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

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

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

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

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

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

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

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

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

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

### OVERVIEW
- Chief Executive’s Overview 4
- RTA at a glance 7
- Corporate governance 9
- Performance overview 19
- Financial overview 21

### REVIEW OF OPERATIONS
- Positive economic outcomes 24
- Road management 25
- Road development 30
- Managing traffic 40
- Freight 44
- Positive road safety outcomes 45
- Road safety centre for road safety 46
- Fatalities 48
- Safer road users 48
- Community awareness 51
- Regulation and enforcement 53
- Safer vehicles 55
- Safer roads 56
- Positive environmental and urban design outcomes 58
- Alternative transport 59
- Infrastructure planning and roadworks 62
- Air quality 64
- Noise management 66
- Protecting biodiversity 67
- Urban design 70
- Heritage 71
- Natural resources and waste 73
- Greenhouse and energy 74
- Land and water 75
- Value for money 78
- Customer service 82
- Management of the Austroad Registration and Licensing Task-force 80
- Online services 80
- Business improvement 83
- Staff 84
- Stakeholder partnerships 85

### FINANCIAL STATEMENTS

### APPENDICES

### COMPLIANCE INDEX

### INDEX

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

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

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

- The completion of two Pacific Highway upgrade projects bringing the total number of projects completed since the inception of the Pacific Highway Upgrade Program to 47.
- The upgrade of Windsor Road and Old Windsor Road to improve accessibility, safety and reliability of travel in the north-west of Sydney.
- The Albany Wodonga Hume Freeway delivering 14.6 kilometres of dual carriageway and 7.5 kilometres of integrated shared bicycle/pedestrian footways to improve road safety and travel conditions for transport and freight.
- The opening of the North-West T-way between Parramatta and Rouse Hill with its new, modern bus stations, bus-only roadways and lanes, and bus priority measures at traffic intersections. It delivers a great transport alternative for north-west Sydney with greater provision, frequency and reliability of bus services.
- In June 2006 the Minister for Roads announced the NSW Government’s new air quality improvement plan for the M5 East Tunnel. The RTA has this year commenced monitoring and identifying polluting heavy vehicles within the M5 East Tunnel and reporting offending motorists to the Department of Environment and Climate Change (DECC). Between July and December 2006, 177 operators were issued warning letters and between January and June 2007, 193 offences were reported to the DECC. An additional 12 fans have been installed in the tunnel while planning progressed for a filtration plant.
- The RTA listens to the community and in the case of the Cross City Tunnel the RTA has been receptive to public feedback. A number of surface road modifications have been made with traffic flow improvements already evident.
- The 75th anniversary of Australia’s favourite icon, the Sydney Harbour Bridge, provided a symbol for the community’s pride and celebration. About 200,000 participants walked across the bridge on 18 March and many more joined the celebrations held in Sydney. It was fitting to see the addition of the bridge to the National Heritage List this year.

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

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

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

Our commitment to a sustainable environment is demonstrated throughout this report. In recognition of the water issues being faced by state governments and to meet the requirements of the National Water Quality Management Strategy, the RTA facilitated the use of reclaimed water for construction purposes. The RTA ensures sustainability is an element of its work with excavated materials from a number of its construction projects being reclaimed and reused.

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

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

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

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

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

While this approach to behavioural management will continue, a number of accolades have been received and these achievements are featured throughout this report. We are proud of their innovations.
Behaviour management will still be used as an effective safety tool through marketing and promotion, advertising campaigns, testing, training and education to develop safer driving practices.

Enforcement is another dimension of road safety and the RTA works closely with the NSW Police Force. Licensing and registration, are an important part of the regulatory and enforcement role of the RTA. They are also invaluable tools in moulding driver practice and road user behaviour.

RTA AT A GLANCE

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

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

VISION

A safe, sustainable and efficient road transport system.

ACTIVITIES

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

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

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

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

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

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

KEY DIMENSIONS

Assets and funding

The road network that the RTA manages includes:

- 1791.2 kilometres of State Roads (including 4268 kilometres of AusLink network and 161 kilometres of privately funded toll roads).
- 2946 kilometres of Regional and Local roads in the Unincorporated Area of NSW.
- 4998 bridges, including major culverts and nine vehicular ferries.
- 3630 traffic signals and other traffic facilities, systems and corridor assets.

The non-road assets of the RTA include:

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

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

The RTA received $3.2 billion ($3209 million) this year including contributions from the State and Australian governments, and road user charges. The RTA provides financial assistance to local councils to manage 18,474 kilometres of Regional Roads. The RTA also provides some funding and support to the $44,750 kilometres of council-managed local access roads which are funded by local ratepayers and federal road assistance grants.

FUTURE DIRECTIONS

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

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

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

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

Les Wielinga
Chief Executive
EXECUTIVE

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

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

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

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

The Minister for Roads is responsible for approving the Chief Executive’s appointment and contract and for determining remuneration. The Chief Executive approves senior executives’ appointments and contracts. The contracts have a term of up to five years and include annual performance agreements. The Chief Executive determines the remuneration of senior executives in accordance with determinations issued by the Statutory and Other Offices Remuneration Tribunal. For additional information on executive appointments, remuneration and performance refer to appendix 4.

CORPORATE GOVERNANCE

Employees

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

Licensing and registration

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

STAKEHOLDERS AND THE COMMUNITY

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

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

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

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

TABLE I. EXECUTIVE COMMITTEES

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

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

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

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

BRIAN WATTERS, DIRECTOR MAJOR INFRASTRUCTURE
BSc (Civil), MEngSc (Transport), Dip TCP
Brian has more than 35 years experience in transport planning, infrastructure development and program management. He has been involved in the planning of most major road projects in NSW over the past 24 years, and has worked closely with other government agencies. Notable projects have included the planning and procurement of the Sydney Harbour Tunnel as NSW’s first Public Private Partnership and planning of the Eastern Distributor, M5 and Westlink M7 motorways and the Lane Cove Tunnel.

JACK WHELAN, DIRECTOR BUSINESS COORDINATION, ROAD SAFETY AND POLICY
BEc (Hons)
Jack has worked in the State and Commonwealth public sector for over 12 years, recently in NSW as Director of Local and Community Transport in the Ministry of Transport. His government policy background has enabled Jack to bring an integrated approach to his current role including setting up the NSW Centre for Road Safety and communication and corporate planning projects.

MICHAEL BUSBY, DIRECTOR NETWORK MANAGEMENT
BE, BBus, MEng (Project and Construction Management), FAICD, MIE(Aust)
Michael has more than 25 years experience in the construction and management of road networks in both NSW and Tasmania. His varied experience includes pavement management systems, acting as a company director and regulation of licensing, registration and freight. Michael has a wide range of responsibilities ranging from operational traffic management to long-term network planning.

ROD TOUT, DIRECTOR CORPORATE SERVICES AND REFORM
Dip.Pub.Admin, BBus, MLaw & Policy, Fellow AIM
Rod has worked in seven government organisations at State and Commonwealth level, including a central government agency, the Federal courts, commercialised business and direct public service-delivery agencies. Rod manages a range of services including human resources, technology, business reform and RTA shared services.

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

BRETT SKINNER, DIRECTOR FINANCE AND COMMERCIAL DEVELOPMENT
BFin.Admin, Fellow Aus. Soc. CPAs, Fellow TIA
Brett has broad commercial experience providing strategic and financial advice, driving efficiencies and improving productivity in large organisations. Brett served in the electricity, water and waste water industries during a period of great change and the creation of a national electricity trading market. He has also worked for CPH Limited and PriceWaterhouse providing business improvement services and auditing for diverse clients.

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

DAVID STUART-WATT, DIRECTOR LICENSING, REGISTRATION AND FREIGHT
BE, MEngSc, MBus.Admin (Australia and France)
David has more than 30 years experience in project management: civil, traffic and transport engineering as well as policy, planning and commercial service delivery in Australia and the UK. He has managed the RTA’s statewide network of regional services, engineering technology and project offices as well as commercial services prior to his current role. David won an International Olympic Committee Gold Award for his part in leading transport for the Sydney 2000 Olympic Games.

ERICA ADAMSON, GENERAL MANAGER ENVIRONMENT
BSc, MSc (Hons), LLB
Erica’s environmental management experience has been in the private and government sectors. This has included some of NSW’s largest infrastructure projects – the Airport Railway Line, Parramatta – Chatswood Railway and Lane Cove Tunnel. Erica has investigated the environmental impacts of construction activity in Antarctica. She has recently guided the delivery of environmental assessments and approvals for the Hume Highway duplication works.
During 2006–07 the asset strategy was submitted to the Minister for Roads and the Treasurer. The strategy outlines services with broader government priorities and to align internal business plans to deliver results. The plans used to communicate the RTA’s contribution to government priorities are – the corporate plan, results and services plan and total asset management strategy.

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

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

**CORPORATE FRAMEWORK**

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

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

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

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

INTERMEDIATE RESULTS

The road transport system provides reliable and efficient access between commercial, residential and recreational locations.

SAFER ROAD USER BEHAVIOUR, VEHICLES AND ROAD ENVIRONMENT.

Impacts on the natural, cultural and built environments are minimised.

The road network to retain value, quality and capacity.

Quality frontline customer service functions are delivered at minimum cost.

Maximise NSW road user competence and knowledge.

Deliver frontline services that meet customer needs.

Accelerate investment in projects that will deliver the greatest economic benefit.

Use research and data strategically to inform policy and management decisions.

Align the development program with future growth and population patterns.

Implement policies that contribute to a reduction in vehicle emissions.

Increase community awareness and positive attitudes to road safety.

Use fewer natural resources and produce less waste.

Minimise unsafe behaviours and vehicles through appropriate regulation and enforcement.

Increase market demand for safer vehicles.

Deliver frontline services that meet customer needs.

Use fewer natural resources and produce less waste.

Encourage use of alternative transport.

Deliver frontline services that meet customer needs.

Lead best practice infrastructure planning and road works.

Use research and data strategically to inform policy and management decisions.

Maximise NSW road user competence and knowledge.

Implement policies that contribute to a reduction in vehicle emissions.

Increase market demand for safer vehicles.

Give priority to safety in the design, development and maintenance of infrastructure.

Lead best practice infrastructure planning and road works.

Use fewer natural resources and produce less waste.

• Maintain the road network to retain value, quality and capacity.
• Align the development program with future growth and population patterns.
• Optimise the efficiency of the road network through effective traffic management.

STRATEGIES

VALUE FOR MONEY

Opportunities to improve the way the RTA does business are implemented.

A committed, high performance and flexible workforce.

Governance and risk management systems are effective.

Business partners, industry and the community contribute to positive road transport outcomes.

A committed, high performance and flexible workforce.

Governance and risk management systems are effective.

Business partners, industry and the community contribute to positive road transport outcomes.

Deliver frontline services that meet customer needs.

Use research and data strategically to inform policy and management decisions.

Maintain effective and accountable decision making, financial management and reporting processes.

Pursue business partnerships and opportunities for stakeholder involvement.

Ensure a strong culture of ethics and organisational integrity.

Integrate budget allocation, business planning and performance reporting systems.

Manage for high performance, productivity and staff satisfaction.

Provide a healthy and safe workplace.

Attract, develop and retain high quality staff.

Effectively communicate the RTA’s challenges, priorities and successes.

• Pursue business partnerships and opportunities for stakeholder involvement.
• Take a leadership role on national policy issues.

• Pursue opportunities for electronic/alternative service delivery.

• Streamline licensing and registration services.

• Implement policies that contribute to a reduction in vehicle emissions.

• Give priority to safety in the design, development and maintenance of infrastructure.

• Increase market demand for safer vehicles.

• Align the development program with future growth and population patterns.

• Optimise the efficiency of the road network through effective traffic management.

• Maintain the road network to retain value, quality and capacity.

• Accelerate investment in projects that will deliver the greatest economic benefit.

• Align the development program with future growth and population patterns.

• Optimise the efficiency of the road network through effective traffic management.

• Maintain the road network to retain value, quality and capacity.

• Accelerate investment in projects that will deliver the greatest economic benefit.

• Align the development program with future growth and population patterns.

• Optimise the efficiency of the road network through effective traffic management.
BUSINESS CONTINUITY PLANNING

The Business Continuity Management Plan (BCMP) documents actions that can be taken if any business activity considered essential to the RTA’s ability to deliver services has been interrupted by an event such as a fire, flood or a power outage. The BCMP comprises individual recovery and continuity plans covering key business activities that are reviewed at least annually. The BCMP and the individual recovery and continuity plans are controlled documents that are only held by the Executive and staff who have key roles in putting the plans into action. These staff are appropriately trained in any recovery actions that may be required and their readiness is regularly tested.

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

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

CORPORATE CARD AND PURCHASING CARD

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

CODE OF CONDUCT AND ETHICS

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

A Workplace Practice and Conduct Unit develops information sessions about conduct in the workplace that are delivered to staff all over the State. In 2006–07, more than 3,391 staff attended 190 sessions tailored around RTA policies such as:

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

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

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

RISK MANAGEMENT

The issues of fraud and risk are managed at all levels of the RTA. The Audit and Risk Committee engages executives and managers in the development and implementation of risk management controls and strategies while an internal team continually identifies and assesses allegations and risk.

The Control Management Services Branch provides a reasonable level of assurance to the Chief Executive and senior management that the operations of the RTA occur in an appropriately controlled environment. The branch coordinates and integrates a range of functions including internal audit, investigations and a variety of risk management initiatives.

Commercial risk

The RTA commercialisation guideline has been developed to assess infrastructure and business asset investment proposals. This ensures projects are subject to increasingly commercially oriented criteria such as predetermined rates of return. Commercial skills from the private sector are sought on a needs basis to augment existing resources and skills available within RTA business areas. The prequalification process that applies to potential suppliers and contractors provides assurance about the financial capacity of service providers to fulfil their obligations.

RISK MANAGEMENT

The issues of fraud and risk are managed at all levels of the RTA. The Audit and Risk Committee engages executives and managers in the development and implementation of risk management controls and strategies while an internal team continually identifies and assesses allegations and risk.

The Control Management Services Branch provides a reasonable level of assurance to the Chief Executive and senior management that the operations of the RTA occur in an appropriately controlled environment. The branch coordinates and integrates a range of functions including internal audit, investigations and a variety of risk management initiatives.

Commercial risk

The RTA commercialisation guideline has been developed to assess infrastructure and business asset investment proposals. This ensures projects are subject to increasingly commercially oriented criteria such as predetermined rates of return. Commercial skills from the private sector are sought on a needs basis to augment existing resources and skills available within RTA business areas. The prequalification process that applies to potential suppliers and contractors provides assurance about the financial capacity of service providers to fulfil their obligations.

