:	June 1998

Reconstruction of pavement, realignment and replacement of bridge over Stables Creek, 59 to 64 km north of Orange.

West of Dubbo (3x3)

Final Cost:	\$1.7M
1996/97:	\$0.8M
COMPLETED:	December 1996

Provision of two overtaking lanes, 8 to 10 km (westbound) and 13 to 15 km (eastbound) west of Dubbo.

North Bourke Bridge (3x3)

Final Cost:	\$6.3M
1996/97:	\$4.2M
COMPLETED:	September 1997

Construction of a new bridge and approaches over the Darling River at North Bourke.

Illawarra Highway**Robertson (3x3)**

Estimated Cost:	\$6.8M
1996/97:	\$2.9M
COMPLETED:	June 1997

Replacement of two narrow, timber bridges with concrete structures and upgraded approaches, 4 to 6 km east of Robertson.

Shellharbour to Moss Vale

Final Cost:	\$0.8M
1996/97:	\$0.8M
COMPLETED:	March 1997

Pavement rehabilitation at selected locations.

Federal Highway**Lake George**

Estimated Cost:	\$120M
1996/97:	\$47.6M
Estimated Completion:	April 1999

Construction of 24 km of dual carriageway to improve road safety, and reduce travel times and transport operating costs. An 8 km section between Remembrance Driveway and Collector Bypass at Winderadeen, 43 to 51 km north of Canberra, was opened to traffic on 21 April 1997.

Barton Highway**Murrumbateman**

Final Cost:	\$0.7M
1996/97:	\$0.6M
COMPLETED:	December 1996

Construction of an eastbound overtaking lane near Murrumbateman.

Final Cost:	\$1.1M
1996/97:	\$0.7M
COMPLETED:	December 1996

Pavement rehabilitation near Murrumbateman, 27 to 28 km north of the ACT border.

Snowy Mountains Highway**Adelong (3x3)**

Estimated Cost:	\$4M
Cost to Date:	\$2.3M
1996/97:	\$0.8M
Estimated Completion:	June 2001

Reconstruction and widening, east of Adelong.

Tathra to Kiandra

Final Cost:	\$1.4M
1996/97:	\$1.4M
COMPLETED:	May 1997

Pavement rehabilitation at selected locations.

Monaro Highway**ACT border to Bombala (3x3)**

Final Cost:	\$2.3M
1996/97:	\$1.9M
COMPLETED:	June 1997

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

ACT border to Cooma

Final Cost:	\$0.7M
1996/97:	\$0.7M
COMPLETED:	April 1997

Construction of three overtaking lanes at selected locations.

Bibbenluke

Estimated Cost:	\$4.4M
1996/97:	\$2.8M
Estimated Completion:	December 1997

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

Bombala

Estimated Cost:	\$4.4M
1996/97:	\$0.1M
Estimated Completion:	December 1998

Replacement of a narrow single-lane timber bridge with a concrete structure and approaches on an improved alignment at Cunninghams Point, 2 km north of Bombala.

South of Bombala (3x3)

Estimated Cost:	\$8.8M
1996/97:	\$2.2M
Estimated Completion:	June 1998

Realignment and sealing, 32 to 37 km south of Bombala, to eliminate the last unsealed section of this interstate route.

Cobb Highway**Deniliquin (3x3)**

Final Cost:	\$1.6M
1996/97:	\$0.8M
COMPLETED:	March 1997

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

Jumping Sandhills to Mossiel (3x3)

Estimated Cost:	\$6M
Cost to Date:	\$2.2M
1996/97:	\$1.9M
Estimated Completion:	June 2000

Reconstruction and sealing to provide all-weather access to Ivanhoe. Bitumen seal extended to 136 km north of Hay.

Kings Highway**Batemans Bay to Queanbeyan (3x3)**

Final Cost:	\$1.3M
1996/97:	\$1.3M
COMPLETED:	May 1997

Pavement rehabilitation at selected locations.

Olympic Highway (3x3)**Gobba Deviation**

Estimated Cost:	\$49M (includes extension north of Coolamon Road)
Cost to Date:	\$40M
1996/97:	\$12.5M
COMPLETED:	July 1997

Construction of Gobba Deviation to Coolamon Road, including a new bridge over the Murrumbidgee River and floodplain, to provide flood-free access from the north and to bypass the Wagga Wagga CBD. The bridge was opened to traffic on 26 July 1997. Completion of the project north of Coolamon Road is expected in June 1998.

Barrier Highway**Yancowinna Creek**

Estimated Cost:	\$1.4M
Cost to Date:	\$0.5M
1996/97:	\$0.4M
Estimated Completion:	December 1997

Replacement of a bridge over Yancowinna Creek, 50 km east of Broken Hill.

Thackaringa Creek

Estimated Cost:	\$2.5M
Cost to Date:	\$0.5M
1996/97:	\$0.4M
Estimated Completion:	January 1998

Replacement of bridges over Thackaringa Creek, 44 km west of Broken Hill.

Golden Highway – Dubbo to Newcastle**Bowmans Crossing (3x3)**

Estimated Cost: \$4.6M
 Cost to Date: \$2.2M
 1996/97: \$1.9M
 Estimated Completion: March 1998

Replacement of Bowmans Crossing Bridge.

Halls Creek (3x3)

Estimated Cost: \$2.1M
 Cost to Date: \$1.6M
 1996/97: \$1.4M
 Estimated Completion: October 1997

Replacement of Halls Creek Bridge.

Pikes Gap (3x3)

Estimated Cost: \$2.4M
 Cost to Date: \$1.5M
 1996/97: \$1.1M
 Estimated Completion: November 1997

Widening of a cutting and provision of overtaking lanes at Pikes Gap, between Denman and Sandy Hollow.

Coolah (3x3)

Estimated Cost: \$4.6M
 Cost to Date: \$3.1M
 1996/97: \$0.9M
 Estimated Completion: June 1999

Pavement widening within Coolah Shire.

Fitzells Creek

Estimated Cost: \$1.8M
 Cost to Date: \$0.4M
 1996/97: \$0.4M
 Estimated Completion: June 1999

Upgrading to form part of a high standard road linking Newcastle and western NSW.

Bruxner Highway**Alstonville Bypass**

Estimated Cost: \$21M
 Cost to Date: \$0.7M
 1996/97: \$0.7M
 Estimated Completion: December 2001

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

Kidman Way**Bourke to Cobar Shire boundary (3x3)**

Estimated Cost: \$5.5M
 Cost to Date: \$3.9M
 1996/97: \$2.9M
 Estimated Completion: November 1997

Completion of bitumen seal between Bourke and Cobar Shire boundary.

Cobar to Bourke Shire boundary (3x3)

Final Cost: \$2.8M
 1996/97: \$2.8M
 COMPLETED: December 1996

Completion of bitumen seal between Cobar and the Bourke Shire boundary.

Carrathool boundary to Western Rail Line (3x3)

Final Cost: \$1.4M
 1996/97: \$0.4M
 COMPLETED: December 1996

Completion of initial seal from the Carrathool Shire boundary to the Western Rail Line (12 km).

Western Rail Line to Cobar (3x3)

Estimated Cost: \$10M
 1996/97: \$2M
 Estimated Completion: December 1998

Completion of initial seal from the Western Rail Line to Cobar.

Carrathool Shire

Estimated Cost: \$5M
 Cost to Date: \$1.2M
 1996/97: \$1.2M
 Estimated Completion: December 1998

Completion of initial seal in Carrathool Shire.

Willanthry

Estimated Cost: \$1.4M
 Cost to Date: \$0.7M
 1996/97: \$0.6M
 Estimated Completion: December 1997

Construction of a new bridge and approaches over the Lachlan River at Willanthry to replace a narrow timber structure on a poor alignment.

Burley Griffin Way**Bowning**

Estimated Cost: \$2.3M
 1996/97: \$1.4M
 Estimated Completion: June 2000
 Pavement rehabilitation at Bowning.

Illalong Creek (3x3)

Estimated Cost: \$10.2M
 1996/97: \$0.7M
 Estimated Completion: June 1999

Construction of the Illalong Creek Deviation, 15 km north-west of Bowning, to provide a high standard two-lane road.

Wallendbeen

Estimated Cost: \$1.5M
 Cost to Date: \$1.2M
 1996/97: \$0.3M
 Estimated Completion: March 1998

Pavement rehabilitation east of Wallendbeen.

Summerland Way**Overtaking Lanes (3x3)**

Estimated Cost: \$1.3M
 Cost to Date: \$1.2M
 1996/97: \$0.6M
 COMPLETED: May 1997

Construction of overtaking lanes, 40 km and 60 km north of Grafton.

Rappville Range (3x3)

Estimated Cost: \$2.2M
 Cost to Date: \$1.4M
 1996/97: \$0.9M
 Estimated Completion: December 1997

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

Gordons Bridge (3x3)

Estimated Cost: \$1.3M
 Cost to Date: \$0.3M
 1996/97: \$0.3M
 Estimated Completion: May 1998

Replacement of Gordons Bridge, north of Kyogle.

Other Works**Avoca Drive (3x3)**

Final Cost: \$1.3M
 1996/97: \$0.1M
 COMPLETED: September 1996

Reconstruction and dual carriageways from Elfin Hill to Davistown Road.

Final Cost: \$1.6M
 1996/97: \$1.2M
 COMPLETED: June 1997

Reconstruction and dual carriageways from Orana Street to Kanangra Street.

Nelson Bay Road (3x3)

Estimated Cost: \$4.3M
 Cost to Date: \$1.9M
 1996/97: Nil
 Estimated Completion: December 1998

Construction of dual carriageways between Salt Ash and Bobs Farm, 29 to 35 km north of Mayfield West.

Final Cost: \$3.7M
 1996/97: \$3.4M
 COMPLETED: April 1997

Construction of dual carriageways and a roundabout at Salt Ash.

Estimated Cost: \$1.2M
 Cost to Date: \$0.3M
 1996/97: \$0.3M
 Estimated Completion: June 1998

Construction of dual carriageways between Port Stephens Drive and Gan Gan Road, 43 to 44 km north of Mayfield West.

Estimated Cost:	\$2.8M
Cost to Date:	\$1.9M
1996/97:	\$0.9M
Estimated Completion:	June 1998

Reconstruction from Gan Gan Road to Frost Road, Anna Bay, 43 to 47 km north of Mayfield West.

Wyong Road (3x3)

Estimated Cost:	\$63.5M
Cost to Date:	\$58.5M
1996/97:	\$5.4M
Estimated Completion:	December 1997

Construction of dual carriageways, rehabilitation of existing roadway and traffic management improvements along the 12 km length between the Pacific Highway and The Entrance Road, Wyong.

Cessnock to Branxton Road (3x3)

Final Cost:	\$2.3M
1996/97:	\$0.3M
COMPLETED:	April 1997

Re-alignment between Broke Road and First Creek Culvert, 6 to 8 km north of Cessnock.

Lake Road (3x3)

Estimated Cost:	\$1.4M
Cost to Date:	\$1.2M
1996/97:	\$1.2M
COMPLETED:	September 1997

Dual carriageway and rehabilitation from Crossroads to Poyner Avenue, Glendale.

Thunderbolts Way

(Gloucester and Walcha Shires)

Estimated Cost:	\$7.1M (RTA contribution \$5.3M)
Cost to Date:	\$1.5M
1996/97:	\$1.5M
Estimated Completion:	December 1999

Reconstruction and sealing of unpaved section between Gloucester and Walcha.

Woy Woy Bus Interchange Roadworks (3x3)

Estimated Cost:	\$3M
Cost to Date:	\$2.1M
1996/97:	\$1.9M
Estimated Completion:	November 1997

Woy Woy bus interchange and associated roadworks including roundabout at Charlton Road.

Woy Woy Interchange Carpark (3x3)

Final Cost:	\$3.3M
1996/97:	\$0.8M
COMPLETED:	October 1996

Extension to Woy Woy commuter car park to provide additional 200 car spaces.

Lanyon Drive, Queanbeyan (3x3)

Final Cost:	\$1M
1996/97:	\$0.8M
COMPLETED:	June 1997

Construction of four lanes, south of McRae Street, to improve travel conditions and road safety.

Goulburn to Crookwell Road (3x3)

Final Cost:	\$1.1M
1996/97:	\$1.1M
COMPLETED:	April 1997

Restoration of failed pavement at various locations between Goulburn and north of Crookwell.

Goulburn to Doughboy Road (3x3)

Final Cost:	\$0.7M
1996/97:	\$0.7M
COMPLETED:	May 1997

Restoration of failed pavement at various locations between Goulburn and Tarago.

Mount Ousley Road (3x3)

Final Cost:	\$0.8M
1996/97:	\$0.4M
COMPLETED:	August 1997

Extension of a concrete median barrier, between Bulli Tops and Picton Road, to improve road safety.

Estimated Cost:	\$1.4M
1996/97:	\$0.55M
COMPLETED:	September 1997

Installation of noise reduction barriers near New Mount Pleasant bridge to reduce the impact of traffic noise on this busy route.

Final Cost:	\$0.7M
1996/97:	\$0.3M
COMPLETED:	July 1997

Provision of two breakdown bays and three northbound lanes, west of New Mount Pleasant bridge.

Menangle Road

Final Cost:	\$1.3M
1996/97:	\$0.6M
COMPLETED:	December 1996

Replacement of narrow single-lane timber bridge over the Nepean River at Menangle with a concrete structure and approaches on an improved alignment.

Nowra-Moss Vale Road (3x3)

Final Cost:	\$1.2M
1996/97:	\$1.2M
COMPLETED:	March 1997

Replacement of failed pavement and asphalt overlay between Bomaderry and Fitzroy Falls.

Final Cost:	\$0.9M
1996/97:	\$0.7M
COMPLETED:	August 1997

Replacement of a narrow timber bridge at Trimble Creek, west of Kangaroo Valley, with a concrete structure and approaches on improved alignment.

Estimated Cost:	\$0.9M
1996/97:	\$0.5M
Estimated Completion:	December 1997

Replacement of a narrow timber bridge at Nugents Creek, east of Kangaroo Valley, with a concrete structure and approaches on improved alignment.

Bowral-Fitzroy Falls Road (3x3)

Final Cost:	\$2.2M
1996/97:	\$0.3M
COMPLETED:	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)

Estimated Cost:	\$6M
1996/97:	\$1.5M
Estimated Completion:	June 1998

Improved access to the snowfields through replacement of deteriorating pavement at several locations, provision of additional chain fitting bays, construction of seven 'hard standing' areas and four overtaking lanes between Jindabyne and Perisher Valley.

Bathurst to Ilford Road (3x3)

Estimated Cost:	\$5.4M
Cost to Date:	\$2.5M
1996/97:	\$0.2M
Estimated Completion:	June 2000

Initial seal to replace the gravel surface near Sofala.

Bathurst to Abercrombie Road (3x3)

Estimated Cost:	\$1.9M
Cost to Date:	\$1.3M
1996/97:	\$0.5M
Estimated Completion:	June 1998

Reconstruction and initial sealing to Abercrombie Caves.

Lithgow to Mudgee Road (3x3)

Final Cost: \$4M
 1996/97: \$1.4M
 COMPLETED: November 1996

Widening of pavement and provision of a 'clear zone' from Invincible Colliery to Rylestone Shire boundary, between 22 and 53 km north of Lithgow.

Estimated Cost: \$1.7M
 Cost to Date: \$1.1M
 1996/97: \$0.7M
 Estimated Completion: December 1998

Pavement rehabilitation and widening, 55 to 60 km north of Lithgow.

Wellington to Mudgee Road

Estimated Cost: \$1.7M
 Cost to Date: \$1.4M
 1996/97: \$1.4M
 COMPLETED: July 1997

Replacement of a bridge over the railway line at Wellington, on an improved alignment.

Oberon Loop

Estimated Cost: \$3M
 Cost to Date: \$0.9M
 1996/97: \$0.9M
 Estimated Completion: June 1999

Pavement widening between Hartley and Hampden

Estimated Cost: \$3.3M
 Cost to Date: \$1.2M
 1996/97: \$1.2M
 Estimated Completion: June 1999

Pavement widening between Hampden and Oberon.