Interest rate risk

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

Risk insurance

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

Audit and Risk Committee

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

Internal audit

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

Licensing and registration

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

IT

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

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

Engineering

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

Major reviews completed include:

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

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

Finance and operations

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

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

RTA staff members Garry Remmert, Joe Pearce and Terry Remmert travelled to Broken Hill from Tibooburra for a training session on workplace conduct.
The RTA performs a range of internal corruption and external fraud investigations. Where appropriate, matters of staff corruption are investigated and outcomes forwarded to RTA senior management to consider whether disciplinary action is required. Recommendations are made to line management to address any weaknesses or areas of concern relating to policies, procedures or controls.

Investigations

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

Strategic and operational risk

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

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

Corruption risk management

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

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

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>RTA's licensing and vehicle management business</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fraud committed by members of the public which impacts on the RTA's licensing and vehicle management business is also investigated. Outcomes from these matters are primarily referred to the NSW Police Force for investigation and prosecution. Where appropriate, these matters are also referred to RTA senior management to address any policy, procedure and control issues identified by the investigations. Matters referred by law enforcement agencies, such as identity fraud and motor vehicle rebirthing, are also investigated.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RTA investigations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strategic and operational risk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pavement durability: cracking all State Roads (% good/% poor)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Benefit of development program ($ million)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major works completed within planned duration or within 10% over planned duration</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Change in urban traffic volume (% increase on previous year)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Travel speed: seven major routes AM peak (km/h, urban)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of bridges on State Roads at 30 June limiting legal usage due to structural condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintenance and reconstruction expenditure on State Roads per km of roadway ($000)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(i) The reporting methodology has now changed to provide a more consistent sample of the road network being reported on each year. About 18,500 of the 20,000 lane kilometres surveyed each year will be consistent for future reporting. This is the first year the % poor figures have been reported. Previously reported ride quality % good (03–04 89.5, 04–05 89.4, 05–06 90.8) and pavement durability country roads % good (03–04 81, 04–05 81.9, 05–06 85.1).</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(ii) The delay of some high value projects impacted the 2006–07 result since the indicator for the completion of projects is weighted by value.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(iii) Historical figures have been amended in 2006–07 to include all overheads to be more consistent with current information. Previously some overheads were not always included. Previously reported figures (03–04 32, 04–05 38, 05–06 34).</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities/100,000 population</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fatalities/100 million vehicle km travelled (v)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of fatalities where speed was a factor</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of fatalities where illegal levels of alcohol was a factor (vi)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of vehicle occupant fatalities who were not wearing an available restraint</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of fatalities where driver fatigue was a factor</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motor vehicle controllers aged 25 years or under involved in fatal crashes per 1,000,000 licence holders (vii)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fatal crashes involving heavy trucks per 1,000,000 heavy trucks on register (vii)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heavy Vehicle Inspection Scheme: number of inspections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heavy Vehicle Inspection Scheme: percentage of defect free vehicles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

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

(vii) Licence holder and registration statistics are based on published RTA data as at December 2006.
The investment decision framework has also been implemented as a significant management and analysis tool. The 2007–08 budget has been formatted into the new framework to enhance executive review and management of resource budget performance. This was supported by two key programs.

A major review and update of financial policies and procedures was undertaken to ensure that the RTA has a robust financial management framework to mitigate risk. The review also ensured that policies and procedures support statutory and business requirements. The rollout of 37 policies and procedures was supported by a communications and training program.

The second program involved the development of an 'Executive dashboard' to replace a number of financial reports. This was supported by two key programs.

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

**FINANCIAL STRATEGY**

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

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

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

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

**FINANCIAL PERFORMANCE**

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

- Management of its $3.2 billion funding and expenditure program.
- Generation of $47.1 million gross revenue from the sale of surplus property and leasing of residual property.
- A 16.5 per cent increase in revenue from advertising to $8.6 million.
- Evaluation of private sector infrastructure projects and provision of advice on business proposals based on financial and economic viability.
- Management of property information relating to $2.8 billion of property assets.
- A $33.8 million saving in strategic procurement.

**STRATEGIC INVESTMENT**

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

The RTA has reviewed its management of current and potential commercial arrangements and implemented a new commercial management framework. Under the framework, commercial business ventures will be evaluated on the basis of their ability to secure or improve future revenue and program delivery.

The challenge facing future financial management will be to further enhance business and financial management of commercial ventures in line with financial and program delivery performance indicators.

---

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus lane length (km) (vii)</td>
<td>76</td>
<td>78</td>
<td>89</td>
<td>98</td>
<td>12</td>
</tr>
<tr>
<td>Transit lane length (km) (viii) (ix)</td>
<td>86</td>
<td>96</td>
<td>96</td>
<td>81</td>
<td>87</td>
</tr>
<tr>
<td>Cycleway length (km)</td>
<td>1125</td>
<td>1210</td>
<td>1310</td>
<td>1410</td>
<td>1455</td>
</tr>
<tr>
<td>Off-road cycleways</td>
<td>2135</td>
<td>2335</td>
<td>2380</td>
<td>2590</td>
<td>2670</td>
</tr>
<tr>
<td>Number of environmental penalty infringement notices issued to the RTA</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Number of non compliances with environmental licences held by the RTA</td>
<td>5</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Condition of heritage assets (% good) (xvi)</td>
<td>37</td>
<td>45</td>
<td>47</td>
<td>42</td>
<td>5</td>
</tr>
<tr>
<td>RTAs’ total greenhouse gas emissions from direct energy consumption (tonnes CO₂-e) (vi) (xvii)</td>
<td>111,310</td>
<td>115,150</td>
<td>116,618</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>RTAs’ total office energy consumption (GJ) (target of 75,989 GJ) (xviii)</td>
<td>75,492</td>
<td>77,344</td>
<td>73,203</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>RTA fleet environment score (target of 10 in 2005–06, 11 in 2006–07) (xix)</td>
<td>n/a</td>
<td>8.1</td>
<td>8.1</td>
<td>8.6</td>
<td>12</td>
</tr>
</tbody>
</table>

* Note: Not yet available.

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

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

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

(xiv) The 2007–08 condition of heritage assets is lower than last year since all the data has not yet been received.

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

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

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

---

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of RTA website (million visits)</td>
<td>6</td>
<td>8.9</td>
<td>11.35</td>
<td>13.97</td>
<td>17.5</td>
</tr>
<tr>
<td>Workplace injuries/100 employees (EFT)</td>
<td>7.6</td>
<td>7.5</td>
<td>7</td>
<td>6.4</td>
<td>n/a</td>
</tr>
<tr>
<td>OHS liability workplace claims costs ($ million) (xxv)</td>
<td>3.1</td>
<td>2.4</td>
<td>2.4</td>
<td>2.2</td>
<td>2.6</td>
</tr>
<tr>
<td>Separation rate of staff (%) (xxvi)</td>
<td>5.59</td>
<td>6.29</td>
<td>6.29</td>
<td>8.46</td>
<td>9.5</td>
</tr>
<tr>
<td>Customers rating service as good or very good (%)</td>
<td>92</td>
<td>94</td>
<td>95</td>
<td>93</td>
<td>&gt;90</td>
</tr>
</tbody>
</table>

* Excludes journeys and resays away claims (those occurring at least one day away from the workplace). The liability target of $2.6 million is based on the Working Together prioritised target for 2004–07 of $6400 per claim and a reported result of 430 claims.

(xv) Separation rate is the proportion of staff that left the organisation. It includes salaried, waged and casual staff. The actual separation rate for 2005–06 was 932 per cent however school crossing supervisors (accounting for 3.6 per cent of the separation) were not included in the annual separation figures. The given rate to the 4.29 per cent reported. This group can now be included which results in a higher reported rate of separation for this year.
FIGURE 3. SOURCE OF FUNDS 2006–07

RTA revenue* $248 million
Consolidated fund allocation $901 million
United Commonwealth road funds (State) $148 million
Commonwealth $706 million

* RTA revenue is the net amount received after offsetting movements in assets and liabilities. These movements included a $28 million repayment to NSW Treasury of the excess to approved 2005–06 State Government contributions and a movement in the RTA’s emerging interest in Private Sector Provided Infrastructure assets of $12 million.

TABLE 6. FINANCIAL PERFORMANCE IN 2006–07

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Debt servicing cost as % of roads program</td>
<td>2.6</td>
<td>2.3</td>
<td>2.0</td>
<td>2.0</td>
<td>1.7</td>
</tr>
<tr>
<td>Asset sales ($ million)(2)</td>
<td>26.8</td>
<td>53.2</td>
<td>41.2</td>
<td>20.0</td>
<td>24.5</td>
</tr>
<tr>
<td>Interest earned</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Hour Glass facility(3)</td>
<td>5.2</td>
<td>4.6</td>
<td>1.7</td>
<td>1.5</td>
<td>7.5</td>
</tr>
<tr>
<td>- Other institutions(3)</td>
<td>5.2</td>
<td>3.9</td>
<td>0.9</td>
<td>1.5</td>
<td>0.4</td>
</tr>
</tbody>
</table>

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

TOTAL ROADS PROGRAM

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

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

The $3209 million applied to the roads program was:

- Voluntary redundancy $7 million
- Debt servicing $56 million
- Road development $1274 million
- M4/M5 Cashback $87 million
- Authority wide and other unallocated costs $107 million
- Road management $126 million
- Road user $452 million

FUNDING SOURCES

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

Additional funding of $248 million was sourced from the RTA receipts of $519 million. The remaining $270 million of revenue was applied to movements in cash balances, and assets and liabilities. (There was a $75 million net reduction in 2005–06).
To ensure positive economic outcomes from the road network the RTA must effectively and efficiently manage its extensive assets. It must ensure strategic investment in the development of the network with projects expertly managed and delivered. The reliable functioning of the road network relies on optimal traffic management and an integrated approach to transport, including management of freight issues.

ROAD MANAGEMENT

The NSW road network

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

The road system is divided into four categories:

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

The RTA is also responsible for managing:

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

Asset management

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

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

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

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

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

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

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

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

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

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

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

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

FIGURE 8. REBUILDING COUNTRY ROADS PROGRAM EXPENDITURE

Asset renewal program

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

Major works recently completed under the accelerated renewal program include:

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

Natural disaster repairs

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

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

Slope stability

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

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

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

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

Slope stabilisation work at Lake George was recently completed.

Timber Bridge Partnership

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

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

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

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

Regional Roads funding

The RTA offers full or partial funding to councils under a range of programs. The funding programs include projects such as the Regional Roads Block Grant, REPAIR program, black spot treatments, road and safety audits and roadside facilities and rest areas.
Sixty five per cent of the NSW road budget (of $2.8 billion) is allocated to rural and regional NSW.

NSW State Plan

Roads Act review

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

Future road management challenges

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

To meet these challenges the RTA will:

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

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

ROAD DEVELOPMENT

Project delivery

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

Motorways

Lane Cove Tunnel

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

As at 30 June 2007 the tunnel is used by around 47,000 vehicles per day (Monday to Friday). TOLking is fully electronic and interoperable with other Sydney toll roads. When Stage 2 of the project is completed, the tunnel will provide bus lanes along Epping Road and transit lanes on the widened Gore Hill Freeway from the M2 at the Lane Cove River to the Warringah Freeway.

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

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

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

Motorways

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

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

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

Westlink M7

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

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

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

The Westlink M7 extension is one of the infrastructure projects that is required to reduce heavy vehicles on existing roads and is a priority that the Government will address in its current term.

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

The Westlink M7 extension is taking heavy vehicles off local streets.

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

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

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

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

Cross City Tunnel

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

M4 Motorway extension

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

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

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

The opportunities provided by an M4 extension include urban renewal, improved public transport in Sydney’s inner west and catering for continuing growth in freight transport between Port Botany and warehousing/distribution facilities in Sydney’s west. This would bring considerable benefits to the inner western suburbs by removing trucks from local roads, thus reducing congestion and road accidents.
reducing traffic congestion and reducing vehicle emissions and
noise caused by stop-start traffic.

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

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

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

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

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

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

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

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

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

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

Other areas of the highway being upgraded are:

- Tomago Road and Old Punt Road junctions

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

- Tugun Bypass

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

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

- Karuah to Bulahdelah Section 1

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

- Karuah to Bulahdelah Sections 2 and 3

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

- Bundacree Creek to Possum Brush

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

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

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

These projects have been combined in the implementation
stage to achieve economies of scale. The projects, estimated to
cost over $400 million, will provide 32.3 kilometres of
dual carriageway. Registration of interest was invited on 24 July 2006
and the request for proposals released on 15 November 2006.
The preferred alliance partner was selected on 5 March 2007.
Work is expected to commence in late 2007.

- Bonville upgrade

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

- Ballina Bypass

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

- Brunswick Heads to Yelgun

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

F3 Freeway, Cowan to Mount Colah

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

Victoria Road upgrade

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

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

Windor Road upgrade

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

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

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

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

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

Bangor Bypass

The Bangor Bypass is a four-lane divided road consisting of two sections, a 2.8 kilometre north-south link between New Illawarra Road and Alfords Point Road to the west of and parallel to Old Illawarra Road and a 3.4 kilometre east-west link between the Woronora Bridge and the north-south link. The $95 million first stage of the project comprising the east-west link and the northern half of the north-south link was completed early in 2005. Planning is now in progress for the southern half of the north-south link. A preferred option was displayed in February 2007 and pre-construction activities, including detailed design, geotechnical investigation and property acquisition are being progressed.

Alford Point Bridge

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

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

Hoxton Park Road upgrade

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

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

Cowpasture Road upgrade

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

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

Narellan Road extension

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

Camden Valley Way upgrade

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

North-West T-way Network

The $524 million first stage of the project comprising the $24 million North-West T-way Network comprises two new bus transitway links – Parramatta to Rouse Hill Regional Centre (17 kilometres with 20 stations) and Blacktown to Parkesia (seven kilometres with 10 stations).

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

The T-way services the suburbs of Parramatta, Westmead, Wentworthville, Old Toongabbie, Winston Hills, Seven Hills, Kings Langley, Bella Vista, Kellyville, Glenwood, Kellyville Ridge, Rouse Hill, Blacktown, Kings Park, Acacia Gardens, Parkesia, Stanhope Gardens and the Balmoral Road release area.

These areas now have better public transport connections to educational, recreational, employment and health facilities, and the CityRail train network.

Great Western Highway

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

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

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

Improving access between cities and regions

Hume Highway

Albury Wodonga Hume Freeway project

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

Tenders for a design and construct contract closed on 2 May 2007. The contract will be awarded in late 2007 with completion expected in late 2009. The $37 million project is fully funded by the Australian Government (80 per cent) and the NSW Government (20 per cent).

The Coolac Bypass

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

The construction of a four-lane divided carriageway with four new intersections along the route (two grade separated at Campbell Street and at Park Road). The proposal also includes an off-road shared pedestrian cycle bridge at Farrell Road and 2.5 metre wide sealed shoulders on both sides for cyclists. The project is expected to be opened to traffic in mid-2009.

Weakleys Drive Interchange

Construction commenced in March 2007 on the interchange at Weakleys Drive, Beresfield. The project will eliminate three sets of traffic signals for through traffic on the New England Highway. The $31.6 million project is fully funded by the Australian Government and is expected to be completed by the end of 2009. The NSW Government completed the associated $7 million Beresfield-Thornton link road that is integral to the project.

The construction of a new rail overbridge at Halcombe Hill just north of Aberdeen. The $16.9 million project is fully funded by the Australian Government and is to be opened to traffic in August 2007.

Newell Highway

Upgrade at Coolang

The Coolang upgrade involves safety improvements to 9.6 kilometres of the Newell Highway. Construction commenced in February 2006 and was completed in May 2007. The $173 million project was fully funded by the Australian Government.

The construction of a four-lane divided carriageway deviation of the Princes Highway between the Southern Region of Councils and Kiama Ranges. The project is expected to be opened to traffic in mid-2009.

The Oak Flats to Dunmore Planning and preconstruction activities for the $130 million Oak Flats to Dunmore deviation continued. This 5.5 km four-lane divided carriageway deviation of the Princes Highway will link the Oak Flats Interchange with the North Kiama Bypass, completing four-lane connections to south of Kiama.

The planning for the project has been determined and construction of the $14 million project is expected to commence in late 2007.

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

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

The Tarcutta truck facility

The contract was awarded in May 2006 for the $7.5 million Tarcutta truck and trailer interchange facility. The facility was opened for use in February 2007. The project is jointly funded with the NSW Government contributing $4.5 million, and the Australian Government contributing $3 million.

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

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

The West Street interchange, North Gundagai

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

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

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

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

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

The Tarcutta truck facility

The contract was awarded in May 2006 for the $7.5 million Tarcutta truck and trailer interchange facility. The facility was opened for use in February 2007. The project is jointly funded with the NSW Government contributing $4.5 million, and the Australian Government contributing $3 million.

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

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

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

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

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

Central Coast projects

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

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

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

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

Pacific Highway
Dog Trap Road Intersection, Ourimbah
The $31 million project provides two lanes in each direction along the Pacific Highway over a length of 300 metres and traffic control signals at the Dog Trap Road intersection. Safe access for the neighbouring school and other land uses via Dog Trap Road and an upgraded service road are also included. Construction started in mid 2006 and the project is to be opened to traffic in July 2007.

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

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

Other rural projects

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

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

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

Burley Griffin Way, Bowling Deviation
The $12 million Bowling Deviation was constructed in two stages. Stage 1, a new junction with the Hume Highway was completed in June 2005. Stage 2, a new 2.25 kilometre two-lane deviation between the Burley Griffin Way west of Red Hill and the Hume Highway five kilometres west of Bowling, was opened to traffic in March 2007. Improvements to two right angle bends in the village of Binalong were also undertaken. The new deviation allows B-doubles to use the Burley Griffin Way between Griffin and the Hume Highway and will deliver huge benefits to the region and the NSW economy.

Future road development challenges

The key to effective network development is to ensure planning is integrated with economic and demographic projections and in line with the government’s strategic priorities. The RTA will continue to contribute to and support this strategic planning through its network development activities. The RTA must effectively balance the ongoing maintenance needs of its existing network with the development planning and delivery necessary to accommodate the growing needs of the NSW economy and community.

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

NSW State Plan

Key challenges to be managed in future years include:

- Participating with other NSW Government agencies in the implementation of the NSW State Plan, State Infrastructure Strategy, regional and strategic and the Urban Transport Statement initiatives.
- Improving the on-time and on-budget delivery of projects in line with the NSW State Infrastructure Strategy’s tightened ‘gateway process’ which identifies projects that are at risk early in the project.
- As set out in the NSW State Plan, to review the State Infrastructure Strategy every two years to take account of emerging needs and new population and business trends.
- Ensure compliance with Part 3A of the Environmental Planning and Assessment Act as set out in the NSW State Plan to ensure major infrastructure development approval.
- Contribute to the government’s metropolitan strategy to increase the number of urban centres across Sydney so that jobs are close to residences, reducing the need for trips to Sydney.
- Continue development of the Sydney Orbital Motorway network by investigating the M4 extension and the F3 freeway to M2 Motorway link.
- Plan for network expansion to support Sydney’s growth areas.
- Complete planning for a sustainable road network within Sydney (including road based public transport facilities) for integration with north-west and south-west growth centres.
- Complete the upgrading of Cowpasture Road and Hawthorn Park Road to four lanes and planning for the upgrade of Camden Valley Way to four lanes between Berbera Road and Narellan Road.
- Complete the M49 Road M49 overpass and commence the construction of the Riverstone rail overpass.
Keeping the traffic flowing

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

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

Incidents and special events

The RTA’s Transport Management Centre (TMC) is responsible for managing special events, responding to planned and unplanned incidents, and disseminating information to road users. As the central point for handling crashes, breakdowns, roadworks and spills, the TMC passes information to the Sydney Coordinated Adaptive Traffic System (SCATS) software, thus reducing the demand on RTA resources.

Intersection and corridor improvements

Improvements were accomplished by improving key intersections and corridors.

- Intersection improvement at Mulgoa Road and M4 Mulgoa.
- Expansion and operation of 492 Variable Message Signs (VMS) across Sydney’s metropolitan area and selected major routes across the State. There are 136 static VMS that are directly controlled by the TMC.
- SCATS’ capability was showcased at the APEC Transport Minister’s Forum in Adelaide on 29-30 April 2007 and as it celebrates 35 years of computerised operation, it continues to be used internationally.

Traffic signal coordination

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

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

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

Suburban Sydney area

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

South Western Region

- Sturt Highway rural intersection upgrades at Wokolena and Borambola roads, Borambola and Wokolena, O’Heirs and Cowell roads, Alfredtown.
- Intersection of Olympic Way and Forteroy Road, Young.
- Intersection improvements at Olympic Highway and Jennings Road, Henty.
- Intersection improvements at Olympic Highway and Mary Gilmore Road, Brucedale.

“Traffic congestion in major urban centres is a key issue.” – NSW State Plan

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

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

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

MANAGING TRAFFIC

Speed and traffic volume trends

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

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

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

Note: Since 2002-03 travel speeds and volumes include the MS corridor.
Southern Region
• Picton Road and Cordeaux Colliery entrance, Cordeaux.
• Illawarra Highway, Albion Park.
• Traffic signals and right turn bay in Princes Highway and Airport Road, Albion Park Rail.

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

Western Region
• Traffic signal lights at the intersection of Mid-Western Highway (Kendal Street) and Brisbane Street, Cowra.
• Construction of a roundabout at Dawson and Lecystere streets, Lismore.
• Installation of traffic signals at intersection of Oxley Highway and Findlay Avenue, Port Macquarie.

Northern Region
• Installation of traffic lights at intersection of Oxley Highway and Findlay Avenue, Port Macquarie.

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

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

Traffic and transport modelling
The RTA has supervised the introduction of an Advanced micro simulation, a vehicle by vehicle, traffic modelling system designed to simulate scenarios such as changed traffic conditions. Advanced micro simulation has been used to model a number of diverse projects to determine the benefit of detection and management of roadside incidents, management of E-Toll tags and lane changing on the Sydney Harbour Bridge. Paramics simulation models have also been developed for:
• Sydney CBD.
• Bus lane options on the ANZAC Bridge.
• The Cross City Tunnel.
• The Warringah Freeway and Lane Cove Tunnel.
• Light rail in the Sydney CBD.

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

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

The RTA played the leading role in introducing electronic tolling to NSW toll roads and continues to show a lead in supporting and maintaining interoperability between all toll roads in eastern Australia. The result has been a rapid expansion in tag use with 325,000 tags in circulation by the end of June 2007. The popularity of electronic tolling increased during the year with about 18 million additional trips on all toll roads compared with the previous 12 months.

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

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

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

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

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

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

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

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

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

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

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

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

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

The research identified a number of measures to upgrade the guide signposting system to better meet road user expectations. This research indicated acceptance of a rationalised system including:
• Introducing an alphanumeric route marking system to replace the several historical route markers currently in use.
• Enhanced road name signs for intersecting roads in rural areas.
• Improved identification of focal points shown on signs, including town and city centres, and local government and other boundaries.

Future traffic management challenges
The RTA will work to ensure congestion does not restrict economic growth or further impact the environment. This will be achieved as part of an integrated approach to transport in partnership with the NSW Government and the community.

The RTA will be guided by the NSW State Plan in managing the following challenges:
• Improving understanding of the emerging trends and impacts of urban traffic growth and congestion due to freight as a basis for priorities and targeted decision making.
• Working with industry to encourage increased use of non-peak periods for warehouse and distribution industries so that there are fewer commercial vehicles on the road during peak times.

As at 30 June 2007 both lanes leading into the Sydney Harbour Tunnel accept electronic tags.
The Final Report of the Productivity Commission Inquiry was released in April 2007 and recommended significant reform to the current pricing of the use of roads by the road freight industry, including the introduction of mass-distance location based charges through phased implementation. These recommendations were largely supported in the COAG announcement of 13 April 2007, which set out a substantial road reform agenda to be developed in phases by the Australian Transport Council.

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

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

Intelligent Access Program

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

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

Higher Mass Limits

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

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

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

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

Road Train Modernisation Program

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

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

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

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

NSW Quad-Axle Pilot Scheme

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

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

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

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

Performance Based Standards (PBS)

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

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

NSW Road Freight Advisory Council (RFAC)

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

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

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

Future freight challenges

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

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

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

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

Mike Veysey, Regional Manager, Sydney.

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

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

The centre consists of four specialist areas – vehicles, technology, behaviour and roads. Development of this centre represents a significant challenge for the RTA and it is intended to be fully functional by January 2008. The challenge of mainstreaming road safety and the Safe System approach will be central to the organisation’s future direction.

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

The RTA Crashlab, located at Huntingwood, delivers positive road safety outcomes through world-class testing of vehicles, crash barriers, safety harnesses and roadside furniture. Featured in the facility on the chapter page is the Hon. Eric Roozendaal, Minister for Roads.
FATALITIES
There were 496 fatalities on NSW roads in 2006. (preliminary data) a two per cent reduction on the level reached in 2005 with 508 fatalities. This result is the lowest annual NSW road toll since 1945, when the population was less than half that of 2006 and the number of vehicles was less than a tenth of current numbers.
The NSW fatality rate per 100,000 population in 2006 was 7.3, the lowest figure since records began in 1908. This also compares favourably with the rate for the whole of Australia at 7.7 fatalities per 100,000 population in 2006.

SAFER ROAD USERS
New drivers
Younger driver initiatives
Young drivers aged 17 to 25 years represent 13 per cent of all licensed drivers, yet in 2006 they accounted for 25 per cent of all drivers involved in fatal crashes.
In November 2006, the Minister established the NSW Government Young Drivers Advisory Panel to develop plans to reduce the death and injury of young people on NSW roads. The panel included representatives from the RTA, NSW Police Force, Motor Accidents Authority, the NSW Parliament’s StaySafe Committee, Commission for Children and Young People, NSW Youth Advisory Council, NRMA and the community.
A range of new initiatives were developed for novice drivers. All the initiatives were supported by a radio, print and online communication campaign.

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

A comprehensive communications strategy was implemented to notify young drivers of these changes, with information being available on the RTA website, through the RTA Contact Centre, motor registries and advertisements in the national press.
In addition, the Minister for Roads announced that the Class C driving test would be overhauled. The new test, which has a greater focus on assessing the applicant’s hazard perception skills and uses more demanding traffic situations, will be implemented by the end of 2007.

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

Novice Driver Program pilot
The RTA is taking part in a $10 million Novice Driver Education program pilot, as part of a strategy to reduce the high number of young deaths on NSW roads. The trial is a joint effort between the RTA, the Australian and Victorian governments, the Victorian Transport Accident Commission, the Federal Chamber of Automotive Industries, NRMA Insurance and the Royal Automotive Club of Victoria.
The trial is one of the largest and most rigorous studies of novice driver education ever undertaken. The direction of the program was set at a forum attended by leading Australian and overseas experts. It will provide provisional drivers with an understanding of their own limitations and how they can reduce the risks they face on the road.
Participating provisional drivers will undertake a number of training modules, including facilitated group discussions as well as one-on-one in-vehicle coaching sessions, focusing on hazard perception and risk avoidance.
The trial will involve a minimum of 14,000 provisional drivers in NSW; 7000 will take part in the program and 7000 will act as a comparison group. The involvement of the two groups in any crashes will be compared over a 12 month follow-up period to assess the effects of the program. A similar trial will also take place in Victoria.
If proven effective, consideration will be given to the program becoming a national scheme. The trial is expected to commence in 2008, with final evaluation of the program taking place in 2010.
Fines and demerit points
On 21 May 2007 the NSW Government introduced new fines and demerit points for offences committed in school zones. The new penalties are targeted and designed to provide protection to children in school zones. They apply only in school zones, within posted school hours.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The overall objective of the NSW Police Force operation and the campaign is to contribute to a reduction in the road toll.
Driver Reviver Program
To help drivers manage their fatigue the Driver Reviver Program encourages drivers, particularly on longer trips over holiday weekends, to take a rest break. The RTA has continued to improve and promote the Driver Reviver Program with guidance on safety aspects of Driver Reviver sites plus promotion through advertising, Variable Message Signs and listing locations and operating times on its website. Along with new campaigns the RTA continued to run television and online double demerit period advertising and fatigue advertising in the lead up to major holiday periods.

SpeedBlitz Blues sponsorship
The RTA has been the major sponsor of the NSW cricket team, the SpeedBlitz Blues, for five years, as one component of its marketing campaign to target males aged 17 to 25 with the message that speed is great on the field but not on the road. The online ‘SpeedBlitz Cricket’ game was created to deliver anti-speeding messages in a fun and interactive environment. More than 75,000 games were played over the eight weeks of the promotion, by more than 5000 registered participants.

Publications
Access to publications
The RTA provides a toll free 1800 060 607 road safety information number and website for road safety publications. During 2006–07:
• About 1.4 million road safety community education publications and other resources were sent to customers.
• The 1800 number contact centre processed more than 880 enquiry calls.
• RTA customers ordered 2073.1/2 road safety publications by email via the online road safety resource catalogue.

Young driver magazine
Geared continued to be produced and distributed to young drivers through motor registries. Providing articles about safe driving and licensing.
Recent research found that Geared is reaching its target audience with many reading, keeping and passing the publication on to others. Ninety-two per cent of readers stated that it is relevant to them as young drivers.

Local Government Road Safety Program
The Local Government Road Safety Program is a jointly funded partnership between the RTA and NSW local councils that has operated since the early 1990s. The program develops and implements road safety initiatives within local government communities and brings together the RTA, the Institute of Public Works Engineering Australia, the Local Government and Shires Associations of NSW, the Motor Accidents Authority and council road safety officers. There are currently 85 road safety officers working in 99 participating councils. During 2006–07 road safety officers delivered a range of behavioural and educational projects within their communities to address local road safety issues.