Estimated Cost: \$1.2M
 Cost to Date: \$0.8M
 1996/97: \$0.6M
 Estimated Completion: June 1998

Reconstruction and widening from Scots College to Evans Shire boundary.

Estimated Cost: \$1.6M
 Cost to Date: \$1M
 1996/97: \$0.5M
 Estimated Completion: June 1999

Reconstruction and widening in Evans Shire.

Orange to Parkes Road (3x3)

Final Cost: \$2.9M
 1996/97: \$1.2M
 COMPLETED: May 1997

Widening of a bridge at Boree creek, 21 km west of Orange, and realignment of road and replacement of a narrow bridge at Wattle Creek, 23 to 24 km west of Orange.

Gunnedah to Narrabri (3x3)

Estimated Cost: \$11.2M
 Cost to Date: \$7.7M
 1996/97: \$2M
 Estimated Completion: December 1999

Widening to enable the route to be used by B-Doubles.

Bourke to Walgett (3x3)

Estimated Cost: \$4.3M
 Cost to Date: \$1.9M
 1996/97: \$0.8M
 Estimated Completion: June 2000

Completion of bitumen sealing from Brewarrina to Walgett Shire boundary.

Estimated Cost: \$2.8M
 Cost to Date: \$0.9M
 1996/97: \$0.8M
 Estimated Completion: June 1999

Completion of bitumen sealing Walgett to Brewarrina Shire boundary.

Yass to Molong Road (3x3)

Final Cost: \$2.7M
 1996/97: \$0.2M
 COMPLETED: September 1996

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

Final Cost: \$1.8M
 1996/97: \$0.4M
 COMPLETED: March 1997

Pavement widening between Cowra and Canowindra.

Macquarie River at Eglinton (3x3)

Estimated Cost: \$3.6M
 Cost to Date: \$1.6M
 1996/97: \$1.3M
 Estimated Completion: February 1998

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

Raleigh to Ebor Road (3x3)

Estimated Cost: \$1.3M
 Cost to Date: \$1.2M
 1996/97: \$1M
 COMPLETED: August 1997

Construction of a new two-lane bridge and approaches on an improved alignment to replace a narrow one-lane bridge with steep approach roads at Burying Ground Creek.

Old Bogangar Road (3x3)

Estimated Cost: \$4M
 Cost to Date: \$1.4
 1996/97: \$1.3M
 Estimated Completion: December 1997

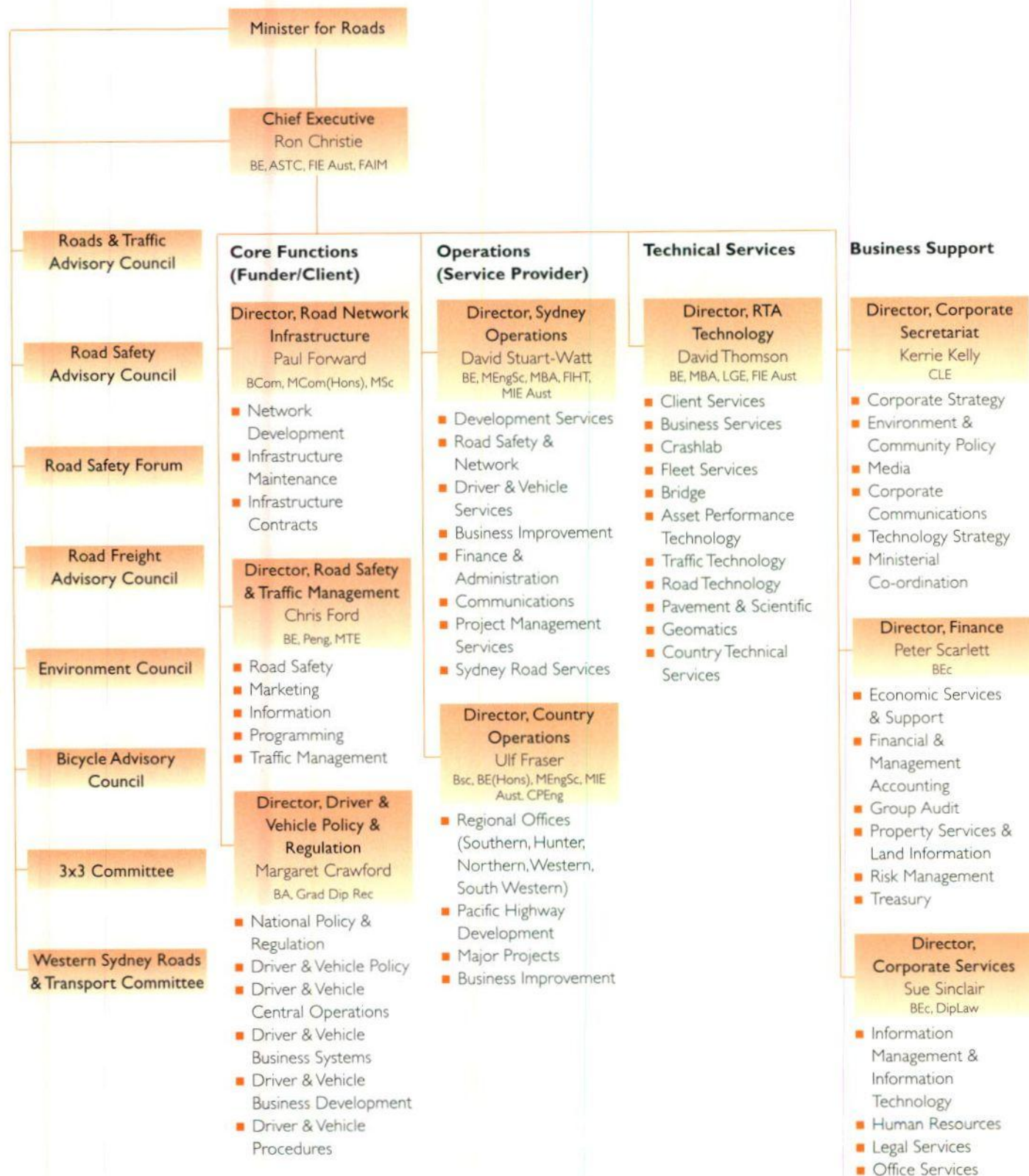
Reconstruction to enable traffic travelling the Coast Road between Chinderah and Brunswick Heads to bypass Kingscliff.

Jingellic to Tumbarumba Road

Final Cost: \$2.7M
 1996/97: \$1.6M
 COMPLETED: June 1997

Reconstruction at Carboona Gap provides improved travel times and road safety on a major log haulage route in the south-west slopes of NSW.

APPENDIX 4
ORGANISATION CHART & SENIOR
MANAGEMENT
 AS AT 30 JUNE 1997



APPENDIX 5

ADVISORY BODIES AND MEMBERS

Roads and Traffic Advisory Council

Established under the Transport Administration Act 1988, the Roads and Traffic Advisory Council advises the RTA and the Minister for Roads on: the promotion of traffic safety; improvements in the movement of traffic and freight; requirements of vehicle drivers, roads and vehicles; the promotion of industrial development, primary production and tourism in relation to roads and traffic; roads and traffic legislation; and any other matter relating to roads and traffic that the Council considers appropriate.

Membership of the Roads and Traffic Advisory Council is by appointment by the Minister for Roads and comprises representatives from:

- the Local Government & Shires Associations
- the NRMA
- the road freight industry
- the Labor Council of New South Wales
- the medical profession.

There are also 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 the NSW Police Service.

A review of the Council's role and membership, following consultation with each of the above industry, profession and agency stakeholder groups, was completed during 1996/97. As at 30 June 1997, all member appointments to the Council had expired. Appointments for the next term of the Council are currently being finalised.

Road Safety Advisory Council

The Road Safety Advisory Council helps develop effective road safety programs throughout the public and private sectors. Its role is to: facilitate the development of road safety as an integrated program throughout the administrations of Transport, Police, Health, Education, the Attorney General, etc, and encompassing the road safety activities of Local Government; provide policy advice to the RTA on aspects of

the above administrations as they relate to road safety; provide policy advice to the RTA on priorities and programs for road safety activities by the RTA; assist the RTA in developing and implementing road safety strategies, particularly in respect of Road Safety 2000; 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.

- Mr Bill Grant (Acting Chair) – Department of Attorney General
- Mr Stephen Gray – NRMA Ltd
- Mr Chris Ford – RTA
- Superintendent Ron Sorrenson – NSW Police Service
- Mr Dallas Booth – Motor Accidents Authority
- Cr Patricia Gould – Local Government & Shires Associations
- Mr Fred Gennaoui – Australian Institute of Traffic Planning and Management
- Dr George Rubin – Department of Health
- Mr Peter Eagle – Insurance Council of Australia Ltd
- Ms Margaret Penhall-Jones – Department of Transport
- Mr David Walsh – Department of School Education
- Mr Harold Scruby – Pedestrian Council of Australia.

Road Safety Forum

The Road Safety Forum 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 Harnett – National Safety Council
- Dr Jim Hirshman – Australian Consumers' Association
- Professor Ron L Huckstep CMG
- Mr David Langbein – Transport Education & Training Aust. Ltd
- Dr Michael Sugrue – NSW Trauma Committee of the Australian College of Surgeons
- Dr Jim McGrath – Australian College of Road Safety

- Dr David Schell – Child Accident Prevention Foundation of Australia
- Mrs D Nilsson – St John Ambulance
- Mr Peter Eagle – Insurance Council of Australia Ltd
- Ms Julie O'Rourke – State Transit Authority
- Mr Stephen Gray – NRMA Ltd
- Dr David Hobbs – Australian Red Cross Society
- Superintendent Ron Sorrenson – NSW Police Service
- Mr Ray Gilbert – Motorcycle Council of NSW
- Mr Aris Dimitriadis – Drug and Alcohol Service
- 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
- Ms Lori Mooren – RTA (Chair).

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.

- Cr Patricia Gould – Local Government & Shires Associations (Chair)
- Mr Warren Salomon – Bicycle NSW
- Mrs Elspeth Cooper – Newcastle Cycleways Movement
- Mr Matt Faber – Department of Transport
- Inspector Dave Evans – NSW Police Service
- Mr Phil Margison – RTA.

Road Freight Advisory Council

The Road Freight Advisory Council provides a consultative forum for industry and Government to consider matters related to the development, coordination, planning, regulation and operation of road freight transport services in NSW. It acts as the road freight Customer Council to: advise the

RTA on road freight policy, legislative and regulatory proposals and other major initiatives; provide suggestions for policy options; provide a two-way consultative forum for the NSW road freight industry and the RTA; provide advice on the impact of national road freight industry policies to NSW; coordinate road freight industry policy views to the RTA; advise the RTA of customer service indicators and levels desired by the road freight industry; and represent, to the RTA, the entire road freight industry's views and interests. Membership is by invitation from the Minister for Roads.

- Mr Bill Wallace (Interim Chair, resigned 30 April 1997) – NSW Manager, Owens Transport
- Mr Bob Angus (Acting Chair from 30 April 1997) – General Manager, Boral Transport
- Mr Glen Bourke – Transport Workers' Union
- Mr Robert Gunning – Livestock Transporters Association of NSW
- Mr Gordon Martin – Livestock Transporters Association of NSW
- Mr Alan Newing – NSW Road Transport Association
- Mr David Pierce – National Road Freight Association
- Mr Lee Phillips – Beckley's Transport (resigned 2 December 1996)
- Mr Greg Booth – RTA adviser.

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 Michael Wright – Australian Institute of Landscape Architects (NSW)
- Mr Patrick Ibbotson – Environmental Law Association of NSW

- Ms Kris Durran – Environment Protection Authority
- Professor John Black – School of Civil Engineering, University of NSW
- Mr Chris Jefferd – Environment Institute of Australia
- Mr Terry Dene – NSW Road Transport Association
- Ms Kerrie Kelly – RTA.

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 the 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 Robert Lynn – Partner, Coopers & Lybrand and Chairman, Australian Audit Standards Board.

Western Sydney Roads and Transport Committee

This independent committee, representing the community, was established in 1996 to monitor and verify expenditure of road funds approved for western Sydney by the Minister for Roads. The NSW Government committed to the people of western and south-western Sydney expenditure of \$145 million annually on road and road-related public transport infrastructure works in western Sydney.

- 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 6

SENIOR EXECUTIVE PERFORMANCE STATEMENTS

CHIEF EXECUTIVE

Ron Christie

Period in Position: 1996/97

Both the former Minister for Roads, the Hon Michael Knight, MP, and the current Minister for Roads, the Hon Carl Scully, MP, have indicated their satisfaction with Mr Christie's performance.

Mr Christie continued to oversee the implementation of the Corporate Services Efficiency Review (CSER). Major outcomes included the development of a more responsive management structure and the focusing of staff on the concept of 'one RTA' to provide more integrated and improved delivery of services. The establishment of Country Operations Directorate was initiated to improve communication and develop a consolidated and more consistent approach to 'business' across country areas. In addition, some decision making powers were handed back to the local level, speeding up decision making in rural areas.

As Chief Executive, Mr Christie initiated the Pacific Highway Development Office as part of Country Operations to provide a single point of accountability for the planning and implementation of the \$220 million-a-year Pacific Highway Reconstruction Program.

Mr Christie reinforced the need for environmental awareness and greater community consultation in the planning and development of all infrastructure proposals as well as the maintenance program.

Mr Christie has improved communication with Local Government by establishing the RTA and Local Government Liaison Committee which contains senior officers from both levels of Government.

Significant progress was made with the development of a revised State Road Network Strategy, and Mr Christie's focus on road safety included the development of a road safety environment plan covering accident 'blackspots', road safety audits, roadside facilities, rest areas, accident investigation/prevention, speed management and local area safety.

The RTA had a prominent role in the development of national uniformity and

road reform with the development and presentation to the National Road Transport Commission of proposals covering new vehicle registration laws, national driver licence classes, a national vehicle compliance and enforcement module and, in conjunction with the EPA, a dangerous goods module. Over-the-counter photo licensing was introduced in 1996, as well as DRIVES improvements which resulted in improved customer service in motor registries.

The major road project opened to traffic was Sydney's M2 Motorway and associated works at Abbott Road. Negotiations were also completed for delivery of the Eastern Distributor, the upgrading of the leased section of the M4, and the financing package for the M5 East.

DIRECTOR, ROAD NETWORK INFRASTRUCTURE

Paul Forward

Level: 3 Upper
Period in Position: 1996/97

Mr Forward continued to determine the strategic priority of road projects and consolidated the role of the RNI Directorate within the framework of the RTA's funder/provider business model.

Major initiatives included implementation of the Pacific Highway 10-Year Upgrading program which included a start on the Bulahdelah to Coolongolook Freeway, progressing the planning approval and complex environment assessment process for the Eastern Distributor and gaining the necessary approvals to progress the M5 East project as a toll free route.

Mr Forward has been instrumental in further developing relationships with other government bodies.

Mr Forward continued to oversee and prioritise the allocation of funds for the Network Development and Infrastructure Maintenance Programs. He also held a position on the Change Management Team, established to oversee implementation of the CSER.

DIRECTOR, SYDNEY OPERATIONS

David Stuart-Watt

Level: 3 Lower
Period in Position: 1996/97

Major initiatives completed in Sydney included exceeding targets on the Western Sydney Roads and Transport and Blue Mountains Programs; opening of the M2 Motorway and associated works, Quakers Hill railway overpass, Davies Road, Padstow, Stage 1

at Roberts Road/Hume Highway and Warrimoo; preparation and exhibition of the Eastern Distributor and M5 East EIS's; and implementation of 272 road safety and traffic management projects. Work at Sydney Harbour Bridge continued with accelerated maintenance of the main span and northern approach, king post hoist and arch crane replacement.

Mr Stuart-Watt has introduced commercialisation into his Directorate and, in partnership with core function Directorates, has provided significant input into planning improvements to Sydney's roads and traffic system to support the 2000 Olympic Games.

Mr Stuart-Watt achieved the above while managing Sydney Operations through a major change program, particularly in the road services and project management areas.

Mr Stuart-Watt was a member of the Single Bargaining Unit involved in high-level industrial negotiations with unions/associations, and also held a position on the Change Management Team established to oversee implementation of the CSER.

DIRECTOR, ROAD SAFETY AND TRAFFIC MANAGEMENT

Chris Ford

Level: 3 Lower
Period in Position: 1996/97

Mr Ford made significant contributions to the development of various traffic management and bus priority programs associated with the Eastern Distributor and the rationalisation of organisational issues related to Olympic Games transport. In the road safety area, he led the evaluation and renegotiation with Police of the enhanced enforcement agreement and changes in the emphasis of the Directorate's social marketing campaigns in respect of both road safety and traffic management. The road toll during 1996 was the equal lowest on record since 1949.

Mr Ford also made a significant contribution: with STAYS SAFE in respect of road safety generally; with the Lord Mayor of Sydney and other senior Sydney City Council officers with respect to Accessible Sydney; and with SOCOG and OCA on issues related to the Olympics and to the Olympics Summit which was chaired by the Premier.

Mr Ford provided key input into the development and implementation of a

five-year Road Safety and Traffic Management Strategic Plan and into major elements of the proposed national traffic regulations involving traffic management measures.

DIRECTOR, FINANCE

Peter Scarlett

Level: 3 Lower
Period in Position: 1996/97

Mr Scarlett completed a restructuring of Finance Directorate to ensure that it focuses on its core responsibilities and provides improved support to the RTA in the adoption of a commercially based approach and in the provision of financial advice and direction. In addition, the key areas of risk management and property services have been recognised as major opportunities for generating improved financial performance for the RTA.

The NSW Government's M4 and M5 Cashback Scheme, which provides rebates to motorists using privately registered vehicles on the M4 and M5 Motorways, was implemented. Payments under the scheme commenced in April 1997.

A number of key financing initiatives were undertaken in 1996/97 in order to fund the M5 East project. These included the sale of various loans held by the RTA to Interlink, the operator of the M5 Motorway and the implementation of an accelerated property disposal program.

Mr Scarlett held a position on the Change Management Team, established to oversee implementation of the CSER.

DIRECTOR, COUNTRY OPERATIONS

Ulf Fraser

Level: 3 Lower
Period in Position: 23 October 1996 – 30 June 1997

Following his appointment, Mr Fraser focused on establishment of the Country Operations Directorate and on developing a consistent, more commercially based approach to the delivery of services across rural NSW. He also concentrated on communicating the benefits of the changed administrative boundaries and operating principles to staff, unions, local Councils and other stakeholders.

Mr Fraser has been able to maintain existing levels of service while this significant change was being implemented. Major initiatives included: establishing the Pacific Highway Development Office to manage the

Pacific Highway Reconstruction Program; the letting of a design, construct and maintain contract for the Bulahdelah to Coolongolook Freeway; and determination of the preferred route for the Billinudgel to Chinderah section.

Major works completed and opened to traffic included: the first 8 km stage of the Lake George Deviation on the Federal Highway; the provision of four lanes on Avoca Drive between Orana and Davistown Roads, Green Point; the completion of dual carriageways with a roundabout at Salt Ash on the Nelson Bay Road; and the reconstruction of the eastern approach to Cowra on the Mid Western Highway.

Mr Fraser was a member of the Single Bargaining Unit involved in high level industrial negotiations with unions/associations, and held a position on the Change Management Team, established to oversee implementation of the CSER.

CES/SES Positions

Level	Total CES/SES End of previous year	Total CES/SES End of current year
CEO under S.11A	1	1
3 Upper	1	1
3 Lower	3	4
2 Upper	7	7
2 Lower	12	14
1 Upper	19	14
1 Lower	3	2
TOTAL	46	43

* CEO position listed under S.11A of the Statutory and Other Offices Remuneration Act 1975, not included in Schedule 3A of the Public Sector Management Act 1988.

Number of positions filled by women in the current year is 6, the same number as the previous year.

APPENDIX 7

CONTINUOUS IMPROVEMENT

Guarantee of Service

Increasingly, the RTA's business success depends upon our ability to satisfy, anticipate and meet customer expectations. Customer service is a cornerstone of the *RTA Continuous Improvement Plan 1996-2001*, which sets the (Continuous Improvement) direction for the RTA's business planning processes.

Customer service standards have been identified and published in our *Commitment to Service* brochure.

Customers are encouraged to provide feedback on sub-standard service by completing a *Customer Feedback Form* obtainable from motor registries. All customer complaints are recorded in a *Customer Feedback Register* and dealt with by the appropriate RTA Directorate. Driver and Vehicle Policy and Regulation Directorate has conducted regular customer research into customer requirements for motor registry service since 1991. The following improvements are being implemented in response to customer expectations:

- staff are being given further training in customer service techniques;
- a major project is underway to analyse the role, size and location of motor registries to further improve service delivery;
- more flexible trading hours have been introduced in motor registries;
- the viability of opening more registries on Saturday mornings is being assessed; and
- motor registry layout and design are being reviewed to provide convenient access for all customers, including disabled customers.

In 1997/98, each Directorate will report on their progress in improving processes that deliver customer requirements.

Management and activities

The concept of 'continuous improvement' is of great importance to the RTA's future direction. During the year, the *RTA Continuous Improvement Plan 1996-2001* was produced. It provides a consistent, organisation-wide strategic approach to achieve our organisational improvements over the next five years. The Plan's main themes are customer service and process improvement through team work.

Highlights of the RTA's Continuous Improvement progress to date includes:

- communication of the Plan and relevant 1997 priorities throughout the RTA;
- acknowledgement of Continuous Improvement in all Directorate business plans;
- commencement of leadership training courses;
- implementation of the Staff Rewards & Recognition for Achievement Scheme;
- ensuring that identification of customers is an essential part of the business planning process; and
- a Program, now operating in all Directorates, to achieve a more commercially focused organisation.

Yearly reviews of the *RTA Continuous Improvement Plan 1996-2001* are proposed to ensure that the momentum continues.

Change Management Program

Appendix 8 sets out how the Change Management Program is providing a focus to help our staff aim for and achieve continuous improvement.

Contracting and market testing

The RTA continued to identify potential opportunities for contracting out and market testing, in line with the Government's Service Competition Policy. During the year, negotiations were completed with Fujitsu Australia Pty Ltd for contracting out the operation of the RTA's data processing and communications centre.

APPENDIX 8

CHANGE MANAGEMENT

The Chief Executive launched a comprehensive change program in July 1996, based on continuous improvement and staff consultation. To ensure staff involvement, the change program is led by a Change Management Team of key managers and representatives from staff and union associations. A key component is transforming the organisational culture to focus on the development of staff, customer service and value-for-money service delivery. A critical aspect of the program involves staff in identifying issues and working with management to resolve them.

Through consultation and education, the Change Management Team has provided leadership and support in driving both structural and industrial reform in order to position the RTA in delivering quality, competitive products and services. Underpinning this commercial focus are 'Our People', who we value and support through a consolidated program of learning and development, and through the development of an open two-way communication process. The communication and consultation activities employed throughout the program have included:

- establishing work groups of staff and union representatives to review the key processes, customers and staffing requirements of functional areas across the RTA;

- the use, by these work groups, of staff and management interviews, focus groups and surveys, to collect comments and suggestions to incorporate into final recommendations;
- the establishment of a Consultative Group comprising senior management and union representatives, to discuss Change Management initiatives and other significant industrial issues;
- the production of information bulletins to generate staff submissions; and
- the establishment of a Change Management Hotline, to enable staff to seek further information and put forward ideas and suggestions.

The initial stage of structural alignment to the funder/provider model is substantially complete, with the program now driving a continuous improvement culture and practice which is team-based, customer focused and continually improving. The change program will continue to evolve and drive the organisation towards business excellence and best practice, while ensuring that change is driven and sustainable.

OVERVIEW OF 1996/97 PERFORMANCE

Structural Review Process

Objectives

- Implement a funder/service-provider model that reflects business needs and separates policy from service delivery.
- Implement Corporate Services Efficiency Review (CSER) determinations to achieve cost savings in corporate services.

Results

- Structure realigned to focus on core business and to ensure positions are accountable for defined outcomes.
- Structures facilitate the integration of commercial principles and processes.
- Structures provide a mechanism for efficient and effective delivery.
- Structures provide for future realignment and consolidation with minimal disruption.

Future plans

- Complete the structural implementation by the end of 1997.
- Ongoing optimisation of structures through process improvement.

Commercialisation Program

Objectives

- Implement commercial principles and practices in the RTA.
- Utilise savings to fund additional road-related work.

Results

- Commercialisation business rules established and distributed to senior management in January 1997.
- Financial management systems updated in June 1997 to produce income and expenditure statements for business units.
- Implemented commercial budgets.

Future plans

- Introduce the requirement for business units to make contributions to corporate administrative costs.
- Business units to provide productivity dividend through cost savings.
- Integrate all financial systems across the RTA to have a single integrated approach.
- Conduct staff training and education.

Process Improvement of Administration Centres

Objective

- Continuously improve the standard of service at administration centres at a reasonable cost.

Results

- A pilot project at Yennora Administration Centre has analysed major processes, how effectively and efficiently these processes are undertaken, what problems administration staff face when doing their job and improvements which could be made.

Future plans

- Complete process improvement projects at Administration Centres by December, 1997.

Workplace Reform

Objectives

- Implement workplace reform proposals, including specific improvement initiatives (Competency Based Training, and Performance Planning and Feedback) and employment conditions, to achieve productivity based improvements.

Results

All salaried staff, including motor registry staff

- Package of proposals for all salaried staff and for motor registry specific staff developed.

- Proposals forwarded to relevant unions.
- Motor registry and other salaried staff consulted.
- Staff feedback reviewed and analysed to determine key staff issues and concerns.
- Proposed implementation of a Unified Salary Scale (USS) across all salaried staff will provide greater pay equity and increased flexibility in job design. Transitional arrangements will ensure that no staff are financially disadvantaged, and that individual staff's existing incremental rights will be maintained.

Motor registries

- Teams of motor registry staff, including union nominees, were established to develop a flexible rostering system, review proposed hours and staffing requirements, and recommend initiatives to address staffing issues, including child care, security, etc.
- Concerns of long-term casual staff will be addressed through increased opportunities for permanent part-time employment.

Specific improvement initiatives

- Implementation of Competency Based Training (CBT) commenced in May 1997. RTA competency standards were endorsed by the Australian National Training Authority (ANTA) and a Competency Based Assessment Policy was promulgated.
- A Performance Planning and Feedback (PPF) system was introduced to improve customer service and performance. Staff training was conducted and further development will be carried out in consultation with unions and the Public Sector Management Office.

Future plans

- Further staff consultation will follow motor registry team outcomes.
- Continue negotiations with relevant unions.
- Seek to implement changes commencing in late 1997 and continuing during 1998.

Workplace Operations Teams Pilot

Objectives

- Trial workplace operations teams to establish a teams-based way of working on day-to-day operations, using continuous improvement and performance measurement practices to drive a commercial focus.

Results

- Trial workplace operations teams in place during 1996/97 in the New England Maintenance Office and Dubbo District Office.
- Savings of over \$200,000 reported by New England Maintenance Office.
- Dubbo District workers using specific projects to focus staff on commercialisation, continuous improvement and the need to measure performance.
- 10 Dubbo District Office personnel undergoing a trial team leader training program sponsored by Department of Education, Training and Co-ordination (DETAC).
- Report prepared on the RTA's position for the wider implementation of workplace operations teams.

Future plans

- Six sites identified for continuous improvement teams as a precursor to broader teams-based working as a way to do business.

Management Training

Objectives

Senior Executive Service (SES)

Management Development Program

- Conduct a three-day residential management development program for SES and Grade 11/12 managers to examine and develop leadership and communication issues and skills.
- To expose managers to unfamiliar situations in an outdoor setting where specific outcomes are required.

Frontline Management Initiative (FMI)

- To provide formal recognition of management skills developed in the workplace.
- To provide a framework for ongoing development of management competencies.

RTA/State Rail Authority (SRA)

Management Development Program

MBA Units

- To develop skills in strategic management, commercial management, change management, service and human resource management through the completion of MBA modules through the University of Technology, Sydney.

Results

Senior Executive Service (SES)

Management Development Program

- A pilot program was conducted in May, 1997 with 15 participants who improved their skills in

communicating with peers, teamwork, capacity to respond to change and networking among participants.

Frontline Management Initiative (FMI)

- Information brochure produced.
- National frontline management competencies integrated into RTA competencies.
- Five FMI workshops conducted during April, May and June 1997.
- Three workshops for coaches (managers) of frontline managers conducted during April, May and June 1997.

RTA/State Rail Authority (SRA)

Management Development Program

MBA Units

- Program commenced at the beginning of the 1997 academic year, with six managers currently undertaking studies.

Future plans

Senior Executive Service (SES)

Management Development Program

- Based on pilot program participants' evaluation, further programs have been scheduled for the remainder of 1997.
- It is proposed to schedule this program every six to eight weeks.

Frontline Management

Initiative (FMI)

- Further frontline management and coaches' workshops to be held to cover 95% of RTA managers by the end of 1998.

RTA/State Rail Authority (SRA)

Management Development Program

MBA Units

- Subject to positive evaluation, this program will again be offered at the commencement of the 1998 academic year.

Management Development Program

MBA Units

- Subject to positive evaluation, this program will again be offered at the commencement of the 1998 academic year.

Graduate Recruitment Program

Objectives

- To broaden the knowledge and skill base of the RTA, through the recruitment and development of graduates from a variety of disciplines.
- To ensure the RTA has a sustainable program of developing necessary professional expertise well beyond the year 2000.

Results

- Nineteen graduates from traffic and transport engineering, business, economics, finance, environmental sciences, information technology, behavioural sciences, communication, town planning and law specialisations, commenced in February 1997.
- Graduates recruited and commenced the first of 3-4 project-based placements, based on their particular discipline in both metropolitan and country locations.



The RTA sponsors a number of graduates each year as part of the Graduate Recruitment and Development Program. The three-year program sees graduates being trained in areas such as traffic and transport engineering, environmental science, law, information technology and marketing. After their training, many will be given job placement in various areas of the RTA.

- A supporting 'mentors' program was developed and implemented.
- Supplementary graduate training commenced in line with RTA's Competency Based Training (CBT) Program.

Future plans

- Conduct a mentor survey to assist in the evaluation of the program.
- Graduates to complete at least 2.5 years of the program before being eligible to compete for full-time positions in the RTA.
- Next intake to reflect the RTA's broad professional workforce needs, with a view to ensuring the RTA has a sustainable program of developing necessary professional expertise well beyond 2000.

Staff Induction Program

Objectives

- To ensure that new staff are aware of RTA business concepts and of Government and RTA policy.

Results

- Staff induction kit produced.
- Staff induction policy produced.
- The first 'Welcome to the RTA' seminar was conducted on 18 June, 1997.

Future plans

- Conduct quarterly 'Welcome to the RTA' seminars.
- Disseminate the staff induction policy.
- Distribute staff induction kit to all new employees on their first day with the RTA.

Staff Reward Scheme

Objectives

- To recognise work groups, teams or individuals who have demonstrated outstanding initiative, hard work and achievements in a particular year.

Results

- Scheme launched and information disseminated to all RTA staff in January 1997.
- First round of nominations evaluated, and winners chosen in categories of community consultation, customer service, environmental awareness, equity, leadership, occupational health and safety, team performance and road safety.

Future plans

- The Staff Reward Scheme is to be an annual event.



Graeme Langford, left, who led his team at Young to win the 1996 Motor Registry of the Year award, and Graham Gregg from Grafton Motor Registry who was Customer Service Officer of the Year.



Wally Biles and Carol Reynolds were rewarded for their respective work among Aboriginal communities and promoting women's issues in the RTA.