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

Facts and figures
• More than 75,000 young drivers registered to receive Road Safety magazine.
• Geared magazine reached nearly 46,000 young readers.
• 4000 young drivers were interviewed by the RTA on their road safety knowledge, attitudes and beliefs.

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

Regional Transport Commission
The regional transport task in Australia expected to double by 2020, a series of compliance and enforcement reforms were introduced under the Road Transport General Act 2005. All parties involved in the road transport logistics chain can now be held responsible for mass, dimension and loading requirements. New penalties and extensive enforcement powers were also introduced to provide effective monitoring of the industry.

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

Under new chain of responsibility laws, everyone in the transport chain must take reasonable steps to prevent driver fatigue, an approach consistent with existing NSW Occupational Health and Safety legislation. Penalties escalate sharply for offences which pose a serious road safety risk, including court-imposed fines and demerit points. These reforms will result in safer working practices and stronger powers to prosecute companies who push heavy vehicle drivers to work illegal schedules.

The Heavy Vehicle Driver Fatigue Reform also includes a three tier work/rest system:
• A standard hours option with maximum driving hours of 12 hours in any period of 24 hours.
• A basic fatigue management option which allows flexibility within a set of minimum rest and maximum work hours (14 hours per 24 hour period).
• An advanced fatigue management option based on a risk management approach with operating and upper limits.

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

Chain of responsibility – investigations and initial prosecutions
With the road freight task in Australia expected to double by 2020, a series of compliance and enforcement reforms were introduced under the Road Transport General Act 2005. All parties involved in the road transport logistics chain can now be held responsible for mass, dimension and loading requirements. New penalties and extensive enforcement powers were also introduced to provide effective monitoring of the industry.

These have now been successfully implemented with investigations and prosecutions taking place.
Initial operations have involved hundreds of statutory directions served, tens of thousands of records obtained and potential enforcement activities identified (including 367 identified cases of ‘severe’ overloading).

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

Heavy vehicle safety and environment package

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

Management of the Austroads Freight Program

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

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

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

Heavy vehicle inspection scheme

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

Truckscan

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

Vehicle Selection Matrix

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

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

Combating speed

Automated wet weather speed limits

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

Fixed speed cameras

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

Speed limits

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

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

During 2006–07 Mt White southbound HVCS was commissioned including fully automated HVCS avoidance systems. A system enhancement (Central Incident Allocator) was introduced to streamline enforcement workflow processes between NSW and South Australia Safe-T-Cam business units. The relocation of Kew Safe-T-Cam site is underway and due for completion in November 2007 prior to the commencement of the Kew bypass construction.

Future regulation and enforcement challenges

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

Future regulation and enforcement challenges

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

SAFER VEHICLES

RTA Crashlab

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

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

May 2007 saw the 100th vehicle crash test at the new facility and the 750th vehicle crash test since testing commenced in 1992. During 2006–07, Crashlab conducted a total of 62 vehicle crash tests, 450 dynamic sled tests on child restraints, seat belts, bus seats, aircraft seats, wheelchair restraints and miscellaneous devices. Over 20,000 impact tests were conducted on pedal and motorcycle helmets, and over 230 tests on fall arrest devices covering industrial safety, sporting and recreational harnesses for product development and certification to the Australian Standard. Infrastructure testing also included counter terrorism testing on a retractable vehicle boillard designed to protect buildings and public places from ram raid attacks.
An increasing number of vehicles are being tested for their effect on pedestrians in an impact. These results are included in the latest ANCAP brochures distributed throughout motor registries and NRMA branches. There is also a link to the ANCAP site on the RTA website, to encourage the public’s consideration of vehicle safety ratings when purchasing a car.

**Used Car Safety Rating (UCSR)**

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

In 2007, UCSR data covered vehicles manufactured between 1982 and 2004 that were involved in crashes between 1987 and 2005 that were reported to police in Australia and New Zealand. The ‘Buyer’s guide to used car safety ratings – 2006’ covers the majority of popular vehicles about four years old. It has crashworthiness ratings for 304 vehicle models with corresponding aggressivity ratings for 278 (92 per cent) of these vehicles. The UCSR brochures are distributed throughout motor registries and NRMA branches.

**Speed Management Speed Zoning Database**

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

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

**Future challenges in developing safer vehicles**

The RTA will continue to be an advocate and advisor of safer vehicles. The challenges in this area over future years will be to encourage:
- Australian manufacturers to achieve the maximum five-star result in the ANCAP testing.
- Manufacturers to make Electronic Stability Control (ESC) a standard item in all models.
- Consumers to demand safer vehicles with comprehensive safety features.
- Manufacturers and consumers to adopt the ISA technology in vehicles.

**SAFER ROADS**

**Road condition**

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

**Crash related treatments**

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

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

**Pedestrian areas**

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

**‘Brownfields’ Road Design Guide**

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

**Specialist safety advice**

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

**Newell Highway**

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

**Crashcam**

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

**Safety upgrade programs**

**Pacific and Princes Highway safety upgrade programs**

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

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

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

**Future challenges in ensuring safer roads**

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

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

**Railway level crossing upgrades**

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

In 2006–07, six major railway level crossing upgrades were undertaken in NSW as part of the Railway Level Crossing Safety Upgrade Program. These major improvements included converting sites from passive to active traffic control by using lights, bells, boom gates or illuminated signs to warn motorists that a train is approaching a level crossing.
The RTA takes a leadership role in minimising the impacts of road transport on the environment. This involves the promotion of alternative means of transport and policies to reduce vehicle emissions.

The RTA contributes to programs such as the National Greenhouse Strategy to reduce vehicle kilometres travelled, and the NSW Urban Transport Plan to reduce car dependency. Infrastructure design, planning and implementation are undertaken within an environmental context. The RTA is also a responsible corporate citizen in its treatment of natural resources and waste.

**ALTERNATIVE TRANSPORT**

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

**Bus priority**

**Strategic bus corridors**

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

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

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

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

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

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

The Transport Management Centre (TMC) has established positions and a dedicated console in the Transport Operations Room to specifically manage bus priority routes as part of the PTIPS program in conjunction with the PTIPS developers, the RTA’s Traffic Systems Branch.
Victoria Road upgrade
The Victoria Road upgrade proposal seeks to improve the efficiency and reliability of bus services between Gladesville Bridge and The Crescent, Rozelle by providing ‘peak direction’ bus lanes.

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

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

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

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

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

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

Major cycleways completed were:
- Albury Wodonga Hume Freeway.
- Five Islands Road, Lake Macquarie.
- Great Western Highway and Pacific Highway upgrades.

As most cycling takes place on local roads, the RTA provided $3 million funding support to councils on a dollar for dollar basis, to develop and construct local cycleway networks.

Ninety-one local bicycle network projects were funded at a total cost of more than $6 million.

The RTA’s support continued for community group events that encourage greater use of cycling. These included the Portfolio Partners Sydney Spring Cycle events, NSW Bike Week such as fun rides, children’s competitions, family fun days, displays and safety, funding of $160,000 was provided to the 2007 NSW Bike Week to promote healthy, friendly and safe bicycle events held through local councils, Police Citizens’ Youth Clubs and bicycle user groups.

The RTA provided funding assistance to 39 community events across NSW. Guidelines on RTA funding were developed and placed on the RTA website. The RTA also developed templates for advertisements, posters and banners that can be used by community groups.

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

Pedestrians
In 2006–07, the RTA implemented a number of initiatives to improve pedestrian access and safety. Facilities for pedestrians included:
- Pedestrian bridges at Yagoona and Blakehurst while concept development is underway at Anzac Parade, Moore Park and Parramatta Road, Haberfield.
- A pedestrian bridge over Beecroft Road (a Transport Infrastructure Development Corporation project) which was completed and handed over to the RTA.
- Pedestrian crossings and refuges.
- Additional audio-tactile push buttons to assist pedestrians with vision impairment.
- Kerb ramps.
- Pedestrian fencing.

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

NSW Bike Week is a statewide initiative of the government led by the RTA, incorporating events designed to raise the profile of bicycles in local communities as a viable transport mode, while also promoting the health, safety and environmental benefits of cycling. Local councils and community organisations are also encouraged to arrange cycling related events for NSW Bike Week such as fun rides, children’s competitions, family fun days, displays and safety, funding of $160,000 was provided to the 2007 NSW Bike Week to promote healthy, friendly and safe bicycle events held through local councils, Police Citizens’ Youth Clubs and bicycle user groups.

The RTA provided funding assistance to 39 community events across NSW. Guidelines on RTA funding were developed and placed on the RTA website. The RTA also developed templates for advertisements, posters and banners that can be used by community groups.

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

Pedestrians
In 2006–07, the RTA implemented a number of initiatives to improve pedestrian access and safety. Facilities for pedestrians included:
- Pedestrian bridges at Yagoona and Blakehurst while concept development is underway at Anzac Parade, Moore Park and Parramatta Road, Haberfield.
- A pedestrian bridge over Beecroft Road (a Transport Infrastructure Development Corporation project) which was completed and handed over to the RTA.
- Pedestrian crossings and refuges.
- Additional audio-tactile push buttons to assist pedestrians with vision impairment.
- Kerb ramps.
- Pedestrian fencing.

The official opening of Yagoona Pedestrian Bridge
Following a tragic crash on Frenchs Forest Road, Seaford, the RTA conducted an audit of pedestrian crossings on multi-lane roads. The RTA found there were 59 pedestrian crossings on multi-lane State Government controlled roads, which did not have traffic lights. All 59 pedestrian crossings are being upgraded as part of a $17 million package over three years. Of the 59 sites identified, traffic signals had been installed at 16 sites by 30 June 2007. They are:
- Brisbane Water Drive and Giralalong Avenue, Point Clare.
- Glebe Road and National Park Street, Merewether.
- The Esplanade, north of King Street, Warners Bay.
- Head Street and Reserve Street, Forster.
- Main Road, east of Holmes Avenue, Toukley.
- Frenchs Forest Road and Baringo Road, Seaford.
- Main Road, west of Brisbane Street, Noraville.
- King Street, north of Charles Street, Warners Bay.
- Oxley Highway and Findlay Avenue, Port Macquarie.
- McEvoy Street at Pitt Street, Alexandria.
- Rainbow Street, east of Anzac Parade, Kingsford.
- Myall Road, West of Lois Crescent, Cardiff.
- Great Western Highway, south of Gardiner Crescent, Blackheath.
- Rocky Point Road, north of Targo Road, Ramsgate.
- Walk Park Avenue, north of Orana Avenue, Seven Hills.
- Blackwall Road, south of Park Road, Woy Woy.
- Kerb blisters and line marking treatments have been completed at Pittwater Road, north of Mona Street, Bayview and Bridge Street, north of John Street, Umina.

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

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

The RTA helped local councils to prepare Pedestrian Access and Mobility Plans (PAMPs) for integrated pedestrian networks. These plans enhance safety, convenience and mobility on links between public transport and other key centres of pedestrian movements. Seventy-seven councils now have a PAMP across
the State, including five completed during 2006–07. The RTA also continued supporting councils in their implementation of PAMPs.

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

Travel demand management (TDM)

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

The RTA hosted a workshop in November 2006 to test the framework and methodology being developed as part of the Austroads Project NS 148 – Evaluation of TDM measures. The workshop was run by Monash University and attended by representatives from the RTA, NSW Department of Planning, Premier’s Council of Active Living/Department of Health and Department of Infrastructure (Victoria).

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

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

Teleworking

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

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

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

Future challenges in promoting alternative transport

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

During 2006–07, the Minister for Planning approved the following projects under Part 3A of the EP&A Act:
• Upgrades of the Moonland to Herons Creek and Bulahdelah sections of the Pacific Highway.
• Modifications to the North-West T-way Network project.
• Modifications to the Lane Cove Tunnel project.
• Modifications to the Cross City Tunnel project.
• F3 Freeway to Braxton Link Road.
• Modifications to the Albury Wodonga-Hume Freeway project.
• Modifications to the Tugun Bypass project.

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

During the year, the RTA determined 312 reviews of environmental factors (REFS). REFS are environmental assessments which examine the potential environmental impacts of an activity that is subject to Part 3 of the EP&A Act. REFS are prepared in accordance with the RTA Environmental Impact Assessment Policy, Guidelines and Procedures.

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

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

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

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

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

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

Subject to the approval of the Minister for Planning, it is expected that work will begin on the upgrade early in 2007–08. For more information on the Hume Highway duplication project or Pacific Highway Upgrade Program visit the RTA website.

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

INFRASTRUCTURE PLANNING AND ROADWORKS

Environmental management

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

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

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

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

During the year, the RTA determined 312 reviews of environmental factors (REFS). REFS are environmental assessments which examine the potential environmental impacts of an activity that is subject to Part 3 of the EP&A Act. REFS are prepared in accordance with the RTA Environmental Impact Assessment Policy, Guidelines and Procedures.

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

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

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

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

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

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

Subject to the approval of the Minister for Planning, it is expected that work will begin on the upgrade early in 2007–08. For more information on the Hume Highway duplication project or Pacific Highway Upgrade Program visit the RTA website.

Case study

Five Islands Road upgrade

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

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

The $50-million project, removing a critical bottleneck, involved upgrading the road to a four-lane dual carriageway with an off-road shared footway/cycleway through four sensitive and protected State Environment Planning Policy (SEPP) H coastal wetlands. The sensitive wetland and estuary along with a long history of contamination of smelter waste created complex construction and environmental challenges.

This necessitated high-level consultation and close working relationships with a large team of consultants and contractors to build an ecologically sustainable traffic management solution.

A range of activities were employed to protect the wetland areas such as:

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

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

The RTA provides both formal and informal environmental training opportunities to staff. Over the past year formal environmental training was undertaken in the areas of erosion and sediment control training, cultural heritage identification, project management, leading people effectively and environmental legislation. The Road and Fleet Services Branch has developed a training strategy based on identification of the different staff positions and the mandatory and desired environmental training required for those positions. A ‘train the trainer’ strategy is also being rolled out throughout the regions.

Environmental Management System (EMS)

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

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

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

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

Environmental compliance

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

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

Contractor environmental performance

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

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

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

AIR QUALITY

MS East Freeway Air Quality Improvement Plan

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

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

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

Vehicle emissions enforcement scheme (VEES)

Since January 2006, the RTA has been providing information from the video detection system to DECC to issue infringement notices to operators of identified smoky vehicles. Since the expiry of the moratorium in January 2007, 1,735 potential offence files have been generated and 193 offence files have been submitted to DECC up to 30 June 2007.

Ventilation flows

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

Filtration technology

The installation of filtration technology in the MS East will also remove particulates causing haze from the treated tunnel air.

A request to modify the existing MS East planning approval to enable the construction of the filtration plant was submitted to the Department of Planning in October 2006. The plant is expected to be operational in late 2008 and should provide a visible improvement to the worst affected section of the MS East.