Communication

Objectives

- Ensure staff and managers are aware of and consulted throughout the Change Management Program.
- Ensure staff and managers are aware of and consulted regarding specific change initiatives.

Results

- A Change Management Team was established to direct the change program.
- A consultative group of senior managers and union representatives was established to discuss Change Management and other industrial issues.

- Senior executives visited corporate and regional areas of the RTA, focusing on those areas most affected, during August/October 1996.
- Media releases disseminated to all Regional centres.
- RTA managers' briefing in July to launch the Change Management Program. These managers were resourced to conduct briefings with their own staff.
- Membership of Regional and Corporate Consultative Groups expanded to include salaried and motor registry staff representation.
- Special Change Management Work Group bulletins were produced for every functional area reviewed and distributed to all staff to seek comments and feedback.
- Special Change Management Determination bulletins were produced for functional areas reviewed and distributed to all staff to advise them of the final structures and staff numbers.
- Change Management articles were published in staff newspaper Around & About.

Future plans

- Senior executives to participate in communication and consultation activities.

Team Briefing Pilot

Objectives

- Trial the team briefing concept in Southern Region with a view to investigating its potential as an effective RTA-wide internal communication system.

Results

- Trial completed and system evaluated. Results were that 98% of meetings were held, 80% of staff attended, 99% questions were answered on time, meeting protocols were observed and 70% of staff considered it worthwhile.
- Team briefing expanded from Southern Region to South Western Region.

Future plans

- Implement team briefing across the rest of Country Operations Directorate by December 1997.
- Commence team briefing within the Corporate area by August 1997.

APPENDIX 9

AUDIT

Audit Committee

The RTA's Audit Committee is chaired by the Chief Executive and comprises senior RTA executives, non-public sector representatives from the auditing profession, and an observer from the Audit Office of NSW. The Committee meets every three months to provide advice to the Chief Executive, consider progress under the Strategic Audit Plan, generally oversee the direction of the auditing function, and consider the RTA's financial control and reporting systems. It makes an effective contribution to internal controls and improved accountability through monitoring the implementation of the audit recommendations arising from the audit reports.

Group Audit

The mission of Group Audit is to provide senior management and other key customers with a high quality, cost-effective and value-added service with a focus on assisting management in the achievement of objectives and critical success factors of the RTA and its Core Function Directorates under the Strategic Audit Plan 1996/97.

Group Audit's Strategic Audit Plan covers all of the RTA's financial, operational, engineering, information technology and fraud investigation and prevention activities. Group Audit's commitment to multi-skilling and excellence in auditing is evidenced by its continued quality systems accreditation in accordance with ISO 9001, and further development and implementation of new audit techniques and methodologies in line with Treasury's Statement of Best Practice – Internal Control & Internal Audit.

Group Audit continued its role of developing and implementing initiatives to minimise corruption in functions administered by the RTA. Ethics and fraud awareness training continued with the ICAC Commissioner, representatives from the Premier's Department and an ethicist from the University of NSW addressing seminars which informed senior staff of the often unique ethical standards for public service employees. The RTA also addressed ethical behaviour on the part of contractors and driving instructors by, among other things, the production and distribution of a *Statement of Business Ethics*.

During the year, IT Audit performed reviews of computer application systems, under development, in production and the successful migration of DRIVES from Fujitsu to Sun computers. Reviews were also performed in the areas of Internet security, increased management awareness of the effects of the year 2000 on systems, so that appropriate action can be initiated in a timely manner, and the development of Internet and Intranet policies. By utilising advances in risk assessment audit methodology, resources were more effectively deployed in identified high risk areas. This strategy contributed to a reduction in the RTA's risk exposure and to improvements in the RTA's operating efficiency and in the effectiveness of internal controls.

Audits of 46 motor registries, 10 regional payment and administration centres and four Corporate Directorates has provided assurance that an appropriate control environment exists, whilst also promoting the principles of control self assessment. Further ongoing visits to 30 Local Government areas provided assurance that, in accordance with the written arrangements between the RTA and Councils, roadwork funding had been expended on road projects for the benefit and safety of all road users.

Comprehensive audits were also conducted on environmental policies and procedures, to ensure that the RTA complies with environmental legislation and requirements, and on the Road Safety Program, to identify areas for improvement in both the RTA and the Police Service's operating and performance monitoring procedures.

A review of Commonwealth and State Government grants and revenues received by the RTA was also carried out to provide assurances to management that all monies due were received and accounted for and the Australian Accounting Standards have been complied with.

Audits of engineering and operational activities were carried out using staff and specialised external firms to assist in achieving ongoing improvement to road construction, maintenance and management and the associated technical support activities. The multidisciplinary auditing of private venture projects has been commenced with a view to achieving improved procedures and value for money in this important area.

APPENDIX 10

RISK MANAGEMENT

RTA management is committed to the use of risk management principles to limit exposures whilst not unduly affecting operations and service delivery. Areas where these principles are used include assessment of risk exposures prior to commencement of major projects, and financial and operational risks.

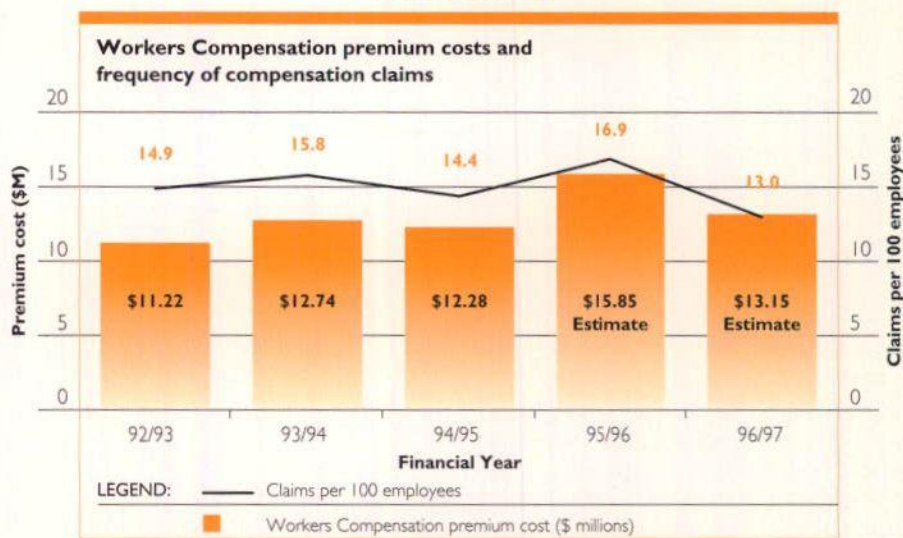
The Risk Management Branch is responsible for formulating risk management policy and insurance of specific risk exposures for the RTA.

Risk Management

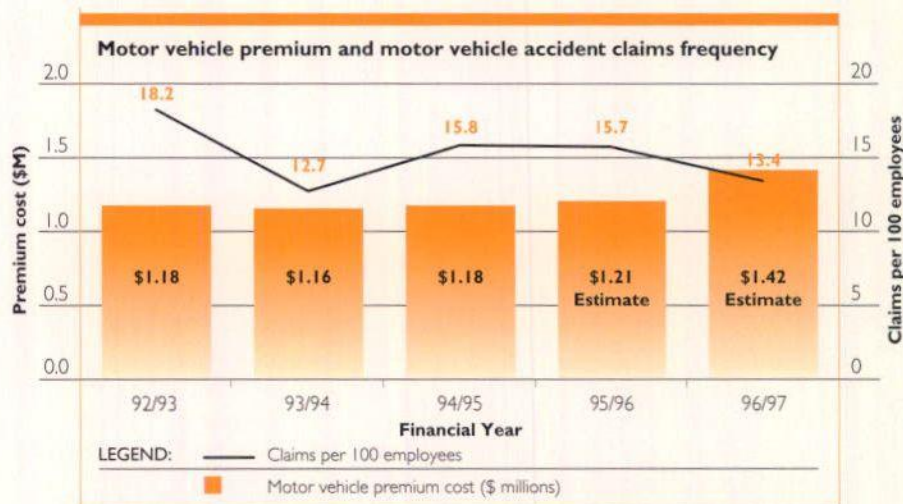
Specific action taken to manage risk exposures include:

- setting of insurance types and quantum required for all consultants, contractors and contract staff engaged;
- advice on security to prevent theft, pilfering and embezzlement;
- the ongoing review of standard contracts to ensure that insurance clauses align with current insurance industry practices and cover risk exposures resulting from court judgements; and
- providing line managers with timely and appropriate information to effectively manage risk exposures.

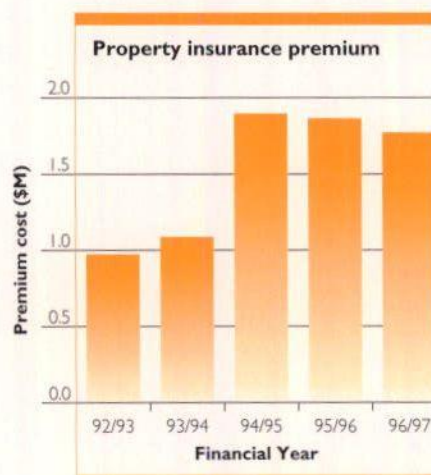
Insurable Risks



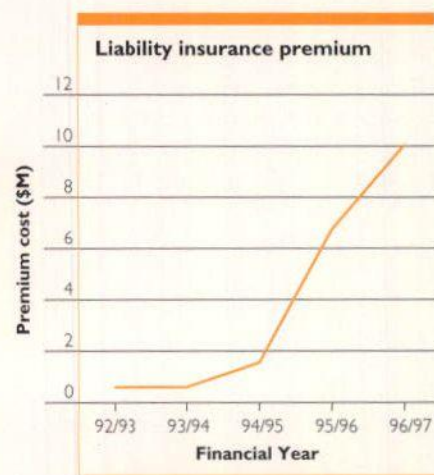
Frequency of claims has fallen by 23% compared to 1995/96. Premium costs appear to have peaked in 1995/96 and the current indications are for decreases in 1996/97 and 1997/98 financial years. This is reinforced by a reduction in the claims frequency of hearing loss claims, which is the second highest category of claims costs this year.



The number of claims per 100 vehicles has fallen 15.2% since 1994/95. However, total premium costs rose 17.3% in 1996/97 compared to the previous year, due to increased costs of parts and repairs.



Reduction of premium is related to an improvement in claims history performance.



Liability Insurance premium has increased significantly due to increased community awareness of litigation processes. The RTA continues to review and improve its policies and practices to reduce risk exposures involving the public and contractors.

APPENDIX 11

OVERSEAS VISITS

Officers from Traffic Technology Branch travelled to the USA, Singapore, Indonesia, Thailand and Kuala Lumpur during the year, for the installation, testing and optimising of the Sydney Co-ordinated Adaptive Traffic System (SCATS) and the Automatic Network Travel Time System (ANTTS), and to train customers. Visits were also made to New Zealand to market SCATS2, an updated version of SCATS, and to Minneapolis to fine tune the RTA-installed ramp metering system in that city. The officers concerned were Doug Quail, Paul Firkin, Peter Lowrie, Alan Dixon, John Robert, Grahame Davis, David Lowe, James Giffin, Ken McCallum, John Bliss, Nick Rubbi, Chris Harding and Mike McFarland. All associated costs incurred by the RTA are fully recoverable along with a margin of profit.

Following the Atlanta Olympic Games, the General Manager, Traffic Management, Mr Geoff Amos, and the Special Projects Manager, Mr John Brewer, travelled to the USA to attend an Olympic debriefing in Atlanta and to investigate electronic tolling.

Visits were made to New Zealand by:

- Fred Schnerring, Leader Road Environment Strategy, and John Brewer, Special Projects Manager, to represent the RTA at the Australian Road Research Board Conference;
- Richard Horner, Manager Materials Technology, who attended the Combined Standards Australia/New Zealand Committee meeting;
- Harry Vertsonis, Project Officer, Vehicle Emissions, who attended the Australasian Emissions Seminar; and
- Mike Veysey, General Manager, Technology Strategy, who attended an Austroads Executive Meeting.

The Bridge Branch of the RTA Technology Directorate was awarded a tender to review the construction engineering package, prepared by VSL International for the Indonesian Government, for the erection of the Batam-Tonton cable stayed bridge in Indonesia. Mark Bennett, Senior Manager, Bridge Design Projects and Harry Cheung, Project Engineer, Design, attended a site project meeting in Batam, Indonesia and the presentation of the draft final report to VSL and Indonesian Authorities.

Mr Bennett also made an earlier visit to Batam to attend a briefing meeting.

At the request and at the cost of the World Bank Organisation, Mr Malcolm Frost, General Manager Infrastructure Development, travelled to Washington DC, USA, to deliver a presentation to the World Bank Annual Seminar, based on contracting in Australia.

RTA Chief Executive, Ron Christie, was invited by the Federal Republic of Germany to undertake a fact-finding tour under that Government's Visitors Program. The focus of the program was 'An Integrated Transport Strategy as Part of Future-oriented Urban Regional Road Systems', and to inspect: 'smart road systems'; air ventilation systems in the Elbe Tunnel, Germany; and an electronic tolling site in Austria. The visit was funded by the Federal Republic of Germany.

APPENDIX 12

HUMAN RESOURCES

The RTA's Corporate Plan identifies our people as critical to the success of the organisation.

The Human Resources Strategic Plan 1996-2001:

- provides a framework to ensure we have the best people for the job and can forecast and plan for future human resources requirements;
- emphasises staff involvement in the operation of the RTA through teamwork, improved communication and recognition for a job well done; and
- outlines our vision to develop a workforce which is capable of delivering the RTA's products and services to high standards.

Also, the HR Strategic Plan recognises the need for:

- employees to have equality of opportunity in employment, and a

work environment that is free from all forms of harassment and discrimination;

- employee 'equity' objectives which are integrated into the RTA's management system; and
- the NSW community to have access to quality services that are delivered at the highest level of service, are free from all forms of harassment and discrimination, and recognise diversity.

Personnel policy and practices

Enterprise bargaining

Approximately 40% of staff are covered by enterprise agreements. Other salaried staff, excluding professional engineers and traffic signals salaried staff, are covered under a sector-wide salary award.

The enterprise agreements for wages staff and professional engineers formally operated until 31 December 1995, whilst the enterprise agreement for traffic signals salaried staff formally operated until 26 June 1996.

A further enterprise agreement for professional engineers was certified by the Australian Industrial Relations Commission (AIRC) on 18 October 1996. It provided for salary increases, two additional grades and the private use of RTA motor vehicles subject to certain conditions. The agreement expired on 31 March 1997.

An interim award for wages staff was granted by the Industrial Relations Commission (IRC) of NSW on 19 November 1996. It provides for a pay increase and expires on 19 December 1997.

An interim award for traffic signals salaried staff was granted by the IRC of NSW on 3 December 1996. It provides for salary increases, and expires on 3 December 1997.

Through the wages staff Single Bargaining Unit, task groups have been convened to review camping and

Staff Numbers

	30.6.94	30.6.95	30.6.96	30.6.97
Salaried Staff	4,443	4,324	4,224	4,128
Wages Staff	2,643	2,246	2,200	2,196
Casual Staff	406	343	469	334
	7,492	6,913	6,893	6,658

The RTA employs full-time, part-time and casual staff. At 30 June 1997, the equivalent full-time staff was 6,658, or 3.4% less than at 30 June 1996. Total staff numbers have decreased by 834 (11.1%) since June 1994, averaging a 2.8% p.a. decrease.

sustenance allowances, seek reductions in absenteeism, and significantly reduce the number of allowances paid.

Movements in employee wages, salaries or allowances

Classifications covered by the Public Service Association of NSW (PSA) and the former Professional Officers' Association of NSW (POA) were paid a 3% salary increase from July 1996. This was the second component of the 6% salary increase granted by the IRC of NSW in August 1995.

Other staff received a similar percentage increase: professional engineers through an enterprise agreement certified by the AIRC in October 1996; and wages staff and traffic signals salaried staff through interim awards granted by the IRC of NSW in November and December 1996, respectively.

Classifications covered by the PSA were granted salary increases, totalling 16%, by the IRC of NSW on 6 June 1997. The initial increase of 1% was awarded from 1 January 1997, with a further increase of 3% awarded from 1 July 1997. The remaining increases awarded are 2% from 1 January 1998, 5% from 1 July 1998 and 5% from 1 January 1999. Included in each of the 5% salary increases are productivity-based components of 2% (ie $2\% \times 2 = 4\%$), which will be subject to real identifiable savings being achieved. These savings also need to be identified to the satisfaction of the IRC of NSW.

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, 66.75 days were lost through industrial action. Staff at the RTA's Illawarra District Office, Bellambi, held stop-work meetings in August 1996, October 1996 and January 1997. Forty-four maintenance staff at Sydney Harbour Bridge stopped work for one hour in October 1996.

Sydney Harbour Bridge

A Working Party, set up at the direction of the IRC of NSW, has addressed a number of concerns raised by the PSA regarding working conditions for toll

plaza staff on the Sydney Harbour Bridge. A claim by the PSA for a \$20.00 a week salary increase for Toll Plaza Officers and Group Leaders has been heard by the IRC. A decision is yet to be announced.

As part of the Sydney Harbour Bridge maintenance program, the northern approaches are being repainted. The RTA proposed to let a contract to repaint two of the five spans. Wages unions submitted a counter proposal that the five spans be repainted by RTA staff. After joint study by union delegates and management, the proposal was adopted.

Data Centre

The IT Data Centre functions were outsourced to Fujitsu Aust Ltd. Extensive negotiations were undertaken with the PSA regarding conditions of employment and salaries for staff who elected to transfer to Fujitsu. The staff concerned became Fujitsu employees from 24 August 1997.

Reinstatement applications

Six reinstatement applications on the grounds of unfair dismissal were made to industrial tribunals by former staff. One application was dismissed, two were withdrawn and two are still before the tribunal. In the other matter, an appeal to a full bench of the AIRC against a decision not to allow an out-of-time application was dismissed. An application that was before the Supreme Court of NSW at 30 June 1996 was subsequently dismissed.

GREAT appeals

Eight promotional appeals were lodged with the Government & Related Employees Appeal Tribunal (GREAT). Seven appeals were successfully defended by the RTA, whilst the other hearing is yet to be finalised.

There were two disciplinary appeals lodged prior to 30 June 1996 but heard during the reporting year. In both cases, the Tribunal varied the original penalties (demotions) by restoring the appellants' salaries and positions from the dates of the Tribunal hearings. Each appellant was given a reprimand and warning.

Four disciplinary appeals were lodged with GREAT. Two were dismissed, one was withdrawn and one out-of-court agreement reached between both parties, with the Tribunal's concurrence.

EEO achievements 1996/97

Sound information database

A software program to assist with multi-dimensional analysis of our workforce was introduced. The key analysis dimensions include EEO groups, gender and age.

The RTA participates in a national benchmarking program with over 100 organisations, to identify and adopt best practice in EEO.

A competency framework is being developed to build a reliable staff skills profile for effective workforce planning.

A program developed to reduce absenteeism is expected to be endorsed by the wages Single Bargaining Unit. Seventy-five per cent of team members who developed the program were from EEO target groups.

Employee views are heard

Staff representing EEO groups were able to provide input through membership of task groups formed to develop or participate in key initiatives introduced during the year, including EEO training, the Corporate Services Efficiency Review, performance planning and feedback system, competency based training, regional consultative groups, motor registry operations, grievance resolution, employee assistance program, enterprise bargaining and other workplace reform agenda.

EEO outcomes included in planning

Our Human Resource Strategic (HRS) Plan includes EEO relevant priorities such as:

- raising the standard of customer service by improving training, developing bi-lingual and multi-lingual skills, and introducing quality management and new information technology strategies;
- encouraging more flexible work arrangements, including working from home;
- achieving a mix of employees, that reflects the diversity of the community;
- increasing the proportion of women at all levels, including at the Senior Executive Service level; and
- reducing management layers and increasing delegated authority at lower levels.

Specific EEO outcomes in the HRS Plan include:

- equitable access to learning and development opportunities to support business units and career goals;
- knowledge and skills which meet the RTA's current and future needs;
- effective communication;
- regular, structured opportunities to give and receive feedback on personal, team and organisational performance;
- a consultative framework and a process for managing change;
- a more balanced representation of men, women and EEO target groups in management;
- managers who are accountable for effective leadership and people management; and
- a commitment to human resource policies, programs and practices that deliver equity for staff and customers.

The workforce planning issues contained in the HRS Plan focus on the following EEO-related issues:

- an ageing workforce, with an average age of 46, means that in coming years the RTA may suffer a significant loss of experienced and professional staff; and
- gender and diversity mixes within the RTA need to better reflect the community we serve.

Fair policies and procedures

Recruitment guidelines were reviewed to improve standard recruitment, selection, appointment and induction practices and procedures. They include EEO and cultural diversity issues and outcomes, so that the staff, managers and selection panel members have the know-how to function equitably and effectively within the legal framework.

We continued our 'family friendly' approach through the Family and Compassionate Leave Policy, which provides an array of leave entitlements for staff to care for family members who are ill and to meet community responsibilities.

A new policy on Flexible Work Practices enables staff to better manage their work and personal responsibilities and supports the achievement of increased productivity. Flexible work practices include occasionally altering work patterns, to enable staff to meet both family and work commitments.

The Working from Home Policy enables staff to work for part of the time at a location away from their usual workplace. This may be at home, at a satellite office near home, such as a motor registry, or a mobile office, such as a survey vehicle, or a combination of these. More than 60 staff are presently involved in teleworking.

The Harassment Free Workplace Policy was rewritten in 1996 to accurately reflect the RTA's policy that harassment will not be tolerated. The legislative requirements were also updated, and individual accountabilities were included.

The following policies were amended:

- Selection – to confirm that an independent member of a selection panel should be from an external organisation.
- Family and Compassionate Leave – to clarify the accrual of leave.
- Discipline – to clarify the appropriate rate of pay for shift staff who are allocated alternative duties during an investigation of alleged misconduct. The pro-forma disciplinary interview was amended to provide consistency with policy requirements.
- Higher Duties Relief – to clarify the amount of allowance payable to non-SES staff who act in an SES position.
- Expenses-Relocation – to extend coverage to casual staff.
- GREAT Appeals – detailing the rights of appellants and/or appointees to obtain copies of RTA documents relevant to an appeal.
- Extended Leave – to recognise previous service with Australian Capital Territory Departments when calculating long service leave.
- Separations from Authority Employment – to ensure that corporate security cards and access keys are returned on separation.
- Management of Displaced Staff – to reflect current government guidelines.

Code of Conduct

The Code of Conduct was amended to clarify provisions relating to the acceptance of gifts and benefits and to provide guidelines for an harassment-free workplace.

Managers and employees informed, trained and accountable for EEO

Managers, supervisors and grievance officers attended EEO training to create a greater understanding of the importance of EEO at work and of the laws in place to achieve EEO. Topics included the history of EEO, harassment and discrimination, EEO and the law, individual rights and responsibilities and RTA policies and practices to deal with any breach of EEO legislation.

A new staff induction program was developed to assist new starters to understand their responsibilities on a range of equity and organisational issues, including EEO and cultural diversity issues. This will continue in 1997/98.

Improved employee access and participation for EEO groups

Equity and access issues were at the forefront of Enterprise Bargaining negotiations and developments. Agenda items were monitored to ensure EEO considerations were taken into account in developing performance management systems, work redesign, competency based training, conditions of employment and work patterns.

By 1997, thirty-three per cent of RTA directors were women, compared to 10% in 1996.

We plan to increase the proportion of women, Aboriginal and Torres Strait Islander people and people from non-English speaking backgrounds on RTA committees and councils in 1997/98, subject to the background and experience required and the extent to which nominations are determined by external bodies or agencies.

Spokeswomen's Program

The Spokeswomen's Network continued to operate successfully. The Spokeswomen's Network Action Plan reaffirms the RTA's commitment to strategies which support the ongoing career development of female staff. Strategies include training, education, enhanced communication and increased consultation. Eleven Information Days were conducted across the State, and Spokeswomen made more than 100 work site visits. Other development activities for the spokeswomen include training as grievance officers and in time management.

Ethnic Affairs Priority Statement and Plan

The RTA has been identified by the Premier and the Ethnic Affairs Commission as one of 20 key agencies in the public sector, with the most crucial policy and services role in terms of ethnic affairs. The RTA has developed an Ethnic Affairs Priority Statement & Plan (EAPS Plan) in conjunction with the Ethnic Affairs Commission, to provide details on how we will achieve, monitor and evaluate the commitments of EAPS Plan. (See Appendix 13 for more details.)

A workplace culture displaying fair practices and behaviours

An annual staff awards scheme was introduced with eight categories of awards to recognise significant contributions to areas of importance to the RTA. The scheme includes an equity award for efforts to increase and value diversity in the RTA and to assist staff to have equal access to information, opportunity and development. It is anticipated that this scheme will provide an opportunity to recognise the significant achievements of identified EEO groups in the RTA.

A 'mentoring' program was introduced to nurture and develop the culturally diverse graduate trainees appointed in 1996/97. Senior officers, appropriately briefed, act as mentors to the graduates.

The RTA continued to sponsor staff access to child care services, and reserved 10 family day care places throughout NSW.

An 'alternative duties during pregnancy' policy continued to operate. If requested by staff, managers/supervisors are required to examine options available to vary the staff member's duties, or to temporarily transfer her, for the duration of the pregnancy, to another position as close as possible in status and remuneration to her substantive position.

An Employee Assistance Program (EAP) was introduced in 1996 to provide confidential counselling and support to staff and their families. Evaluation of the first year of EAP revealed a usage rate of 3% for RTA staff and 3.7% when family members of staff were included. This initiative will continue in 1997/98 and beyond. The program makes provision for counselling assistance to people of Aboriginal descent and people from non English speaking background, through the use of bi-lingual counsellors and interpreters.

Needs-based programs for EEO groups

Disability Strategic Plan 1995-2000

The RTA's Disability Strategic Plan 1995-2000 (available in large print, Braille and on audio tape) 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. Implementation of the Disability Strategic Plan in 1996/97 included:

- Introduction of a special disability driving test, developed in conjunction with health professionals specialising in the problems of disabled drivers. Conducted by a specially trained examiner, the test allows twice the usual period for a driving test.
- Introduction of a Mobility Parking Scheme to replace the Disabled Persons' Parking Authority Scheme. The new scheme addresses 'mobility disability' and 'temporary disability' issues.
- Continued publishing of information about modified vehicles for people with a disability and about people authorised to make modifications.
- Planning to provide all motor registries with a special lowered counter, to improve access to computer knowledge tests for customers on wheelchairs. 'Disability awareness' is a part of all motor registry customer service training.
- Development of a Pedestrian Amenities Strategy to improve the quality of the road environment for pedestrian activity, through the effective integration of pedestrian access, mobility and priority within the road transport system. A key component will be to ensure that all existing and new infrastructure provides for the needs of people with disabilities and for the elderly, as a minimum requirement.
- The Pedestrian Road Safety Strategy 1996-2000 was produced. One of its components is to 'support the development by councils of pedestrian networks in local communities, including provision for seniors and people with disabilities'.
- Other disability-friendly initiatives include wheelchair access in buildings, drive-through facilities at

motor registries, audio-tactile traffic lights, roadside rest areas with ramp access to toilets, improved night/wet weather visibility of road markings and appropriate workplace adjustments to assist staff with disabilities. The RTA's Road Design Guide also provides information for road engineers and design officers to meet the needs of the disabled.

Aborigines and Torres Strait Islanders (ATSI)

An Aboriginal Employment Strategy (AES) was developed to support increased Aboriginal representation in the RTA, and to ensure quality of service and responsiveness to Aboriginal communities in NSW. We continued to work with the Department of Employment, Education, Training and Youth Affairs, to implement the AES in 1996/97 and 1997/98.

Some initiatives which have been implemented include the employment of Aboriginal Liaison Officers at Parkes and Port Macquarie. Their duties include: developing and maintaining internal and external ATSI networks; providing for ATSI people a point of contact regarding RTA operations; researching the expectations and needs of ATSI; integrating the findings into RTA business plans and activities; and helping to develop programs to increase career opportunities for Aboriginal staff. The assessment of environmental impacts of road construction and maintenance programs includes potential impacts on Aboriginal sites. Aboriginal communities and Land Councils are contacted as a matter of course as part of the environmental impact assessment process.

An Aboriginal Road Safety Officer has been appointed to develop and implement road safety education programs that communicate effectively with Aboriginal communities in western NSW.

An Aboriginal artist was contracted to develop resources for Aboriginal communities throughout NSW, including brochures and posters with an Aboriginal focus, to promote road safety.

The RTA is sponsoring an Aboriginal female cadet engineer and is working with other agencies to improve employment opportunities for ATSI. We participated in an inter agency project sponsored by the Construction Policy Steering Committee to develop a policy on Aboriginal employment in the

construction industry. We are also developing a two-year ATSI Customer Service Officer Training Scheme, designed to assist ATSI obtain technical, professional and trade qualifications.

Ongoing work with Aboriginal communities in western NSW promoted occupant restraint, drink drive prevention, fatigue prevention, speed prevention and registration and licensing. As part of this initiative, rugby league player Cliff Lyons and singer Christine Anu helped promote road safety in the Aboriginal and the wider communities.

The Aboriginal Road Safety Project included funding for the development of a culturally compatible strategic planning process for communities, to improve awareness about road safety and safe driving. The Southern Region funded the project in partnership with the Queanbeyan City Council. The project manager was the Local Government Road Safety Officer employed by that Council.

The Aboriginal Cultural Awareness Training program for staff is being reviewed to incorporate relevant issues from the National Inquiry into the Separation of Aboriginal and Torres Strait Islander Children from Their Families.

Counselling is available to RTA employees and family members as part of an RTA-wide Employee Assistance Program (detailed above). During the tendering process for a new program contract, attention was given to ensuring that the needs of ATSI staff are specifically addressed. The contract was awarded to an organisation which has Aboriginal counsellors (4% of their staff) and specialists available on request.

Recommendations of the Royal Commission into Aboriginal Deaths in Custody

The following recommendations from the Royal Commission into Aboriginal Deaths in Custody are being specifically addressed by the RTA.

Equitable access and consultation (Recommendation 75)

Funding of roadworks in Aboriginal communities, such as the Murrin Bridge near Lake Cargelligo.

Employment files and personal records are made available to identified ATSI employees or relatives of former employees, to ensure their accuracy and to assist in researching family history.

Programs aimed at harm minimisation from alcohol and other drugs in Aboriginal communities (Recommendation 69)

Culturally appropriate resources are developed to improve awareness of the dangers of drink driving. Displays and breathalyser services are provided at community events where Aborigines are present, to raise the awareness in these communities.

Motor vehicle offences (Recommendation 95)

Programs in a number of remote Aboriginal communities aim to reduce offences such as unlicensed driving.

The RTA is working within the 'gaol system' to assist Aborigines in custody to renew their driver's licence and to raise their road safety awareness, and thus assist with improving their post-release employment prospects.

Targeted programs addressing drink driving and occupant protection aim to reduce offences and fines relating to enforcement activities.

EEO strategies for 1997/98

We will continue to brief new staff in EEO and cultural diversity issues.

An RTA-wide survey will be conducted to update the EEO database, aiming for a response rate of 80%, compared to a 49% response rate to a similar survey in 1995/96. A higher response rate is crucial for a more reliable analysis of this information and to develop equitable policies and strategies to meet the needs of all staff.

Representatives on RTA committees and councils will also be surveyed to provide information to assist in achieving equity in memberships.

Training will be provided to grievance officers and spokeswomen undertaking a grievance officers' role. The EEO training program delivered in 1996 will be evaluated to identify future training needs and required changes to the course content and training methods.