MS East Freeway Air Quality Management Plan

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

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

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

Reducing greenhouse emissions

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

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

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

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

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

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

The roundtable, chaired by Dr Pearman, included presentations from Dr Alan Lloyd (former head of the Californian Air Resources Board) on ‘The Challenge of Sustainable Mobility’ and Professor Neville Jodidio (Group Technology Director at Ricardo), on ‘Technologies and Fuels for the Future’. The roundtable also included a Ride and Drive program.

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

Reducing vehicle emissions

Cleaner NSW Government Fleet

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

Clean Fleet

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

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

There are more than 4000 vehicles in the program with new applications increasing.
Vehicle Emission Enforcement System (VEES)

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

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

Diesel emissions awareness

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

Diesel Retrofit

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

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

The catalysts reduce particle emissions by approximately 30 per cent and improve air quality without any adverse affect on the maintenance or efficiency of the vehicles involved. Particulate filters virtually eliminate particles with reduction rates of approximately 90 per cent. There are 47 fleets currently participating in the program and 141 vehicles have been fitted with these devices.

Cleaner light vehicles

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

Standards

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

Smoky vehicle enforcement

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

Training

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

Alternative fuels

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

Future challenges in managing air quality

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

Noise camera

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

Diesel emissions awareness

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

Diesel Retrofit

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

Alternative fuels

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

Diesel retrofit and new technology

The RTA has many mechanisms in place to protect biodiversity. These include the RTA Environmental Impact Assessment Policy, guidelines and procedures, stringent environmental specifications, regular environmental audits and inspections of construction sites and environmental awareness training for RTA staff and council workers. Some of the RTA projects to protect and enhance biodiversity in 2006–07 are in table 8 on page 68.
<table>
<thead>
<tr>
<th>Activity</th>
<th>Purpose</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Developing measures to minimise fauna on roads in Sydney region.</td>
<td>Management of wildlife on roads.</td>
<td>The RTA has been involved with a community working party to investigate measures for minimising roadkill on roads in Pittwater and Warringah local government areas.</td>
</tr>
<tr>
<td>Development of a call centre resource manual for managing response to animals killed or injured on roads.</td>
<td>Management of wildlife on roads.</td>
<td>The RTA funded the development of a manual by the RSPCA for call centre staff to more effectively manage calls from motorists regarding injured animals on roads.</td>
</tr>
<tr>
<td>Trail the effectiveness of odour repellents.</td>
<td>Management of wildlife on roads.</td>
<td>The RTA provided $149,190 for a post graduate study into the use of odour repellents for managing wildlife collisions. The study is building on promising results from previous RTA funded research.</td>
</tr>
<tr>
<td>Provision of funding for the installation of fauna exclusion fencing along the Newell Highway at Narrandera.</td>
<td>Management of wildlife on roads.</td>
<td>The RTA provided $20,000 for the installation of koala fencing along a section of the Newell Highway, Narrandera.</td>
</tr>
<tr>
<td>Research into post construction and operational impacts of bridges on estuarine environments.</td>
<td>Improve understanding of the effect of bridges on estuarine environments.</td>
<td>The RTA is supporting a University of Western Sydney research project on the impacts of the Karuah Bypass on the Karuah River Estuary.</td>
</tr>
<tr>
<td>Fund research into effects of road construction and operation on koala populations adjacent to the Pacific Highway at Bonville.</td>
<td>Koala population research.</td>
<td>Research for the koala monitoring project undertaken by the RTA continued with funding of $92,434 in 2006–07.</td>
</tr>
<tr>
<td>The RTA participated in a pilot of the Department of Environment and Climate Change (DECC) biobanking scheme.</td>
<td>To assess development of biobanking methodology that can be applied to road projects.</td>
<td>The RTA used the approved section of Oxley Highway upgrade in a pilot trial of the methodology in the biobanking scheme with DECC.</td>
</tr>
</tbody>
</table>

**Threatened species**

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

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

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

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

**Case Study**

**Pied Oystercatcher**

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

The RTA identified a nesting pair of Pied Oystercatchers just south of the new Brunswick River Bridge. The area was used for construction access and part of the alignment of a planned shared pedestrian/cycle path. Working closely with its contractor, the RTA organised for the area to be parawebbed off and for alternative access arrangements to be used. Working with the shore bird expert, the RTA developed a number of strategies to ensure the well being of the nesting birds while at the same time allowing construction works to progress. Once the egg had hatched, alterations were made to adjacent fauna/erosion and sedimentation fencing to allow the parents and chick (which was unable to fly) to make their way easily down to the Brunswick River at low tide to feed and shelter in the adjacent mangroves. The Pied Oystercatcher family has since been observed to be doing well, returning to the nest, located on the project, each day at high tide. While it is presumed that the lack of available suitable habitat assisted the birds in their choice of nesting site the successful hatch demonstrates a Pacific Highway construction site provided suitable habitat for the successful breeding of Pied Oystercatchers.

**Vegetation management**

**Cooks River/Castlereagh Ironbark Forest**

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

**Biobanking**

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

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

**Roadside environment**

The RTA continued to host and fund the Roadside Environment Committee (REC). The REC is a multi agency advisory body that promotes the management of linear reserves to balance environmental values and safety. Key achievements for the REC in 2006–07 included:

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

The RTA continued to host and fund the Roadside Environment Committee (REC). The REC is a multi agency advisory body that promotes the management of linear reserves to balance environmental values and safety. Key achievements for the REC in 2006–07 included:

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

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

Future challenges of biodiversity

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

• Continue to participate in the whole of government development of biodiversity offset measures through development of biobanking.

• Utilise experience in designing flora and fauna mitigation strategies and the outcomes of research by developing best practice mitigation guidelines.

• Aim to ensure the RTA’s biodiversity assessment and survey practices meet the requirements for environmental regulators and are of the highest standard.

URBAN DESIGN

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

Transport infrastructure, not least roads, is an integral part of the natural and urban landscape. The RTA has developed an urban design approach to ensure that transport infrastructure is well designed and new construction works, whether large scale projects or small scale improvements in both urban and rural settings.

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

• How infrastructure fits into and shapes its broader built, natural and community environment.

• How all systems of transport are integrated into communities and the corridor design.

Case Study

Main Road 92

Sassafras planting along Main Road 92

A 54 kilometre section of Main Road 92 (MR92) between Bungendore and Tumbarumba has been upgraded. Threatened species, such as Eucalyptus longifolia, Acacia bidentata, and the Yellow-Bellied Glider were identified in the Environmental Impact Statement and Species Impact Statement and mitigation measures were identified and adopted during the construction process.

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

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

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

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

Corridor urban design

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

Future urban design challenges

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

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

Aboriginal cultural heritage

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

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

Hermes Road (15 kilometres southwest of Nowra) and Nerriga is being upgraded. Threatened species, such as Acacia bynoeana and the Yellow Bellied Glider were identified in the Environmental Impact Statement and Species Impact Statement and mitigation measures were identified and adopted during the construction process.

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

Transport infrastructure, not least roads, is an integral part of the natural and urban landscape. The RTA has developed an urban design approach to ensure that transport infrastructure is well designed and new construction works, whether large scale projects or small scale improvements in both urban and rural settings.

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

• How infrastructure fits into and shapes its broader built, natural and community environment.

• How all systems of transport are integrated into communities and the corridor design.

• The quality and safety of the public domain and travel experience associated with the corridor. These goals are developed in ‘Beyond the Pavement’, RTA’s urban design policy, which was published in 1999. Since then many projects have been planned, designed and implemented in accordance with Beyond the Pavement and urban design has become a mainstream activity.

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

Achievements

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

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

• The Leura to Katoomba upgrade of the Great Western Highway, which retained the heritage character of the Leura ridge and provided a well designed addition to the highway and the village.

• The Lane Cove Tunnel project which achieved a high standard of design, neatly fitting the tunnel and expanded Gore Hill Freeway into the dense built form of the north shore area of Sydney. In time, with the maturing landscape, it will provide a distinctive road user experience.

• The Windsor Road alliance which successfully integrated the upgrade of Windsor Road at Baulkham Hills and Kellyville into a highly constrained and narrow corridor, providing a near attractive environment for both residents and road users.

• The North-West T-way project, characterised by distinctive stations, bridges, landscape and road infrastructure and providing a stylish, refined image to help patronage of the buses.

• The Albury Wodonga Hume Freeway project, designed to fit into and complement the town’s built form and character, integrated with Albury’s main Dean Street, and providing new and upgraded open space and well connected footpaths and cycleways along and across the road and adjacent rail line.

• The Nabiac upgrade of the Pacific Highway, which sensitively fitted the highway within the edge of the service town of Nabiac and in the process, upgraded its streets, village green and shopping and eating areas. These facilities provide a memorable interchange and road side landscape that is also helping attract road users to stop and rest at Nabiac.

• Successful restoration of the structurally damaged junction Bridge (South West Region) in cooperation with the Heritage Office NSW and the community. The restoration was completed in an environmentally sensitive location using traditional construction techniques while also providing community access and maintaining the visual aspect and heritage significance.

• Pedestrian bridges delivered under the pedestrian bridges at schools program have been designed with urban design and community input for consistency with the urban context and to minimise environmental impact.
Heritage and Conservation Register

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

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

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

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

<table>
<thead>
<tr>
<th>Heritage item</th>
<th>2006–07 progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Junction Bridge, Tumut (item 430007)</td>
<td>Addendum Statement of Heritage Impact for the pier replacement on Junction Bridge, Tumut.</td>
</tr>
<tr>
<td>Ginnens Creek Bridge, Middle Falbrook (item 430013)</td>
<td>Statement of Heritage Impact for the replacement of Abutment A on Ginnens Creek Bridge, Middle Falbrook.</td>
</tr>
<tr>
<td>Carrathool Bridge over the Murrumbidgee River, Carrathool (item 4300165)</td>
<td>Statement of Heritage Impact for replacement of timber stringers and barrier replacement on Carrathool Bridge over the Murrumbidgee River, Carrathool.</td>
</tr>
</tbody>
</table>

Movable heritage

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

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

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

<table>
<thead>
<tr>
<th>Condition</th>
<th>Number of RTA Heritage Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good</td>
<td>177</td>
</tr>
<tr>
<td>Fair</td>
<td>109</td>
</tr>
<tr>
<td>Poor</td>
<td>77</td>
</tr>
<tr>
<td>Not known or applicable</td>
<td>51</td>
</tr>
<tr>
<td>Total</td>
<td>416</td>
</tr>
</tbody>
</table>

State Heritage Register

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

Information regarding approved works on several of the 35 State Heritage Listed items controlled by the RTA is provided in table 9.

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

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

**Heritage bridge signage**

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

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

**Sydney Harbour Bridge 75th anniversary and national heritage listing**

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

**Heritage asset management strategy**

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

**Conservation Management Plans**

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

**Oral History Program**

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

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

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

**NATURAL RESOURCES AND WASTE**

**Waste**

The RTA has a statutory requirement under the Waste Avoidance and Resource Recovery Act 2001 to report on the implementation of its Waste Reduction and Purchasing Policy. During 2006–07 the following waste reduction, recycling and resource recovery initiatives were progressed.

**Offices and general procurement**

- In May 2007 most general use computers throughout the RTA had the printer drivers programmed to automatically select double sided printing. It is estimated that this will reduce total paper use in the organisation by up to 40,000 sheets per month.
- The RTA entered into a contract for the supply and maintenance of multi function (printer, fax and photocopying) machines. The contract includes the supply of high recycled content printing paper, take back and recycling of all toner cartridges. The contract also resulted in a significant reduction in the number of units used across the organisation.
- In June 2006, the RTA commenced an environmental risk assessment into the re-use of treated bridge timbers. At present bridge timbers are not being re-used due to concerns about surface treatment chemicals. Depending on the outcome of the risk assessment it is expected that a re-use trial will commence with a timber recycler in late 2007.
- Supply chain environmental management training was provided to the RTA's Strategic Procurement Group in late 2006. The training provided tools and guidance on how to incorporate the consideration of environmental management issues such as waste minimisation when tendering for goods and services. Since the workshop, environmental management considerations have been included in some major supply tenders including the supply of road signage.
TABLE 11
Purchase of recycled content office materials 2006–07

<table>
<thead>
<tr>
<th>Office product</th>
<th>Total quantity purchased</th>
<th>Total quantity purchased with recycled content</th>
</tr>
</thead>
<tbody>
<tr>
<td>A4 paper</td>
<td>72,319 reams</td>
<td>33,610 reams</td>
</tr>
<tr>
<td>A3 paper</td>
<td>2723 reams</td>
<td>1525 reams</td>
</tr>
<tr>
<td>Printing and publication paper</td>
<td>86,647 reams</td>
<td>23,968 reams</td>
</tr>
</tbody>
</table>

Office products recycled 2006–07

<table>
<thead>
<tr>
<th>Office product</th>
<th>Total quantity generated</th>
<th>Total quantity recycled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toner cartridges</td>
<td>3842 units</td>
<td>2881 units</td>
</tr>
<tr>
<td>Computers (desktops and laptops)</td>
<td>3511 units</td>
<td>3511 units</td>
</tr>
<tr>
<td>Computer monitors</td>
<td>2985 units</td>
<td>2985 units</td>
</tr>
</tbody>
</table>

Construction and maintenance

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

- Approximately 170,000 tonnes of crushed steel slag was used in the subsurface pavement during construction of the North Kiamla Bypass. An additional 70,000 tonnes of steel slag aggregate was incorporated into the asphalt surface layer.
- Slag is a waste product that is produced during the steel making process and for this project it was sourced from the steelworks at Port Kembla located approximately 35 kilometres from the construction site.
- About 1500 tonnes of fly ash were incorporated into the 12,000 cubic metres of concrete used in the construction of the Sea Cliff Bridge at Stanwell Park. Power station fly ash is commonly added to concrete mixtures as it has cement like properties. Re-use of this common industrial waste material reduced greenhouse gas emissions that would otherwise have been produced by the increase in cement use.
- Upgrading works of the Pacific Highway at Bonville set an environmental example by recycling trees that were cleared. Logs of milling quality were sent to saw mills for processing or turned into fence posts on site. Poorer quality logs were used to make fauna friendly structures like koala and glider refuge poles, or sold as firewood. Tree roots were given to the NSW Riverbank Program for stream bank rehabilitation projects. The remaining tree limits, roots and mulch were laid across exposed soil to help stop erosion and provide a surface for revegetation.
- Upgrading works on Cowpasture Road, Hornsby Park involved the use of a commercially produced recycled product made of recycled concrete and quarry scalps or crushed bricks. This product was used in the base layer of the road pavement and has been found to be particularly beneficial in situations where a more flexible pavement is required.
- Spoil-sandstone recovered from the Lane Cove Tunnel projects was re-used as the base layer in the widening of the southbound lanes on the M5 Motorway. In the north bound lanes, existing pavement was milled and augmented with other materials before being re-used in the upper road layers.