The Aboriginal Employment Strategy will be reviewed to include further initiatives and to incorporate ideas from the Aboriginal Employment Equity Plan recently released by the Premier's Department.

In support of these EEO strategies, the following Workplace Reform strategies are proposed:

- a doubling of RTA-sponsored child care places, from 10 to 20 positions, and an increase in the eligible age of children, from 0-2 years to 0-5 years;
- an elder care advisory and referral service for staff with responsibility for caring for elderly relatives;
- amendment of flexible work hour arrangements to enable staff who, because of their workload, are unable to take a flexi day in any settlement period, to carry this 'flexi' to the next settlement period;

Table 1 Percent of total staff by level

LEVEL	TOTAL STAFF (Number)	Subgroup as percent of total staff at each level							
		Staff responding to EEO data form (Respondents)	Men	Women	Aboriginal & Torres Strait Islander People	People from racial, ethnic, ethno-religious minority groups	People whose language first spoken as a child was not English	People with a disability	People with a disability requiring adjustment at work
< \$21,995	68	34%	69%	31%	1.5%	4%	4%	1%	0.0%
\$21,995 – \$32,295	3,462	39%	74%	26%	1.2%	6%	7%	6%	1.9%
\$32,296 – \$40,869	1,539	53%	80%	20%	0.3%	6%	5%	6%	2.1%
\$40,870 – \$52,850	755	62%	87%	13%	0.4%	9%	8%	7%	1.2%
> \$52,850 (non SES)	697	64%	93%	7%	0.1%	16%	15%	5%	1.3%
SES	41	59%	88%	12%	0.0%	10%	5%	2%	0.0%
TOTAL	6,562	47%	79%	21%	0.8%	7%	7%	6%	1.8%
Subgroup Totals		3,116	5,170	1,392	53	490	486	391	116

- that such staff be allowed to accrue up to 35 hours flexi time and to take any additional credit by 31 January each year, as five days maximum flexible leave during either December and/or January;
- a single salary structure to cover all RTA staff, and which is expected to provide greater pay equity as well as absorb all salaried classifications and gradings (no staff member will be disadvantaged in transferring from their existing structure to the new unified structure, and all existing progression rights will be maintained); and
- to increase study assistance to encourage staff to undertake courses relevant to the RTA.

It is proposed to review the following policies during 1997/98:

- Employment Equity – developmental work on a new policy will commence.
- Discipline – to ensure investigation procedures comply with the principles of natural justice.
- Family and Compassionate Leave – to ensure that RTA provisions meet current public sector standards.
- Learning and Development Policy and all associated policies (including study leave, financial assistance for tertiary studies etc) – to be reviewed in light of the RTA's adoption of a competency based training approach to learning and development.
- Performance Planning and Feedback – new policy to be developed.
- Code of Conduct and Ethics – to accommodate provisions of the Protected Disclosures Act and include guidance on ethical decision making.
- Working From Home – to make it more user-friendly for staff and management.
- Casual Employment – to provide for long service leave for eligible casual staff.
- Relocation Expenses – to ensure that entitlements meet current business needs.
- All policies – to remove discriminatory provisions and provide for mediation provisions, where appropriate.

Table 2 Percent of total staff by employment basis

LEVEL	TOTAL STAFF (Number)	Subgroup as percent of total staff in each employment category							
		Staff responding to EEO data form (Respondents)	Men	Women	Aboriginal & Torres Strait Islander People	People from racial, ethnic, ethno-religious minority groups	People whose language first spoken as a child was not English	People with a disability	People with a disability requiring adjustment at work
Permanent									
Full-Time	5,975	49%	81%	19%	0.8%	8%	8%	6%	1.9%
Part-Time	241	49%	5%	95%	0.0%	7%	6%	2%	0.4%
Temporary									
Full-Time	302	17%	92%	8%	1.3%	1%	1%	0%	0.0%
Part-Time	3	67%	0%	100%	0.0%	0%	0%	0%	0.0%
Senior Executive Service	42	60%	86%	14%	0.0%	10%	5%	2%	0.0%
Casual	1,516	30%	28%	72%	0.2%	2%	3%	2%	0.3%
Other	0	–	–	–	–	–	–	–	–
TOTAL	8,079	44%	69%	31%	0.7%	6%	7%	5%	1.5%
Subgroup Totals		3,572	5,589	2,490	56	525	526	425	120

Occupational Health & Safety

Performance Indicator	1995/96	1996/97	Target
Number of Lost Time Injuries (LTIs) per 100 staff members	4.2	6.1	3.5
Number of Hours Lost per staff member (as result of LTIs)	4.3	5.7	4.5
Number of Hours Lost per LTI (as result of LTIs)	103	93	60
Number of Major Injuries per 1000 wages staff	113	91	80
Workers Compensation Liability per staff member	\$1,141	\$544	\$290
Workers Compensation Liability per claim	\$7,199	\$4,047	\$2,300
Number of Fatalities	5	1	0

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: Although the workers' compensation liability indicators for 1996/97 were a major improvement on 1995/96, they were still above target because of the single fatality and an abnormally high level of hearing loss claims in the first six months of the 1996/97 financial year.

During 1996/97, actions aimed at improving our OH&S performance included:

- audits of OH&S management systems at 19 maintenance and district offices;
- an RTA-wide campaign to publicise the Chief Executive's commitment to improving our OH&S performance;
- development of training packages to train all staff in OH&S basic competencies and OH&S risk management;
- development of policies on rehabilitation and OH&S consultative arrangements; and
- programs in Northern, Hunter and Southern Regions and Corporate Directorates to reduce manual handling injuries.

APPENDIX 13

ETHNIC AFFAIRS PRIORITY STATEMENT & PLAN 1997/98

Ethnic Affairs Priority Statement

The RTA is committed to delivering quality services to all who use NSW roads, including ethnic communities, non-motorists and people with disabilities.

The RTA's Ethnic Affairs achievements in 1996/97 show how we addressed the needs of NSW's culturally diverse society in terms of the four principles of Cultural Diversity, by ensuring participation and access to the ethnic community in an environment of mutual respect contributing to productive diversity.

The Ethnic Affairs Plan 1997/98 further reinforces this commitment by developing concrete actions to address the three identified key result areas of the Ethnic Affairs Action Plan 2000, namely social justice, community harmony and economic and cultural opportunities, outlined in the Resource Handbook prepared by the Ethnic Affairs Commission.

Ethnic Affairs Achievements 1996/97

Principle 1: All individuals in NSW should have the greatest possible opportunity to contribute to, and participate in, all levels of public life.

Consultation with community groups

We continued to support local community road safety groups and work with Local Government and local organisations to ensure they have up-to-date road safety information.

Examples included a 'Step Smart – Pedestrian Safety Campaign' in partnership with Marrickville City Council, which targeted senior residents, especially those from non-English speaking backgrounds (NESB). The campaign was nominated for the Local Government Excellence in Road Safety Awards 1997.

A joint project with South Sydney, Randwick and the City of Sydney councils targeted Chinese speaking parents and carers. Advertising highlighted the correct use and installation of child restraints and included a free call number which viewers could ring for further information. Developed in conjunction

with the Chinese community, the campaign included the distribution of information kits.

Community involvement procedures and resource manual

A *Community Involvement & Resource Manual* was developed to assist and promote a greater level of awareness and understanding of community involvement processes, both within and outside the RTA. The manual refers to the differing needs of various groups in society, and includes cultural diversity issues. The identification of particular community needs, such as language and literacy, is highlighted in the procedure for preparing a community involvement strategy, and various measures suggested to overcome any problems.

Principle 2: All individuals and public institutions should respect and accommodate the culture, language and religion of others within an Australian legal and institutional framework where English is the primary language.

Street Sense calendar

Produced annually since 1987, the Street Sense calendar is distributed to each primary school classroom in NSW and enjoys a high level of acceptance. Since 1993, each calendar month has included translations from a community language. These languages are chosen from Australian Bureau of Statistics information as being spoken as a second language most frequently by students of this age group. Languages have included Arabic, Chinese, Turkish, Serbian, Italian, Croatian, Macedonian, Vietnamese, Spanish, Tagalog and Greek.

The 1997 calendar continues to feature community languages and includes illustrations which demonstrate the cultural diversity of our community. A smaller version of the 1997 calendar was also produced for distribution to all five year-old school children.

Cycle safety material

The *Wear the Hardwear* pamphlet continued to be available in Arabic, Vietnamese, Italian, Chinese, Spanish and Greek. This pamphlet and other RTA publications are advertised in the NSW Road Safety Education Program Catalogue which is distributed to all NSW High Schools.

Driver education material

The RTA provides a range of driver education material in community languages.

The Driver Knowledge Test Demonstration Disc is distributed to TAFE colleges, adult education centres and libraries and is advertised in all NSW High Schools. The disc is available in English, Arabic, Chinese, Croatian, Greek, Korean, Serbian, Spanish, Turkish and Vietnamese.

The computerised driver knowledge test at motor registries is available visually (audio is in English) in 10 community languages, including English.

The *Road Users' Handbook* is available in 11 community languages, including English.

The driving instructor knowledge test is available in Arabic, Croatian, Korean, Spanish, Vietnamese, Chinese, Greek, Serbian and Turkish to facilitate the licensing of driving instructors who wish to cater for the needs of particular communities.

A free interpreter service is available to people taking driver knowledge tests. The service may be accessed through a bulk booking in a motor registry that is centrally placed in an area with a high representation of a particular ethnic group. Alternatively, the RTA may arrange for an individual interpreter service to be provided. Most interpreters are provided by the Ethnic Affairs Commission (EAC) and all are accredited interpreters. Block bookings were made with the EAC in 44 community languages including Italian, Greek, Japanese, Russian, Farsi and Arabic.

A service was established to provide registry staff and customers with telephone access to an interpreter who will facilitate understanding of the customer's requirements.

Principle 3: All individuals should have the greatest possible opportunity to make use of and participate in relevant activities and programs provided and/or administered by NSW Government institutions.

Back to School campaign

The annual Back to School program comprises an education and publicity campaign for students, parents/families, motorists and school staff. The campaign focuses on the danger to students of crossing the road after leaving a bus. A significant component of the 1997 campaign was the provision of *School Bus Safety* parent brochures explaining, in simple terms, how parents can help protect their children.

At the commencement of Term 1, approximately 700,000 brochures were distributed to parents and carers through primary schools. The brochure was available in Arabic, Chinese (Mandarin), Vietnamese, Greek, Spanish, Italian, Croatian, Macedonian, Serbian, Filipino, Turkish, Laotian, Portuguese, Khmer and Korean.

A Parents Parking kit was developed in Arabic, Vietnamese and Cantonese for distribution in school newsletters and around school areas. The kit is a refinement of an existing school resource.

Principle 4: All NSW public institutions should recognise the linguistic and cultural assets in the NSW population as a valuable resource and utilise and promote this resource to maximise the development of the State.

Multi-cultural information

An *Ethnic Community Profiles* document was developed as a resource for local government road safety officers.

Community Language Allowance Scheme

The RTA uses the language skills of staff to provide an interpreter service, where applicable, through its Community Language Allowance Scheme (CLAS). The CLAS will continue to operate pending the outcomes of a joint EAC/Office of the Director of Equal Opportunity in Public Employment (ODEOPE) review of the scheme. Once the review is completed, suggested amendments will be incorporated into the scheme. In 1997, nearly 80 staff members are receiving the CLA.

RTA Ethnic Affairs Plan 1997/98

SOCIAL JUSTICE

Equity of representation on committees and councils

We have developed a plan to ensure that ethnic and Aboriginal communities have appropriate representation on committees and councils, subject to the background and experience required and the extent to which nominations are determined by external bodies or agencies. We have set a target to ensure that NESB people represent at least 10% of all new appointments to RTA committees and councils in 1997/98.

Advertising campaigns

The Double Demerit Points and Traffic Management campaigns will identify and include ethnic media components.

Cycle safety material

The *Wear the Hardwear* pamphlet will be available in the Arabic, Vietnamese, Italian, Chinese, Spanish and Greek. This pamphlet and other RTA publications will be advertised in the NSW Road Safety Education Program Catalogue, which is distributed to all NSW high schools.

Safer Routes to School program

In 1997/98, the Safer Routes to School (SRTS) program will be implemented by the RTA. This program is a key Government initiative to improve the safety of school children travelling to and from primary school.

Brochures for SRTS program will be available in Arabic, Chinese, Croatian, Filipino, Khmer, Portuguese, Russian, Samoan, Serbian, Spanish, Tongan, Turkish and Vietnamese.

The program involves an assessment of the level of safety on routes taken by individual children from home to school and return. To facilitate this, parents will be informed about the program and provided with a survey and a travel route map to complete and return to the RTA. Following assessment, personalised travel safety information, including a map, will be provided to parents.

To ensure that parents/carers from NESB communities can fully participate in the program, all parent/carer materials produced as a part of the SRTS program will be produced and distributed in a number of community languages including Arabic, Chinese, Vietnamese, Spanish, Croatian, Serbian, Filipino, Turkish, Portuguese, Khmer, Tongan, Portuguese, Russian and Samoan.

Advertising for the SRTS will include an ethnic media component.

It is also planned to produce supporting information and resources in community languages for parents/carers on passenger, pedestrian school travel and bicycle safety for distribution/use through schools.

Early childhood road safety education

Materials produced to support families in passenger safety, pedestrian safety and safe play will be produced in a number of community languages including Arabic, Chinese (Mandarin), Vietnamese, Greek and Italian. These support programs in children's services and are made available to families who attend these services.

Multi-lingual driver knowledge test

The need for additional community languages will be identified and included in the driver knowledge test.

COMMUNITY HARMONY

Back to School campaign

This campaign will continue in 1998 with community language brochures available in Arabic, Chinese (Mandarin), Vietnamese, Greek, Spanish, Italian, Croatian, Macedonian, Serbian, Filipino, Turkish, Laotian, Portuguese, Khmer and Korean.

RTA Bike Ride events

For a number of years, the RTA has been the naming right sponsor for the RTA Big Ride and the RTA Cycle Sydney. To gain better participation from all individuals, the RTA will ask Bicycle NSW Inc, the organiser of these rides, to promote the events among ethnic communities.

Multi-cultural information research project

The *Ethnic Community Profiles* manual will be printed and distributed to stakeholders via a multi-cultural seminar.

Community involvement practice notes and resource manual

The *RTA Community Involvement & Resource Manual* will be distributed in the latter half of 1997/98 to assist project managers, in particular, with their community involvement programs and strategies.

Road safety campaigns

Road safety campaigns to include communication strategies for various ethnic communities include RAID (Remove alcohol impaired drivers), which will run throughout December 1997 in Southern NSW. This will have a small ethnic print advertising feature focusing on a well known identity from a NESB background and displaying the message 'drink driving, not in my town'. A joint pedestrian safety campaign with Wollongong City is also planned to have a NESB component.

ECONOMIC AND CULTURAL OPPORTUNITIES

Free interpreter service

The free interpreter service for driver knowledge tests will be extended by inclusion of additional languages, if required, and promoted within the ethnic community.

Continuous improvement to interpreter service delivery

An improved system of managing and delivering interpreter services will be introduced to increase the number of interpreters available to provide the free interpreter service, and to ensure that interpreters have a clear understanding of their role in the driver licence knowledge testing environment.

Audio facility in driver knowledge test

An audio facility will be added to the RTA's driver knowledge test in Arabic, Chinese and Turkish. Licence applicants from these communities, particularly those with a low level of literacy in their own language, will be able to listen to the test questions through a telephone handset as the questions appear on the screen.

Culturally sensitive human resources planning

The RTA Human Resources Strategic Plan 1996-2001 contains strategies to improve customer service, particularly to ethnic communities, through the use of bi-lingual and multi-lingual skills.

Learning and development activities

All new Job and Person specifications will have an essential criteria requiring commitment to the Charter of Principles for a culturally diverse society, and staff will be provided with information about cultural diversity issues and principles.

The Competency Based Assessment Policy will address cultural diversity issues in the context of competency assessment.