Future challenges of managing natural resources and waste

The challenge for the RTA is to continue to increase the use of recycled materials in its construction and maintenance projects. During the coming year the RTA will be developing recycled material guidelines and training programs to better educate road designers, project managers and others on the environmental and economic benefits of using recycled materials.

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

GREENHOUSE AND ENERGY

Energy usage

The RTA’s construction, maintenance and administration activities are by their nature relatively energy intensive and result in the use of large amounts of electricity and fuel. The major direct energy uses in the RTA include electricity to operate traffic signals, street lights and buildings and diesel and petrol which is used in road machinery and RTA vehicles. The RTA also uses minor amounts of LPG and natural gas in some operations such as heating for buildings, light vehicles and in the manufacture of asphalt.

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

The RTA is committed to reducing its energy use through the implementation of the NSW Government Energy Management Policy (GEMP). This policy aims to reduce energy consumption and greenhouse gas emissions from government operations. The GEMP includes a target of reducing the energy consumption of government buildings by 25 per cent by 2005–06 (compared to 1995–96 baseline levels). This target has been met by the RTA with building energy consumption figures for 2005–06 showing an overall 27.8 per cent reduction in building energy use when compared to 1995–96 levels (see figure 13).

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

Earth Hour

The floodlights were turned off on three of Sydney’s iconic bridges for an hour on 31 March 2007 in support of Earth Hour. The action, taken on the Sydney Harbour Bridge, Anzac Bridge and Northbridge Suspension Bridge, was a show of support for the initiative designed to increase awareness of global warming. All administration and office sites were switched to an economy cycle. This meant that all lighting was switched off except for emergency lighting. Motor registers and depots used energy deemed necessary to ensure security.
Future challenges
The challenge for the RTA is to achieve a reduction in overall greenhouse gas emissions despite the factors outlined above. ‘The Green Plan’ forms part of the future corporate plan. It outlines the direction for 2007–08 and will assist in management of greenhouse gas emissions and in other aspects of environmental management. The three main components of the plan include:

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

LAND AND WATER
Managing erosion and sedimentation controls on construction sites
The RTA has continued to implement the Erosion and Sedimentation Risk Assessment Procedure for identifying high risk projects in the concept stage. It has registered 49 projects as high risk projects for erosion and sedimentation control.

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

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

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

Policy development
The RTA is working with DECC to finalise the road and highway chapter of Volume 2 of the Landcom document ‘Managing Urban Stormwater – Soils and Construction’ (The Blue Book). Volume 2 will provide industry-specific guidance for soil and water management on operations other than urban development sites – including road and highway construction, landfills, mines and quarries and unsealed roads. The RTA has prepared draft specifications to implement the requirements of Blue Book Volume 2 on approval by DECC. The RTA has funded a combined modelling project with DECC to assist in determining the appropriate sedimentation control sizing criteria. Outcomes include completed modelling of sediment loads eroded from construction sites in six climatic regions of NSW. Hydrodynamic modelling of sedimentation basins has also been completed to determine the sediment capture rates of differently sized basins. The final stage, water balance modelling to determine the output of sediment from differently designed basins under long term recorded rainfall conditions, commenced in June 2007.

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

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

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

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

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

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

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

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

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

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

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

CUSTOMER SERVICE

Motor registries

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

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

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

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

RTA Contact Centre

In May 2007, the RTA Contact Centre was recommended for certification to the international Information Security Management standard which requires a system that ensures confidentiality, availability and integrity of information.
The contact centre provides accurate and timely licence, registration and toiling services over the phone. Centre staff play an active role in information security and have contributed to cost-saving process improvements.

Government Access Centres

The Government Access Centre (GAC) program continued in 2006–07, providing an alternative service delivery option for customers and enhanced partnering arrangements with government services providers. The program provides access to NSW Government information and services in rural and remote areas. In 2006–07 more than 23,000 transactions ranging from receiving payments to provide information and referrals for agency services were completed on behalf of nine key State Government agencies. These services were provided in addition to the GAC’s host agency core business.

Innovations in registries

NSW Maritime Authority transactions

The RTA enhanced the partnering arrangement with the Maritime Authority by expanding the number of motor registries providing a selected range of recreational boat licensing and registration services in motor registries from May 2007. The following Maritime Authority transactions can now be completed:

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

The RTA and the Maritime Authority are sharing premises at Wagga Wagga Motor Registry to increase customer access by locating services in a single location. The co-location initiative allows agencies to share accommodation and utility costs and provides greater utilisation of government assets.

Identity management

The Proof of Identity Unit, established in March 2006, assists motor registries with high-risk or difficult identity management issues. The purpose of the unit is to help strengthen the RTA’s customer enrolment processes (verifying customer details), reduce opportunities for the issue of inappropriate documents that could foster identity fraud and improve links with other identity issuing agencies. The RTA has undertaken the Austroads sponsored trial of facial recognition software. The RTA is participating with Austroads to investigate new technologies to enhance identity security.

Touch screen monitors

Touch screen monitors have been installed in RTA motor registries and testing agencies. They provide enhanced screen clarity and incorporate a new privacy film coating that ensures only the person sitting directly in front of the computer can see the screen image. The monitors have a 16 microsecond response time to a touch and have a colour resolution of 16 million colours.

The monitors are used by customers doing their Driver Knowledge, Hazard Perception and Driver Qualification tests to obtain Learner, Provisional P2 and unrestricted licences. Almost half a million computer based licence tests are taken each year.

The RTA’s international reputation for excellence was recognised recently when two officials from Hong Kong’s transport department visited. Seeking to establish a program for testing disabled drivers, the officials came to review the RTA’s program and its training of examiners.

Future customer service challenges

- Support NSW State Plan focus on increasing customer accessibility, streamlining processes, and increasing the satisfaction of RTA services to customers.
- Further enhance the security of customer information, including proof of identity developments.
- Ensure a greater level of consultation with customer groups and increased community involvement.

ONLINE SERVICES

Expansion of online services

The expansion of online services continued in 2006–07, including:

- Extension of E-Toll services (currently over 70,000 customers use the online E-Toll application regularly).
- Expansion of the online council agency network to 75 per cent.
- Enhanced dealer online system. More than 297 Authorised New Vehicle Inspection Scheme (ANVIS) dealers are participating in the scheme.
- Motor dealers, registries and the public can see the latest road vehicle descriptions including new car information such as cylinders and emissions online.
- More than 13.4 per cent of weighted transactions were completed online.
- Ability to book rider training and rider tests in the online booking system.
- Introduction of ETPAY service for myRego transactions.
- Pre-enrollment for the Intelligent Access Program with more than 90 per cent of transactions performed online at June 2007.
- Self-service business, internet business and other automated services, increased from eight per cent in June 2006 to 14 per cent in June 2007.
- Customers can go to myRTA.com anytime of the day or night to renew vehicle registrations, order customised number plates, book a licence test, change address details and check demerit points.

RTA website

The RTA website recorded 13.97 million visits, a 23 per cent increase over 2005–06. The site continues to maintain its unrivalled position as the most visited NSW Government website, also ranking sixth in Australian government sites. The myRTA.com page recorded 1,333,362 million visits; a 39.2 per cent increase over 2005–06. Just under one million demerit point checks were completed through the RTA website and 12 per cent of all registration renewal transactions were completed online. The RTA has introduced a project to provide a secure user ID and password for the public to access online services. This will pave the way for the expanding use of RTA’s current online services and provide a better service to the public. This is due to be implemented later this year.

The RTA has upgraded the ‘Live Traffic’ page on its website with the addition of 14 new cameras. There are now 24 cameras within the Sydney region that are accessible online allowing Sydney residents to navigate the road network.

e-Safety check

All light vehicles, unless exempt, require a pink slip inspection report of roadworthiness. Pink slips are issued by Authorised Inspection Stations and prove that a vehicle has passed the required roadworthiness standards. An e-Safety Check is a pink slip report which is sent to the RTA electronically. Through a package of measures, the RTA increased the number of pink slips which are completed online to 57 per cent in 2006–07, up from 34.4 per cent in 2005–06.

Electronic Road Vehicle Descriptor (RVD) sheets

RVDs provide technical information on the individual vehicle models, including trailers, in the Australian vehicle fleet. They are used by the auto-trade industry and also assist in the registration of vehicles entering the NSW fleet. In 2006–07, the RTA successfully withdrew from paper distribution of RVDs, moving first to distribute RVDs in electronic format via a CD and then migrating this electronic format into online delivery via myRTA. Industry response to the improved convenience and security has been positive.

Motorways website

The completion of the Sydney Orbital Motorway network highlighted the need for a website to provide a single source of information about all Sydney motorways. The website www.syndeymotorways.com allows motorists to plan their trips using the motorways. By selecting an entry point and possible exit points, motorists can calculate the distance, motorways travelled on and the toll cost. There are detailed maps of every intersection, live traffic feeds, a street directory grid reference and information about every motorway that makes up the network.

New plate styles – online auction

The RTA continued to offer new styles of number plates with new designs released for limited numbers of plates in November 2006. A limited range of personalised black Euro number plates were auctioned, along with a small range of numeral-only vitreous enamel plates. Bidders were required to pre-register online. The auction raised $4.1 million for road safety. Limited edition Sydney Harbour Bridge shaped number plates were also released to commemorate the 75th anniversary of the Sydney Harbour Bridge in March 2007. These were sold in an online auction, raising more than $520,000 for road safety funding. Standard issue Sydney Harbour Bridge number plates were released and the proceeds from the sale of 212 of these plates have also been directed towards road safety initiatives.

In early 2007 the RTA released coloured and metallic number plates for motorcycles and new personalised options, such as B3TTY, CHOPA, HARLY and HONDA. These new motorcycle number plates continue to be popular.

The RTA is participating with Austroads to investigate new number plate sales and over $1 million in telephone sales. The total income from the sale of number plates was more than $66 million, all of which is directed into road safety initiatives.
Future challenges for online services

- Develop and implement online auctions for number plates.
- Develop an online system to bring sellers of number plates together with potential buyers.
- Further develop the range of heavy vehicle related e-services.

This includes introducing interactive restricted access vehicle maps with search and zoom functions and introducing performance based standards with full online application and enrolment processes.

- Move to online mapping and route (access) requests.
- Develop a secure log-in facility where customers can manage all aspects of their fleet and review their compliance with RTA requirements.
- Establish e-business applications to manage incremental pricing trials.
- Assist all authorised inspection stations to obtain e-Safety Check accreditation prior to it becoming compulsory on 1 July 2008.

BUSINESS IMPROVEMENTS

Business Reform Program

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

The Business Reform Program supported the Chief Executive in the design and implementation of a major refocus of the organisation in October 2006. The RTA reorganised its directorate structure to improve its capacity to meet the challenges and priorities set by the NSW State Plan to provide better outcomes for communities across NSW.

Business Reform continues to support the RTA’s refocus through a program designed to progressively build organisational capability in critical areas and ensure best alignment of organisational resources and processes to strategic community outcomes.

Other improvement initiatives during 2006–07 include:

- Development of a new operating model for the Engineering Technology Branch. Three new principal engineer positions were established for the critical areas of bridge technology, geotechnical and road pavement. The positions are accountable for driving capability improvements, developing high quality solutions to technical challenges, management of high level risks for major infrastructure projects, along with developing core skills and matching capabilities to projected annual requirements. The positions will provide industry leadership in developing capability and capacity.
- Implementation of new directions for the RTA’s legal and environment strategies and the quality of compliance to RTA managers. This involved the specialisation of legal portfolios for corporate law, environment and property law, infrastructure and road transport law. The General Counsel will also be accountable for knowledge retention as experienced employees leave the workforce.
- Review of the Road and Fleet Services business strategy. This involved matching staff numbers, crew sizes and depot locations with the projected size of the business and reviewing management and process issues. The benefits of cost savings, rationalisation of crews and depots and full implementation of alliance arrangements were reflected in lower overheads, increased income, productivity and operating surplus that was returned to RTA programs.
- A key component of the Business Reform Program is an RTA-wide organisational assessment to be undertaken in 2007-08. This project will build on preliminary work in the Major Infrastructure Directorate in the first half of 2007 and will assist the RTA to refine its operating models, improve its high level processes and ensure resources are allocated effectively.

Integrated Management System (IMS)

The IMS continued to support key corporate initiatives and projects such as the implementation of an Executive dashboard to provide finance and human resources reporting. The extension of Employee Self Service has enabled staff to book training courses online and allowed the RTA to manage training and development needs. The online system training tool has also been extended to provide more than 100 tutorials. The tool provides on-demand user-driven training to increase performance and support face-to-face training workshops.

During the year the Project Management System was enhanced to provide project managers with a more efficient means to update the status of their projects.

Work has also commenced on two important projects. The first is an OHS and Environment Incident Reporting System to enable staff to report online via the intranet. The second is to implement a comprehensive time keeping/ internal billing system within Employee Self Service.

Voice Over Internet Protocol (VOIP)

The VOIP is an 18 month project to replace the RTA’s voice equipment, which is up to 15 years old and beyond its economic life. The current internal voice network is based on obsolete architecture and the data network equipment (switches and routers) require a significant upgrade to improve speed, memory and current features. Implementation of the VOIP equipment will:

- Implement appropriate Service Level Management currently not available to ageing equipment.
- Reduce total cost of ownership.
- Improve service.
- Integrate more easily with PC applications.
- Provide a more powerful, centrally controlled telephone system.
- Deliver optional new services in the future such as video/ audio conferencing from desktop and multimedia applications like e-learning.

Reducing operating costs by 25 per cent.

Server consolidation

The Server Consolidation Program involved the consolidation of servers in the DRIVES, e-Business and SAP environments utilising newer technology hardware platforms and corresponding software releases. Within the three work environments 52 servers were reduced to 16. This will lead to a significant reduction in leasing costs, data centre hosting charges, and hardware and maintenance costs.

Some additional application enhancements were made to make use of newer hardware/software functionality. This will make planned application upgrades more cost effective in the future. Further server consolidation in other business areas is scheduled for 2007-08 as part of the Infrastructure Capacity Plan.

IT benchmarking

In 2004, after a public tender, the RTA and Fujitsu entered into a contract for the provision of certain Infrastructure Services (the Data Centre contract). Under that agreement the RTA and Fujitsu periodically benchmark the IT services, and compare those services to the Australian market. It was agreed to engage an external organisation to conduct these periodic benchmarks. The recent benchmark data for the Value for Money assessment shows that the cost to the RTA of all services provided by Fujitsu continues to be lower than the comparison peer group.

Over the last two years the RTA and Fujitsu have implemented improvement projects which have reduced data centre operating costs by up to $1 million per annum.

Low cost desktops

After successfully deploying desktops to motor registries using non-proprietary software and saving $2 million per annum, the RTA conducted trials of various low-cost desktops for its corporate environment. This involved working with the market to provide a centralised open standards desktop model. The trials concluded that the technology is not currently available or mature enough to make the implementation cost effective, and the decision was made to review the situation next year. The RTA remains committed to using non-proprietary software to reduce operational costs.