Recruitment guidelines

The guidelines will have a section on cultural diversity and be made available through the RTA's Intranet for easy access and updates.

New induction program

The induction program for new employees will include a presentation on cultural diversity and EEO issues.

FOI

FOI requests	Personal		Other		Total	
	1995/96	1996/97	1995/96	1996/97	1995/96	1996/97
New (including transferred in)						
Brought forward (incomplete requests from previous year)	38	18	169	191	207	209
	1	2	9	12	10	14
Total to process	39	20	178	203	217	223
Complete	36	17	155	180	191	197
Transferred out	0	0	1	0	1	0
Withdrawn	1	1	11	12	12	13
Total processed	37	18	167	192	204	210
Unfinished (carried forward)	2	2	11	11	13	13

Results of FOI requests	Personal		Other	
	1995/96	1996/97	1995/96	1996/97
Grant in full	26	13	95	108
Grant in part	7	0	30	26
Refused	3	4	29	46
Deferred	0	0	1	0
Completed	36	17	155	180

Basis of disallowing or restricting access	Personal		Other	
	1995/96	1996/97	1995/96	1996/97
Section 19 (application incomplete, wrongly directed)	0	0	0	0
Section 22 (deposit not paid)	0	0	6	13
Section 25 (1) (a1) (unreasonable diversion of resources)	0	0	0	1
Section 25 (1) (a) (exempt)	11	4	46	54
Section 25 (1) (b), (b1), (c), (d) (otherwise available)	2	1	8	1
Section 28 (1) (b) (documents not held)	2	0	15	30
Section 24 (2) (deemed refused, over 21 days)	0	0	0	0
Section 31 (4) (released to medical practitioner)	0	0	0	0
Totals	15	5	75	99

Days to process 1995/96 and 1996/97	Personal		Other	
	1995/96	1996/97	1995/96	1996/97
0-21	25	18	120	150
22-35	9	0	35	40
Over 35	3	0	11	2
Totals	37	18	166	192

Hours to process	Personal		Other	
	1995/96	1996/97	1995/96	1996/97
0-10	37	18	161	188
11-20	0	0	5	4
21-40	0	0	0	0
Over 40	0	0	0	0
Totals	37	18	166	192

APPENDIX 14

FREEDOM OF INFORMATION

The RTA received 223 requests for information under the *Freedom of Information Act 1989*, compared with 217 in 1995/96. Requests continued to be received for access to internal documents concerning decisions made,

Type of discount allowed on fees charged	Personal		Other	
	1995/96	1996/97	1995/96	1996/97
Public interest	0	0	0	1
Financial hardship				
– Pensioner/Child	5	4	8	12
Financial hardship				
– Non profit organisation	2	0	4	2
Totals	7	4	12	15
Significant correction of personal records	0	0	0	0

Grounds on which internal review requested	Personal				Other			
	Upheld 1995/96	1996/97	Varied 1995/96	1996/97	Upheld 1995/96	1996/97	Varied 1995/96	1996/97
Access refused	1	0	0	0	3	4	0	1
Deferred release	0	0	0	0	0	0	0	0
Exempt matter	0	0	0	0	0	1	1	1
Unreasonable estimate of charges	0	0	0	0	1	1	0	0
Charges unreasonably incurred	0	0	0	0	0	0	0	0
Amendment	0	0	0	0	0	0	0	0
Totals	1	0	0	0	4	6	1	2

details of access made against licence records, details of over dimension vehicle permits issued, motor vehicle records, the names and addresses of certain Authorised Inspection Stations (AISs), the sources of complaint letters, accident reports on motor vehicles, documents relating to the planning, construction, maintenance and funding of motorways and records relating to maintenance of the road system. A significant number of applicants continue to use FOI to obtain accident reports on motor vehicles and to obtain details of AISs. The use of FOI by legal practitioners and insurance investigators continues to increase.

Of the 197 requests completed, 121 were granted in full, 26 in part, and 50 were refused. Of the 76 applications refused in full or in part, two were refused on the grounds that the information was otherwise available, 30 were refused as the documents were not held by the RTA and 13 were refused as the applicant did not pay the necessary fees.

Of those requests not granted in full, eight applicants sought an internal review of the decision (compared with six last year) and two took the matter to the Ombudsman (compared with four last year).

There have been no District Court appeals in the last two years.

64 applications required consultation

with a total of 153 third parties outside the RTA (71 applications required a total of 127 consultations in 1995/96).

Processing FOI requests cost an estimated \$8,301 (\$10,245 last year) and fees received totalled \$11,080 (\$11,094 last year). There were no requests for amendments to personal records. There was one request for a notation to personal records (one last year), and no Ministerial certificates have been issued in the last two years.

There continues to be increased management awareness 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

Two FOI matters were referred to the Ombudsman, both of which were finalised.

The first applicant sought access to a document relating to a complaint regarding the mechanical condition of the applicant's motor vehicle, and which contained the informant's name and address. The informant was consulted, and he objected to the release of any information in the document which might implicate him or his family.

A determination was made that the parts of the document which would identify

the writer were considered exempt. An amended document, with the exempt material deleted, was provided to the applicant, and the third party was advised.

The applicant then lodged an appeal with the Ombudsman's Office. An officer from the Ombudsman's Office upheld the RTA's determination.

The second applicant also sought access to a document relating to a complaint regarding the condition of a motor vehicle. On this occasion, the complaint was that additional seats were fitted to the vehicle in question, and that these were not of approved installation. The informant was consulted and that person objected to the release of any personal details.

A determination was made that the parts of the document disclosing the address and telephone number of the applicant were exempt. Although only part of the document was considered exempt, the applicant was advised that no personal details would be released until the third party's appeal period expired. An amended document, with the exempt material and the material subject to appeal deleted, was provided to the applicant. The third party was advised, and lodged an Internal Review. The original determination was varied, and the applicant was advised.

The applicant then lodged an appeal with the Ombudsman's Office.

An officer from the Ombudsman's Office upheld the RTA's reviewed determination.

Ombudsman

The Ombudsman referred seven complaints to the RTA, compared to six the previous year. Complaints were received on:

- the requirement of overseas visitors to record a NSW residential and garaging address on registration records;
- assessment of an application for a disabled persons parking authority;
- consistency of RTA and local Council specifications for road signage;
- allegations concerning RTA vehicle inspectors;
- the transfer of a vehicle by one of the owners of a vehicle registered in a joint name;
- a request for deduction of demerit points from a driver's licence; and
- a request for a car registration refund, on the owner becoming an eligible pensioner card holder.

Three of the complaints were referred by the Ombudsman to the RTA for investigation, and four were referred for consideration and response direct to the complainants in the first instance.

All matters were responded to by 30 June, 1996, and no adverse findings were recorded by the Ombudsman.

APPENDIX 15

LEGAL CHANGE

The RTA administers the following Acts of Parliament:

Roads Act 1993

Traffic Act 1909

Motor Vehicles Taxation Act 1988

Road Transport (Heavy Vehicles Registration Charges) Act 1995

Driving Instructors Act 1992

Transport Administration Act 1988

Recreational Vehicles Act 1983 (Parts IV and VI)

Sydney Harbour Tunnel (Private Joint Venture) Act 1987

NEW ACTS

Traffic Amendment (Learner Driver Supervisors) Act 1996

This Act amends the Traffic Act 1909 to provide that supervisors of learner drivers are in the same position as drivers of motor vehicles in relation to blood tests and blood alcohol levels.

Traffic Amendment (Vehicle Identification) Act 1996

This Act amends the Traffic Act 1909 to provide for the collection of information concerning written-off and wrecked motor vehicles, to assist in preventing the registration of stolen motor vehicles and detecting motor vehicle theft.

Traffic Amendment (Street and Illegal Drag Racing) Act 1996

This Act amends the Traffic Act 1909 by creating new offences in connection with the use of vehicles for street and illegal drag racing and other activities; as well as providing for the confiscation of vehicles in certain circumstances.

Centennial Park and Moore Park Trust Amendment (Eastern Distributor) Act 1997

This Act amends the Centennial and Moore Park Trust Act 1983 to facilitate the construction and operation of the Eastern Distributor and associated road and construction works by enabling both the temporary and permanent use of certain land vested in the Centennial Park and Moore Park Trust for purposes connected with the construction and operation of the Eastern Distributor.

New Regulations

Introduction of the Road Transport (Mass, Loading and Access) Regulation 1996.

Introduction of the Road Transport (Heavy Vehicles Registration Charges) Regulation 1996.

Increased fees and charges imposed by the RTA, and the level of fixed penalties for roads, traffic and parking offences, reflecting the 1996/97 anticipated inflation rate.

Permitting the driving and parking of motor vehicles in bicycle lanes in limited circumstances.

Removing the exemption for taxis from the requirement to provide child restraints for children under one year of age.

Prescribing conditions of entry into the competency based assessment scheme for heavy vehicle drivers, conducted by RTA approved assessors as an alternative to assessment by RTA driving tests.

Replacing a disabled person's parking authority with the more appropriately named mobility parking scheme authority.

Exemption of eligible pensioners from the payment of a fee for the issue of a learner's permit.

Prohibition on a child occupying a child restraint in a front seat position in a vehicle if an airbag fitted to the vehicle is designed to deploy in that seat position.

Specific provisions made for 'two-up' driving arrangements on coaches (that is, arrangements under which two drivers take turns to drive and take rest periods on the one coach).

Prescribing signs indicating school zones and local traffic zones as speed limit signs.

Authorising roads authorities to exempt a person or class of persons from complying with regulatory prohibitions in respect of bridges.

Testing of speed-measuring devices for accuracy and functional requirements.

Requiring persons who carry out any scheme for the safe conduct of children across public streets to be 18 years of age or over and to wear safety vests issued by the RTA.

Authorising erection of school zone speed limit signs to indicate the speed limit applicable within a network of public streets.

Applying increased demerit points to offences under the 'points system' of licence disqualification over certain holiday periods.

Giving drivers of all heavy vehicles the option of taking two 15-minute rest breaks (instead of one 30-minute rest break) in every driving period of 5 hours 30 minutes.

Prescribing a monetary penalty for penalty notices issued in respect of offences for illegal drag racing and the level of demerit points to be imposed against the licence of the offender.

Prescribing of storage fee payable in respect of a vehicle impounded because of offences such as illegal drag racing.

Prohibition on certain vehicles carrying dangerous goods from using the tunnel on the M2 Motorway beneath Norfolk Road at North Epping.

Introduction of a regulatory traffic framework for light rail vehicles, other vehicles and pedestrians.

Requiring a person occupying a seat position in a bus to which a seat belt has been fitted for that seat position to wear that belt.

Exempting the holder of an interstate motor cycle learner's licence from the requirement to complete a pre-learner training course when converting that licence to a NSW equivalent learner's licence.

Authorisation for the RTA to waive a driver's licence fee where the holder of a current interstate driver's licence converts that licence to an equivalent NSW driver's licence.

Judicial decisions affecting the RTA

Manson v RTA

The NSW Land and Environment Court held that 'rock anchors' were public works carried out under the surface of a road except and where actual damage is done. No compensation was therefore payable by the RTA under the Land Acquisition (Just Terms Compensation) Act for acquisition of easements to accommodate such works.

Swain and Gold v RTA

The Court of Appeal of NSW held that there is no automatic right to vacant possession of a residential tenancy at the end of the term. This means that a landlord does not have an absolute right to terminate a residential tenancy even if the notice served on the tenant is correct in form and issued in time. This decision has clarified the law and confirmed that the Residential Tenancies Tribunal must:

- have regard to all relevant circumstances of the particular case being considered by the Tribunal in balancing the rights of landlords and tenants; and
- also consider, as part of the relevant circumstances, hardship to both landlord and tenant if the tenancy is or is not terminated.

Residents of Blacktown and Seven Hills Against Further Traffic inc. v RTA

Proceedings were commenced in the Land and Environment Court to restrain the RTA from widening Abbot Road, Seven Hills.

The Court dismissed the application, holding that the applicant had not established any of the grounds of judicial review submitted in support of its claims. In particular, the Court found that, in deciding to widen Abbot Road, the RTA had not failed to take noise impact into account to the fullest extent possible as required by s.111 of the Environmental Planning and Assessment Act 1979; nor had it failed to take into account relevant environmental matters (or taken into account irrelevant matters) in the planning process. In respect of the RTA's decision under the EPA Act – that the reconstruction of Abbot Road

was not likely to significantly affect the environment – the Court rejected the applicant's claim that this decision was not reasonable.

Hornsby Council v RTA

The NSW Court of Appeal on an appeal by the Council from a decision of the Land and Environment Court held that section 48 of the Local Government Act 1993 gives a statutory responsibility to the Council to control Observatory Park at Pennant Hills, but that it has no 'interest in land' within s.4 of the Land Acquisition (Just Terms Compensation) Act 1991.

As there was no authority in the Local Government Act 1993 which would give the appellant Council any power to lease the Park in which it had no interest, the Council was not entitled to any compensation from the RTA for compulsory acquisition of part of the park required for roadworks.

Symonds Nominees Pty Limited and Anor v RTA

The predecessor of the RTA built part of a highway adjacent to private land to a height of 6.4 metres. After heavy rain flooded the landowner's land, proceedings were commenced against the RTA in nuisance. At first instance, the trial judge found that the RTA had a statutory defence under the Main Roads Act 1924, and therefore the action in nuisance failed.

On appeal against the decision, the NSW Court of Appeal held that the RTA was authorised to carry out whatever construction and maintenance work needed to be done on the road. In the circumstances, the appellants could not show that the trial judge's findings (including findings about the appropriateness of the height of the road) were wrong or required reconsideration. The Court held that, where an authority is given statutory powers for specific construction or excavation work, it will not be liable in nuisance if the work is carried out to its specifications. Hence the Court dismissed the appeal, and confirmed that the RTA was not liable for the flooding of the adjoining land.

Workcover Authority of NSW v RTA

Following a fatal accident on the F6 Freeway, Wollongong, on 28 May 1993, WorkCover instituted prosecution action against the RTA in the Industrial Court of NSW.

Chief Justice Fisher of the Court found that the RTA had failed to take precautions to prevent trucks at a worksite on the freeway, especially in darkness, entering into the fast lane of traffic. A penalty of \$150,000 plus costs was imposed.

Scarcella v Magistrate Camden Local Court and RTA

The NSW Supreme Court held that, in an appeal to a Local Court against the cancellation of a driver's licence by the RTA, the Magistrate erred in law when he failed to warn the licensee appellant that he was considering increasing the period of cancellation of his driving licence. Hence the appellant was deprived of the opportunity to put submissions to the contrary and thus was denied procedural fairness. The proceedings were remitted to the Local Court for a re-hearing.

Franks v RTA – Appeal to GREAT against disciplinary decision

Mr Franks appealed to the Government & Related Employees Appeal Tribunal (GREAT) against a decision of the RTA to demote and transfer him for a breach of discipline.

The Tribunal decided that Mr Franks be dismissed. In so deciding, the Tribunal had regard to matters other than those on which the RTA had based its decision, and acted on fresh material placed before it.

Mr Franks appealed to the Supreme Court which upheld GREAT's powers and its decision. He then appealed to the NSW Court of Appeal which dismissed the appeal finding that not only may GREAT have regard to other matters placed before it, but it "can and indeed must act on material freshly placed before it".

The Court construed s.48(2) of the GREAT Act which enables GREAT 'to make such other decision with respect to the appeal as it thinks fit', as not being narrowly confined but as permitting GREAT 'to perform fully the functions which were appropriate to its purpose'.

Mr Franks then sought special leave to appeal to the High Court. Special leave was refused. In refusing such special leave, the High Court stated that the relevant powers were very broadly expressed and it was desirable that the Tribunal had such broad powers in order to fulfil its role.

APPENDIX 16

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 1996/97, contracts were signed for the sale of 179 properties for a total value of \$22.072 million. Of these, five properties were valued over \$0.5 million each, with a total value of \$8.13 million. No properties valued greater than \$5 million 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 17

PUBLICATIONS

The RTA produces publications to help customers, to promote road safety and new technology and to fulfil statutory requirements under annual reporting, environmental and freedom of information legislation.

Publications on driver licensing, vehicle registration and road safety are available free from motor registries.

Technical and Austroads' publications are available for sale at Head Office.

The RTA's Road Safety and Traffic Management Library at Head Office and Technical 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 1996/97.

Bicycles

- NSW Bike Plan

Bridges

- Preserving the workhorses – Replacing Sydney's Harbour Bridge cranes
- Sydney Harbour Bridge flyer

Construction

Community newsletters

- Proposed Tarcutta Truck Changeover Facility
- Mid Western Highway
- Upgrading the Pacific Highway: The first three years
- Upgrading the Pacific Highway: Stage 1
- Upgrading the Pacific Highway Stage 1: Buladelah to Coolongolook Freeway
- Eastern Distributor brochure on 'Environmental Impact Statement'
- The Eastern Distributor – Why it would mean less local traffic/safer streets/better bus services
- The Eastern Distributor – Solving Sydney's traffic problems
- Pacific Highway: reconstruction program – Discussion Paper

Corporate

- Annual Report 1996
- 3,250 copies produced at a unit cost of \$12.00. The 1997 Annual Report is estimated to have a unit cost of \$14.33.
- Improving Occupational Health and Safety
- M4/M5 Cashback (brochure)
- RTA Awards Scheme
- RTA Sponsorship Policy

Driver Licensing

- Information Manual for General Practitioners – Road Safety Promotion by GPs: RTA Medical Guidelines and Safe Prescribing
- Licence Classes: the New National Drivers' Licence Classes
- Motorists Handbook – Glove Box Guide
- New Driver Licence Classes in NSW
- Older Drivers' Handbook
- Pensioner Concession leaflet
- Road Users' Handbook
- Take out NSW registration
- Towing trailers – things you should know about towing

Environment

- Supplement to M5 East Motorway EIS brochure
- Traffic Noise and your Next Home

FOI

- Customer Information Directory 1996/97
- FOI Policy Statement: Land Acquisition
- Inside the RTA 1996/97

Maps

- NSW Road Maps
- Rest Area Maps

Road safety

- A Guide to Bicycle-Friendly Motoring
- Buyers Guide to Child Restraints April 1997
- Cycle Sense Bicycle – Riders and the Law 1

- Cycle Sense Bicycle – Riders and the Law 2
- Cycle Sense Bicycle – Riders and the Law 3
- Drink Driving: It's not bad luck, it's a crime
- Drug Driving Prevention Strategy and Action Plan
- Early Childhood Road Safety Action Plan
- Headlights On (Blue Mountains & Hawkesbury and Northern Beaches)
- Local Government Road Safety Inaugural Conference, 21-22 November 1996, Proceedings
- Magistrates' Attitudes to Drink-Driving, Drug-Driving and Speeding: a joint project of the Judicial Commission of New South Wales and the RTA. Published by the Judicial Commission, 1997
- NSW School Road Safety Program and Action Plan 1996/97
- Parents Parking Kit (community, parent bodies and parents versions)
- Problem Definition & Countermeasures Summary: Bicycles
- Problem Definition & Countermeasures Summary: Pedestrians
- Road Environment Safety Guidelines: a Practitioner's Reference Guide to Safer Roads
- Road Safety 2000: NSW Drink-Drive Prevention Strategy and Action Plan 1996/1997
- Road Safety 2000: NSW Driver Education Strategy and Action Plan
- Road Safety 2000: NSW Driver Fatigue Strategy and Action Plan 1996/97
- Road Safety 2000: NSW Occupant Protection Strategy Plan 1996/97
- Road Safety 2000: NSW Pedestrian Road Safety Strategy and Action Plan
- Road Safety 2000: NSW Speed Management Strategy and Action Plan
- Road Safety Campaign Planner July 1996 – June 1997
- Road Safety Campaign Wall poster
- Road Safety Research and Enforcement Conference, Sydney, 4-5 November 1996. Proceedings: effective partnerships.
- Road Traffic Accidents in Local Government Areas (including Ashfield, Auburn, Bankstown, Baulkham Hills, Blacktown, Blue Mountains, Botany, Burwood, Camden, Campbelltown, Canterbury, Concord, Drummoyne, Fairfield, Hawkesbury, Holroyd, Hornsby, Hunters Hill, Hurstville, Kogarah, Ku-ring-gai, Lane Cove, Leichhardt, Liverpool, Manly, Marrickville, Mosman, North Sydney, Parramatta,

- Penrith, Pittwater, Randwick, Rockdale, Ryde, South Sydney, Strathfield, Sutherland, Sydney, Warringah, Waverley, Willoughby, Woollahra)
- Road Traffic Accidents in NSW 1995: statistical statements
- Road Traffic Accidents in Sydney Region
- Ryde to Botany Bay Cycleway – Stage 2
- Safer Routes to School – Interim Guidelines
- School Zones (manual)
- Street Vending
- Use a breathtester
- Wear the Hardwear – A word about bicycle helmets
- Working together for a safer future

Material for children's education

- Kids & Traffic Lotto
- Street Sense Parent Calendar
- Street Sense Classroom Calendar
- Student Information Pack: a Guide to early childhood road safety
- The Driving Experience: a young driver education resource for years 10-12: Teacher guide & video-cassette

Promotional material

- A Simple Guide to Child Restraints: information to help you choose the best protection for your child
- LOVE IS ... a properly fitted child restraint
- Road Safety Issues for Young People (VHS video)
- Road Whys – a road safety education program developed by the RTA, the NSW Police Service, and Police and Community Youth Clubs, for students in Years 10-12. Second edition
- Road Whys – Drink Driving: A time to choose (book)
- Road Whys – Drink Driving: A time to choose (poster)
- Road Whys – Driver Fatigue: Running on empty (book)
- Road Whys – Driver Fatigue: Running on empty (poster)
- Road Whys – How Police can help provide Road Safety Education
- Road Whys – Occupant restraint: Regret is such a short distance (book)
- Road Whys – Occupant restraint: Regret is such a short distance (poster)
- Road Whys – Speeding: Speeding gets you nowhere fast (book)
- Road Whys – Speeding: Speeding gets you nowhere fast (poster)

Research reports

- A Framework for Driver Education. 2nd edition
- Driver Fatigue: a Survey of Incidents in Sydney Region

- Long Term Effects of the Random Breath Testing Program on Drink-Driving Crashes in New South Wales
- NESB Road Safety Awareness and Attitudes Survey
- Road Safety Education in New South Wales, Children's Services: 1994 Survey
- Road Safety Education in New South Wales, High Schools: 1994 Survey
- Road Safety Education in New South Wales, Primary Schools: 1994 Survey

Road user safety updates

- Bullbars on Cars in Australia
- Driver Fatigue 1996
- In-Vehicle Distractions as a factor in Road Trauma
- Mobile Phones and Road Safety

- Perceptual Countermeasures to Speeding
- Seat Belt Use in NSW 1996
- Speed Survey

Technology

- Concrete Pavement Manual

Vehicle Registration

- Defect Notices
- Operating Agricultural Vehicles
- Operating Road Trains, B-doubles and High Vehicles
- Overdimension Permits
- Permit Orders for the Operation of B-Doubles, Road Trains and 4.6 m High Vehicles
- RTA Inspectors Checking for Road Safety
- The RTA and Heavy Vehicles

APPENDIX 18

TOTAL CONSULTANTS COSTS FOR YEAR ENDED 30 JUNE 1997

Consultancies costing over \$30,000

Project	Consultant	\$
Eastern Distributor	Blake Dawson Waldron	491,959
Tax Advice Re M4 /M5	Arthur Andersen & Co	90,235
Eastern Distributor	UBS Australia Ltd	67,132
Urban Design Aspects – Road Network	Jackson Teece Chesterman	
	Willis Consultant	54,051
M5 East – Mascot to Beverly Hills	Freehill Hollingdale & Page	39,080
Raymond Terrace By – Pass	Ishta Consultants	35,461
M4 – Parramatta to Penrith Widening	Minter Ellison	34,570
M4 – Western Motorway		
– May's Hill, Prospect	Price Waterhouse	30,140
Consultancies Costing Over \$30,000	8	842,628
Consultancies Costing Under \$30,000	13	\$101,844
TOTAL		\$944,472

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 Environment Impact Statements as well as contract agency services and personnel.

APPENDIX 19

ACCOUNT PAYMENT PERFORMANCE

Outstanding Accounts

Period	Claims Lines	Value
Current (within Due Date)	4976	\$31,794,787.99
<30 Days Days Overdue		
31-60 Days Overdue		
61-90 Days Overdue		
>90 Days Overdue	12	6,329.53
For the Past 12 Months		
Percentage of Accounts Paid on Time		85.79%
Value of Accounts Paid on Time		\$1,184,324,151.06
Value of Accounts Paid		\$1,553,899,133.62

During the financial year, no claims were lodged with the RTA's Accounts Complaints Officer for penalty interest on late payments.

A current initiative to improve payment performance is examination of the feasibility of centralising payment processing, and making greater use of electronic funds transfers.

Index

Entries in bold refer to requirements of the Annual Reports (Statutory Bodies) Act 1984.

Aborigines	49, 114, 115
Access	2
Account payment performance	124
Advisory bodies	102-103
Aims and objectives	1, 3, 4
Air Quality	42-43, 50
Annual report , cost and quantities	123
*Assets	3, 70, 71, 75, 76, 77, 78
Asset Management	69-70
Audit	11, 63, 109
Austroroads	60, 111
Bicycles	8, 24, 29, 33, 34, 102
Bridges	18, 19, 22, 58-59, 70, 71, 93-100
Budgets	10-12, see financial statements
Buses	8, see public transport
Change Management	1, 105-108
Charter , see legislation, responsibilities,	3
Chief and senior executive officers	
Positions and Performance	103-105
Code of conduct	113
Community Consultation	4, 5, 14, 31, 35, 49-50, 56, 103
Community Satisfaction	16-17, 37
Consultants	72, 124
Contract Management	20
Controlled entities (not applicable)	
Consumer response	16, 35, 36, 37, 38, 49, 52, 119-121
Contracting and market testing	105
Cyclists	33-34
Customer service	1, 5, 9, 37-38, 103, 105-106, 108, 112
Disability plans	114, 115, 116
Disclosure of controlled entities	(not applicable)
Driver licensing	38-43
Eastern Distributor	7, 26, 31, 33, 50, 52, 79, 92, 121, 123, 124, see Private Sector financial involvement
Economic and other factors affecting performance	69, 85-86
Environment	4, 14-15, 21, 22, 32, 35, 42-43, 49-56, 59-60, 103
Equal employment opportunity	112-116
Ethnic affairs	117
Fauna	55
Financial statements , contents,	61
Financial statements	62-88
Freedom of information	119-121
Funds granted to non-government community organisations	(not applicable)
Government	
Commonwealth	7, 10, 11, 12, 49, 83-86, 88
Local	4, 7, 13, 14, 15, 16, 17, 30, 31, 32, 34, 35, 40, 49, 51, 86, 87
NSW	1, 4, 14, 15, 16, 20, 29, 36, 37, 42, 43, 44, 45, 46, 49, 51, 59, 85, 86, 87
Government Priorities for RTA	4
Guarantee of service , see consumer response	
Heavy vehicles and drivers	40, 42, 44, 45, 46, 47, 48, 102
Heritage conservation	54-55
Human resources	
Number of employees	3, 111, 115, 116
Movement in wages	112
Personnel policies and practices	111-112
Staff training	5, 20, 26, 27, 28, 30, 54, 111, 112, 113, 114, 115
Industrial relations policies and practices	112
Integrated Planning	1, 4, 5, 7, 13-15, 20, 22, 31, 35, 49, 54, 55, 102
Internal and external performance reviews	10, 11, 105
Investment and liability	
management performance	10, 11, 73, 74, 80, 82
Land disposal	123, see property management
Legal change	47, 121-122
Legislation	3
Management and activities	
Major problems and issues	1, 4, 13-60
Major works completed and in progress	7, 20, 90-100
Reason for significant delay (Abbott Road)	91
Management and strategy reviews	105-108
Management improvement plans	105-109
Measures of performance	11, 16-20, 24-26, 31-32, 37
Nature and range of activities	3, 7, 8, 9, 13-60
Management and structure	4, 101, 106
Mission	4
Motorcycles	24
Motorways	
M2	7, 21, 33, 77, 90, 103, 104, 121, see private sector financial involvement
M4	56, 58, 77, 78, 79, 90, 104, see private sector financial involvement
M5	7, 52, 58, 77, 78, 79-81, 90, 104, see private sector financial involvement

M4/M5 Cashback Scheme	10, 74
Motor registries	3, 9, 36-38
National reform	39-41
Occupational health and safety	10, 20, 57, 116
Olympics	15, 35
Ombudsman	120, 121
Organisation chart	6, 101
Overseas visits	111
Pacific Highway Reconstruction Program	93-94
Pavement Durability	18
Pedestrians	8, 24, 33
Photo Licences	38
Private sector financial involvement	1, 3, 7, 10, 71, 72, 75, 77, 78, 79, 87, see Eastern Distributor, Motorways, Sydney Harbour Tunnel
Promotions , see overseas visits and publications	
Publications	22, 27, 39, 41, 47-48, 51, 117, 118, 123-124
Public transport	1, 4, 8, 13-15, 22, 24, 33, 60, 85, 86, 103
Recycling	21, 56, 59
Research and development	17, 22, 27, 28, 29, 31, 37, 42, 48, 55, 56, 59, 60
Ride Quality	18
Risk management and insurance activities	10, 110
Road maintenance	7, 12, 16-18, 49, 50, 51, 58
Road network development	7, 16-23, see major works completed & in progress
Road safety	4, 8, 12, 14, 24-30, 102, 103
Significant after balance date events throughout	
Social Programs , see community service obligations	87
STAYSAFE	26, 41
Subordinate Legislation Act	(no departures)
Subsidiaries, partnerships and joint ventures	(not applicable)
Summary review of operations	3-60
Sydney 2000 Olympics	8, 9, 13, 31, 32, 35, 49, 58, 90, 104, 111, see Eastern Distributor
Sydney Harbour Tunnel	50, 75, 78, 81, 87, see private sector financial involvement
Taxis	47, 121
Technology	23, 45-46, 57-59
Teleworking	22, 113
Time for payment of accounts	(no penalties for late payments)
Traffic management	8, 31-35
Traffic noise	43, 51-52
Transport planning	4, 5, 7, 20, 21
Travel times	31, 32
Vehicles	9, 27, 28, 36-48
No. registered in NSW	45
Vision	4
Water Quality	23, 50-51

List of Figures

1. Source of Funds	10
2. Expenditure of 1996/97	10
3. RTA Financial Performance	11
4. Community satisfaction with RNI activity	16
5. Benefits of roads	17
6. Pavement durability	17
7. Ride quality on State Roads	17
8. Roughness on National Highways	18
9. Roughness on major country State Roads	18
10. Bridge deficiency on State Roads	19
11. Reduced Serious Casualties from Road Traffic Accidents	25
12. Serious casualties NSW 1991-1996	25
13. Fatalities NSW 1991-1996	25
14. Serious casualties - Vulnerable road users NSW 1991-1996	26
15. Serious casualties - Contributing factors	26
16. Crash worthiness by year of manufacture	28
17. Speed trends for 7 major routes to and from Sydney	31
18. Speed trends for major routes to Sydney CBD AM Peak	32
19. Overall opinion of service	37
20. Average total time spent in registries	37
21. Licensing Statistics by licence class	42
22. Licensing Statistics by gender	42
23. Licensing Statistics by age group	42
24. NSW vehicle registrations by type	45
25. NSW vehicle registrations by usage	45
26. NSW vehicle registrations by vehicle age	45
27. Age and gender of vehicle operators - 30 June 1997	45
28. Funding of State Road network	85
29. Commonwealth road grants per registered vehicle	85
30. Commonwealth road grants	85
31. Number of registered motor vehicles in NSW	86