DRIVES realignment project

DRIVES is the core IT system used to manage driver licensing and vehicle registration across NSW. This system is more than 15 years old and has become progressively more difficult to maintain. The RTA conducted a careful analysis of the basic coding structure of DRIVES and concluded it to be a robust and sound system. Faced with a replacement cost of over $100 million, the RTA has chosen instead to restructure the code for the system in a three year process that will make it easier to maintain and supported improved service delivery.

Restructuring the code has commenced with outsourced partners and is expected to increase the life of DRIVES by more than 10 years. Internal improvements in development tools and processes are also reducing maintenance and development costs.

IT security accreditation

In continuing to enhance the security of customer information, the RTA successfully underwent audits in three areas of its operations, the Transport Management Centre (TMC), the RTA Contact Centre and Information Management and Information Technology. The audits were to ensure compliance with the current international information security standard ISO 27001. This is part of an ongoing program of compliance involving maintenance and periodic upgrade of information security within the RTA. The standard requires that risks to information be managed to reduce the likelihood of breaches of confidentiality, compromises in integrity or system failure which prevents access to information.

Corporate data warehouse

A new corporate data warehouse has been implemented. This will improve access to information by enhancing the ability to query and analyse data. The data warehouse will consist of data collected from the databases of corporate systems, and other sources where appropriate, to deliver better integration, access and consistency. The data will be loaded incrementally and integrated to build up the content of the warehouse. Initial adopters of the warehouse include management information for the RTA Compliance and Freight Strategy Branch.

Innovative accommodation

A major project at Argyle Street Parramatta to consolidate office accommodation for staff in western Sydney is well advanced and should be available for occupation from August 2007. The office has a contemporary open plan design to provide a flexible and efficient work environment. The open plan arrangement is supplemented by break-out rooms. The décor of the accommodation reflects the diversity of the NSW community and geography. A staff group provided input to décor and furniture selections, facilities and functionality.

The design has utilised eco friendly and energy wise concepts. This move has also provided the opportunity to implement industry best practice in IT service technology with a high speed network being used to connect the Argyle Street building with the pre-existing Parramatta office.

In an example of business continuity planning, the Argyle Street building has the capacity to run the TMC.

The Document Management Centre, which is responsible for the storage of all RTA records, will relocate to new premises in

82

VALUE FOR MONEY – RTA Annual Report 2007 83
August 2007 at Auburn in Sydney. The new premises have been purpose designed and will increase storage capacity by up to 40 per cent to meet expected demand over the next five to 10 years. The centre comprises state-of-the-art storage and retrieval facilities as well as other new warehouse management and energy efficient technology.

RTA staff members in their new premises at Argyle Street, Parramatta.

Future challenges for business improvement

- Continue to work on key reform projects involving substantial redesign of RTA systems of work, structures, jobs and business processes.
- Develop and implement new arrangements for Infrastructure Maintenance to improve the planning, delivery and integration of this critical function with other RTA programs.
- Manage a range of key project initiatives across the organisation, including the implementation of the new NSW Centre for Road Safety.
- Establish new strategic directions and identify opportunities to drive improvements to the traffic management and engineering functions.
- Identify further opportunities to simplify business processes and reduce administrative support and overhead costs.

STAFF

Workforce capability

The RTA workforce is as diverse as the operations and services it undertakes. Staff include engineers, vehicle regulation inspectors, surveyors, environmental managers, traffic technicians, bridge workers, laboratory assistants, emergency breakdown officers and welders. About 48 per cent of staff are employed in country locations, with 31 per cent of regional employees being wages staff and some 61 per cent salaried employees. Many RTA motor registry and contact centre employees are engaged in permanent part-time work. For more information about the RTA’s staff numbers and status, see appendix 5.

The RTA’s Hunter Region was awarded a Defence Reserves Support Council Certificate of Recognition by the Department of Defence at the Employer Support Awards.

<table>
<thead>
<tr>
<th>Year</th>
<th>Salaried Staff</th>
<th>Wages Staff</th>
<th>Casual Staff</th>
<th>Total Staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003–04</td>
<td>5225</td>
<td>1636</td>
<td>46</td>
<td>6907*</td>
</tr>
<tr>
<td>2004–05</td>
<td>5228</td>
<td>1615</td>
<td>26</td>
<td>6869</td>
</tr>
<tr>
<td>2005–06</td>
<td>5150</td>
<td>1750</td>
<td>22</td>
<td>6922*</td>
</tr>
<tr>
<td>2006–07</td>
<td>5173</td>
<td>1718</td>
<td>33</td>
<td>6924</td>
</tr>
</tbody>
</table>

* From 2003–04 the equivalent full-time (EFT) count includes additional time worked by part-time motor registry staff.

New graduates during their orientation program.

Undergraduate Scholarship, Rural Cadetship and Para-professional programs

The RTA’s Undergraduate Scholarship Program encourages undergraduates from universities throughout NSW to consider careers in the roads industry. At 30 June 2007 the RTA had 80 undergraduates in the program studying disciplines such as civil engineering and surveying. Six of the 80 undergraduates are employed on the RTA’s Rural Cadetship Scheme. This scheme targets undergraduates from rural NSW. The RTA is a proud employer in regional NSW and further support of the regional communities in which it operates is demonstrated through its focus on targeting initiatives specifically at regional areas. In addition to the Rural Cadetship Scheme, over 60 per cent of all scholarships offered by the RTA are awarded to students from regional areas.

Educational and Training qualifications. Traineeships are located in the RTA Contact Centre, regional offices, administration centres, motor registries and other RTA functional centres. As at 30 June 2007 the RTA employed 108 trainees.

Graduate Recruitment and Development (GRAD) Program

A total of 60 graduates were admitted to the RTA’s GRAD Program during 2006–07, an increase from the 45 in 2005–06, to better support future skill needs. The graduates represent a range of disciplines, for example, chemistry material science, urban design/town planning, transport planning, policy, traffic and transport engineering, computer systems engineering, land economics, environment and community liaison. The RTA has an average graduate retention rate on program of 97 per cent. As at 30 June 2007 the RTA had 104 graduates participating in the GRAD Program.

A profile is being developed for leaders at all levels of the organisation. This will assist with the design and implementation of programs in line with leadership development pathways. The RTA has also conducted a Leadership Survey aligned to the new leadership competency framework. All directors and SES officers are required to participate in the annual leadership survey as part of their performance agreements. The survey achieved an overall response rate of 92 per cent (compared to 78 per cent last year) from a total of 1218 surveys sent to diverse staff across the RTA. A total of 137 RTA leaders received feedback from their direct reports who totalled 984 staff.

The survey results showed that the impact of the RTA’s leaders on bottom line results and on employee engagement was excellent and compared favourably to industry benchmarks. Some of the key strengths identified in RTA leaders show they:

- Are committed to achieving the RTA’s business objectives.
- Demonstrate organisational awareness.
- Demonstrate ethical beliefs and live the RTA’s values.
- Operate with integrity.
- Are performance focused.
- Are committed to a healthy, safe work environment.

A confidential survey has been conducted on the effectiveness of internal communications. The survey results will be assessed and used to improve communications channels.

Staff awards

The RTA Staff Awards were launched in 1997. The awards scheme recognises excellent performance in areas of critical importance to the RTA and provides an opportunity to acknowledge and reward staff who have made an outstanding contribution to the organisation. An awards presentation ceremony was held on 17 November 2006. The Minister for Roads attended to present the 21 staff awards to 54 winners. Winners include staff from Hay, Grafton, Parkes, Newcastle, Sydney, Bega, Wagga Wagga and Wollongong.

Six new categories have been added in 2007.

Leadership survey

The RTA has adopted a Leadership Framework that reflects the organisation’s core values and the key behaviours needed to drive the RTA’s leadership and management capability. An online assessment tool and coaching has been implemented to gather objective information about senior executives and managers. This assessment is being used to improve leadership development, assist with recruitment into the senior ranks and ultimately provide a mechanism for succession planning.

Momentum

Future challenges for business improvement

- Continue to work on key reform projects involving substantial redesign of RTA systems of work, structures, jobs and business processes.
- Develop and implement new arrangements for Infrastructure Maintenance to improve the planning, delivery and integration of this critical function with other RTA programs.
- Manage a range of key project initiatives across the organisation, including the implementation of the new NSW Centre for Road Safety.
- Establish new strategic directions and identify opportunities to drive improvements to the traffic management and engineering functions.
- Identify further opportunities to simplify business processes and reduce administrative support and overhead costs.

Staff awards

The RTA Staff Awards were launched in 1997. The awards scheme recognises excellent performance in areas of critical importance to the RTA and provides an opportunity to acknowledge and reward staff who have made an outstanding contribution to the organisation. An awards presentation ceremony was held on 17 November 2006. The Minister for Roads attended to present the 21 staff awards to 54 winners. Winners include staff from Hay, Grafton, Parkes, Newcastle, Sydney, Bega, Wagga Wagga and Wollongong.

Six new categories have been added in 2007.

Leadership survey

The RTA has adopted a Leadership Framework that reflects the organisation’s core values and the key behaviours needed to drive the RTA’s leadership and management capability. An online assessment tool and coaching has been implemented to gather objective information about senior executives and managers. This assessment is being used to improve leadership development, assist with recruitment into the senior ranks and ultimately provide a mechanism for succession planning.

A profile is being developed for leaders at all levels of the organisation. This will assist with the design and implementation of programs in line with leadership development pathways. The RTA has also conducted a Leadership Survey aligned to the new leadership competency framework. All directors and SES officers are required to participate in the annual leadership survey as part of their performance agreements. The survey achieved an overall response rate of 92 per cent (compared to 78 per cent last year) from a total of 1218 surveys sent to diverse staff across the RTA. A total of 137 RTA leaders received feedback from their direct reports who totalled 984 staff.

The survey results showed that the impact of the RTA’s leaders on bottom line results and on employee engagement was excellent and compared favourably to industry benchmarks. Some of the key strengths identified in RTA leaders show they:

- Are committed to achieving the RTA’s business objectives.
- Demonstrate organisational awareness.
- Demonstrate ethical beliefs and live the RTA’s values.
- Operate with integrity.
- Are performance focused.
- Are committed to a healthy, safe work environment.

Human Resource Strategy

The newly restructured and refocused Human Resource (HR) Strategy team is working to develop the RTA’s people, improve its organisational culture and deliver effective human resources practice and initiatives. The new approach will focus on three areas of human resources delivery – strategic, operational and transactional.

The appointment of four business partners within the team reflects the collaborative approach being followed between human resources specialists and business areas. HR strategy is aimed at getting the organisation quick response to change and issues such as:

- An ageing workforce.
- Competition in a shrinking global job market.
- Effective partnerships with the private sector.
- Offering diversity to generation Y.

Targeted recruitment programs

The RTA’s employment programs target the recruitment of graduates, trade apprentices, trainees and para-professionals and provide both financial support and work experience to undergraduate university students. These initiatives are designed to assist with addressing the RTA’s future workforce capability needs.

Apprentices

The four year trade apprenticeship program is designed to rotate apprentices between workshops and worksites across NSW ensuring they gain exposure to a broad range of skills and experiences. As at June 2007 the RTA employed 52 trade apprentices. In 2006–07 the RTA recruited 16 apprentices across a range of trade classifications including electricians, painters, bridge and wharf carpenters and plant mechanics.

Traineeships

The RTA recruited 61 trainees in 2006–07. The trainees are working towards the attainment of a variety of Vocational Educational and Training qualifications. Traineeships are located in the RTA Contact Centre, regional offices, administration centres, motor registries and other RTA functional centres. As at 30 June 2007 the RTA employed 108 trainees.

Graduate Recruitment and Development (GRAD) Program

A total of 60 graduates were admitted to the RTA’s GRAD Program during 2006–07, an increase from 45 in 2005–06, to better support future skill needs. The graduates represent a range of disciplines, for example, chemistry material science, urban design/town planning, transport planning, policy, traffic and transport engineering, computer systems engineering, land economics, environment and community liaison. The RTA has an average graduate retention rate on program of 97 per cent. As at 30 June 2007 the RTA had 104 graduates participating in the GRAD Program.

New graduates during their orientation program.

Undergraduate Scholarship, Rural Cadetship and Para-professional programs

The RTA’s Undergraduate Scholarship Program encourages undergraduates from universities throughout NSW to consider careers in the roads industry. At 30 June 2007 the RTA had 80 undergraduates in the program studying disciplines such as civil engineering and surveying.

Six of the 80 undergraduates are employed on the RTA’s Rural Cadetship Scheme. This scheme targets undergraduates from rural NSW. The RTA is a proud employer in regional NSW and further support of the regional communities in which it operates is demonstrated through its focus on targeting initiatives specifically at regional areas. In addition to the Rural Cadetship Scheme, over 60 per cent of all scholarships offered by the RTA are awarded to students from regional areas.

This commitment aims to attract engineering and related professions back to rural locations to work upon completion of their undergraduate degree.

In order to address the impact an ageing workforce is having on technical support staff, the RTA has initiated a Para-professional Program. There are 12 participants on the initial rotational program who combine on-the-job experience and a course of study through the University of Southern Queensland at an Associate Diploma level that articulates to a degree in civil engineering.
STAFF ACHIEVEMENTS

RTA staff have received a number of accolades both individually and within teams. They have produced many innovations within the workplace. This is recognition of some of these achievements.

Mark Gordon, Manager Survey Services and Chris Harrison, General Manager Engineering Technology, congratulate Jim Ollis, Quality and Statistical Control Officer (centre) on his award. Jim Ollis, Quality and Statistical Control Officer won the ‘Extra Dimension’ category at the NSW Awards for Excellence in Surveying and Spatial Information. Jim consolidated a range of surveying requirements that were previously covered in other contract documents into one specification. This specification has been put forward to the Roads Working Group of the Intergovernmental Committee on Surveying and Mapping for adoption as the road national standard for construction surveys in Australia and New Zealand.

RTA undergraduates Elizabeth Donati, Sean McMahon and Celeste Swain (front with awards), were recognised by the University of Newcastle for their achievements at the RTA. The University of Newcastle Industry Scholarship Scheme Sponsor and Scholar Dinner recognises the achievements of students attending the university and the organisations that support them. RTA undergraduates, Celeste Swain, won the Foundation Award for best first year work placement. Celeste worked in the Project Services Section, Hunter Region.

The RTA’s Bega Sealing Unit trialled a new type of road binder. The Bega Sealing Unit pioneered a new road binding procedure and produced technical guidelines for the rest of the RTA to follow. Unlike traditional bitumen road binders, the emulsion binder can be applied in colder months, increasing productivity. The new binder is also safer to apply. The Bega Sealing Unit worked with the manufacturer SAMI Pty Ltd to trial the mixture and develop new technical procedures.

Jai Reddy – Registered Land Surveyor and RTA graduate.

Jai Reddy is only the second RTA graduate to pass the Surveyor Registration examinations and become a Registered Land Surveyor while still participating in the GRAD program. The current industry standard is seven years. He became the youngest Registered Land Surveyor in NSW at the time of his registration.

Sean McMahon was a finalist for the Foundation Award. Elizabeth Donati was a finalist for the Insignis Award for the best series of work placements. The RTA was recognised for its role in developing university undergraduates.

The occupational health and safety team won the 11th annual Thomson and Blake Dawson Waldron ‘Inside OHS Competition’.

Chief Executive Les Wielinga presents Vince Taranto with an Austroads Achievement Award.

Vince Taranto, Senior Project Analyst won an Austroads Achievement Award for managing a project to upgrade the Traffic on Rural Roads (TRARR) simulation program. The TRARR program simulates vehicles travelling on two-way rural roads with emphasis on overtaking manoeuvres. It is the only program of its type on the market. TRARR ceased to operate in 2000 due to changes in operating systems. Vince applied for Austroads funding to upgrade the program and then managed the project.

Western Region Manager Lew Laing at the proclamation of the Kamilaroi Highway.

Lew Laing, Regional Manager Western Region was awarded a Public Service Medal for his contribution to the NSW community. An RTA employee for more than 40 years, Lew has demonstrated a commitment to public service both at work and in his personal life.
Staff training and education
The RTA is a leading provider of technology, professional and technical skills in many areas, including road safety, traffic management and road building. To maintain and grow this technical capability, more than 20 new internal technical training programs were designed by RTA technical experts during 2006–07. This brings the total number of existing specialist technical programs available to RTA staff to almost 200. These training initiatives have built on the Chief Executive’s commitment to strengthen the RTA’s capability in project management, contract management and many technical areas. During 2006–07, 5379 staff attended a total of 1919 approved training courses in both the technical and non-technical areas. New arrangements to manage training achieved a saving for the RTA including $90,134 for external programs.

Sound project management practices for non-construction projects have been an area of focus with 373 staff attending formal training. A suite of suggested staff development options (including on-the-job experience, internal training and external training) have been identified for a range of critical RTA technical functional capabilities. These will support the holistic career development of technical staff and ensure the RTA’s ongoing technical expertise.

Young Professionals Network
To assist its young professionals establish networks and develop their careers, the RTA has launched the Young Professionals Network. The network hosts a range of activities including roundtable forums with guest speakers and informal discussions about the key issues facing the organisation. The network will also provide a valuable resource to the Executive.

Staff orientation
The RTA has revised its formal orientation program, and commenced delivery in November 2006. The revised program, including an increased focus on the role, responsibilities and achievements of the RTA, has been delivered to 148 new staff.

Staff retention
To deliver its corporate objectives the RTA needs a workforce that can plan, develop and sustain the professional, technical and management skills required to ensure success. This needs to be achieved in a culture that recognises performance and values the diversity of its staff and the community it represents.

Targeted recruitment and staff training are tools used to ensure the RTA has the best fit of employees with the right skills and experience to serve the NSW community. Staff retention is key to maintaining this high quality service and the RTA strives to be an employer of first choice.

Sponsored programs
To ensure the long term capability of the RTA across all disciplines, the following sponsorships were approved in post-graduate qualifications:

- Graduate Certificate in Project Management 20 sponsorships.
- Master of Technology in Pavements 5 scholarships.
- Master of Engineering in Pavements 2 scholarships.

An additional 14 sponsorships were approved to enable existing RTA female staff to participate in the Department of Premier and Cabinet’s ‘Top Step Program’ initiative that supports women in middle management.

Sponsored programs
To ensure the long term capability of the RTA across all disciplines, the following sponsorships were approved in post-graduate qualifications:

- Graduate Certificate in Project Management 20 sponsorships.
- Master of Technology in Pavements 5 scholarships.
- Master of Engineering in Pavements 2 scholarships.

An additional 14 sponsorships were approved to enable existing RTA female staff to participate in the Department of Premier and Cabinet’s ‘Top Step Program’ initiative that supports women in middle management.

A suite of suggested staff development options (including on-the-job experience, internal training and external training) have been identified for a range of critical RTA technical functional capabilities. These will support the holistic career development of technical staff and ensure the RTA’s ongoing technical expertise.

TABLE 13: SEPARATION RATES

<table>
<thead>
<tr>
<th>Year</th>
<th>Separation rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003–04</td>
<td>6.39%</td>
</tr>
<tr>
<td>2004–05</td>
<td>5.99%</td>
</tr>
<tr>
<td>2005–06</td>
<td>6.29%</td>
</tr>
<tr>
<td>2006–07</td>
<td>8.46%</td>
</tr>
</tbody>
</table>

Note: The 2005–06 separation rate included in last year’s annual report did not include School crossing supervisors (accounting for 3.63 per cent of the separations). This group has now been included in the 2006–07 figures.

Road maintenance
The 2007 Safety Summit for Road Services Managers confirmed the effectiveness of the OHS improvement action plan which included better incident management, an ongoing focus on the role of line managers and supervisors and the increased use of workplace injury measures to identify OHS hot spots. The summit also identified a renewed focus on resources for developing lessons learned from critical incidents and near misses.

A SAFE AND HEALTHY WORKPLACE
Chief Executive’s Occupational Health and Safety (OHS) Statement
The RTA is committed to providing a safe and healthy workplace and eliminating conditions or hazards that could result in personal injury or ill health. Workplace health, safety and welfare are essential elements of effective roads and traffic operations that must not be compromised by productivity needs.

The Executive and senior management provide leadership that supports and enables the vision of a safe workplace. This has included identification of opportunities to provide a positive executive participation at the workplace and in supporting the effective identification of hazards and risks faced in RTA workplaces.

Policy and commitment statement
An annual review of the RTA OHS Policy statement confirms its commitment to providing leadership, direction, resources and support, to ensure workplaces are safe and without risk to health.

The policy clearly confirms the RTA’s commitment to effective consultation between management and employees on the development, implementation and refinement of the OHS program and seeks the cooperation of all employees in realising OHS objectives.

Risk management
A risk management approach to OHS has continued to be applied across all of the RTA’s activities during the year.

Executive oversight has been applied where necessary to focus resources on the higher risk activities. Significant OHS risks that have been addressed during the year include those in the areas of construction, road maintenance, traffic control, working near utilities and effective workplace implementation of OHS policies and procedures.

A variety of targeted risk assessment approaches have been applied to these areas including:

- EnSito – a risk assessment before commencement of each major project of greater than $5 million.
- Situational Awareness is a workplace level risk management review tool. It has been rolled out to minimise complacency in crews with routine repetitive situations such as traffic signal maintenance and traffic clearance operations.
- Risk profiles and action plans have been included in the working together training for office managers.

Road maintenance
The 2007 Safety Summit for Road Services Managers confirmed the effectiveness of the OHS improvement action plan which included better incident management, an ongoing focus on the role of line managers and supervisors and the increased use of workplace injury measures to identify OHS hot spots. The summit also identified a renewed focus on resources for developing lessons learned from critical incidents and near misses.
Traffic control at worksites
The corporate strategy for improving traffic control at worksites was implemented during 2006–07. The strategy aimed at four key areas – increased awareness and status of traffic control at RTA worksites, traffic control specification review, public awareness and enhanced enforcement.

Regional working groups of traffic control practitioners have enabled increased sharing of lessons learned and identification of good practice solutions. This was supported by development of a traffic control at worksites awareness training package that highlights common issues encountered when implementing standard approaches.

Public awareness was addressed through a television campaign that highlighted the status of RTA roadworks as a place of work and introduced the slogan ‘be roadwork aware – slow down, take care’.

Utilities
Utility strikes including unplanned contacts with underground and overhead electricity, gas, water and telecommunication services continued to be a major cause of potentially serious incidents through 2006–07. An increased focus of attention on utilities within the RTA and contractors has resulted in improvements with 57 utility strikes recorded in 2006–07 compared to 67 strikes in 2005–06.

Contractor safety
Forging cooperative relationships with the civil construction industry, the RTA continues to achieve high performance of safety on its funded projects. The RTA continues to set benchmark standards in OHS management of contractors. The OHS Branch coordinated the review of the corporate OHS management systems of approximately 180 pre-qualified contractors and has introduced an OHS registration scheme for the traffic control industry. The OHS Branch also developed an overhead utilities awareness workshop with delivery encompassing both internal stakeholders and contractors’ statewide.

Work continues between the RTA and local government to improve OHS performance in road construction and maintenance. Implementation of the local council improvement strategy commenced this year with workshops that were held around the State. Desktop audits were then undertaken for 85 local councils operating on behalf of the RTA under maintenance contracts. Additionally, councils requiring further assistance were individually mentored to enable greater levels of compliance.

The RTA has also developed and made available to all contractors and councils via internet a range of model documents, assessment tools and informative resources to assist them to continue to achieve high standards of health and safety. Despite these efforts and achieving all project injury rates (approximately 10 per cent of the national average and better than the NSW average), one contractor death occurred at an RTA worksite in 2006–07. The RTA continues to work closely with its private sector partners to learn from such events.

OHS program delivery
The task of delivering OHS programs is a cooperative effort between the OHS Branch, regionally based OHS facilitators and line managers and their staff. This is complementary to line management responsibilities for implementation and ownership of the OHS activities within the local workplace.

The OHS Branch has a key role in measuring the extent of OHS management system implementation through audits and inspections. Each directorate is required to complete an annual assessment of compliance with the safety management system using a new self assessment tool. This was supported by the commencement of a three year corporate audit program to confirm compliance. Frequency of audit is based on an assessment of the key business risks within each directorate.

Working Together injury and training targets
The RTA has adopted the NSW Government’s Working Together injury prevention and management targets. The OHS targets are:

• A 40 per cent reduction in workplace injuries by June 2012 with at least a 20 per cent reduction to be achieved by June 2007 (base year 2001–02).
• 90 per cent of RTA managers to receive OHS training.
• A 15 per cent reduction in average claim costs to be achieved by June 2008. (Base year 2004–05).

All targets have been met.

At 30 June 2007, the workplace injury rate (based on RTA data) was 6.4 per hundred equivalent full-time employees, a 30 per cent reduction from the 2001–02 base year. This result exceeded the interim target and is well on track to achieving the longer term goal of a 40 per cent reduction by 2012.

The RTA used the Working Together strategy as an opportunity to address the risk of non-compliance with OHS policies and procedures. Three separate training packages were developed that focused on the issues related to RTA construction managers, construction contractors and office based managers.

The construction packages delivered a full day of training while the office managers’ package took a half day. Classes, which were delivered by corporate OHS staff, were interactive with a series of group activities and workplace scenarios. All managers with more than four direct reports were identified to attend the training. At 30 June 2007 a total of 1175 managers had graduated, achieving the 90 per cent attendance rate.

Additional courses are being scheduled to maintain the training for new starters and other managers who have missed out.

Working Together targets for injury management

Reporting on the Working Together Targets 2, 3 and 4 for Injury Management are dependent on WorkCover reports which are only provided at six monthly intervals. The baseline for each target is the year 2004–05 with a completion year of 2008.

The targets are as follows:

• Target 2: 10 per cent reduction in employees off work at eight weeks, 12 weeks and 26 weeks from the date of injury by June 2008.
• Target 3: 15 per cent reduction in the average cost of claims by June 2008.
• Target 4: 10 per cent improvement in the percentage of injured workers who are placed in suitable duties within one week of their obtaining a medical certificate that they are fit for suitable duties by June 2008.

The latest figures received from WorkCover for Target 2 are as at December 2005. They indicate that the RTA is on target with the 10 per cent reduction in employees off work at eight, 12 and 26 weeks.

TABLE 14. OHS STATISTICAL INDICATORS

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>2005–06</th>
<th>2006–07</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incidents reported (all incidents)</td>
<td>2195</td>
<td>2145</td>
<td>2% reduction</td>
</tr>
<tr>
<td>Number of compensable injuries (all claims)</td>
<td>548</td>
<td>473</td>
<td>12% reduction</td>
</tr>
<tr>
<td>Total claims costs</td>
<td>$2.9 m</td>
<td>$2.6 m</td>
<td>10% reduction</td>
</tr>
<tr>
<td>Lost time injuries (LTI)</td>
<td>244</td>
<td>209</td>
<td>14% reduction</td>
</tr>
<tr>
<td>Number of workplace injuries</td>
<td>492</td>
<td>430</td>
<td>12% reduction</td>
</tr>
</tbody>
</table>

To help manage traffic issues, lead and asbestos contaminants and OHS risks, the team repainting Tom Ugly’s Bridge devised an innovative containment structure to protect staff and contain contaminants.

Safety culture and performance reporting
Lead and lag performance indicators together with post incident analysis have been used to provide continuous improvement in RTA safety performance throughout the year. All managers have received Working Together training to determine the workplace and organisational factors that contributed to the incidents, enabling development of lessons learned that extend beyond the immediate cause of an incident. Employee behaviour is also assessed as part of each investigative course using the RTA’s just culture consequence model. The model distinguishes between normal behaviour, errors and violations to ensure fair treatment for all.

The AlphaOne Integrated Workplace Health and Fitness Management Program has been implemented for 20 work groups across the State with more than 300 staff from road services, motor registries and vehicle registrations attending health forums that link personal health and behaviours with workplace risks. More than 80 per cent of participants have taken up the offer of a fitness assessment. A follow up with the trial group from Wyong who participated in 2003 indicates that they are continuing to improve or maintain the gains achieved at the conclusion of the program, with no participants scoring in the high risk health category.

Details of injuries and prosecutions under OHS ACT
OHS incidents
Working in traffic continues to be the most significant risk of serious injury to RTA employees and contractors. The most common cause of workplace injuries across the RTA in 2006–07 was ‘body stressing’.

Prosecutions
There were no prosecutions for breaches of the Occupational Health and Safety Act 2000 (OHS Act) during 2006–07. All OHS indicators have shown an improvement over the past year.

TABLE 15. OHS STATISTICAL INDICATORS

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>2005–06</th>
<th>2006–07</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incidents reported (all incidents)</td>
<td>2195</td>
<td>2145</td>
<td>2% reduction</td>
</tr>
<tr>
<td>Number of compensable injuries (all claims)</td>
<td>548</td>
<td>473</td>
<td>12% reduction</td>
</tr>
<tr>
<td>Total claims costs</td>
<td>$2.9 m</td>
<td>$2.6 m</td>
<td>10% reduction</td>
</tr>
<tr>
<td>Lost time injuries (LTI)</td>
<td>244</td>
<td>209</td>
<td>14% reduction</td>
</tr>
<tr>
<td>Number of workplace injuries</td>
<td>492</td>
<td>430</td>
<td>12% reduction</td>
</tr>
</tbody>
</table>

FIGURE 16. FIVE YEAR WORKPLACE INJURY TREND
Future OH&S challenges
- Working near high speed, high volume traffic continues to pose the greatest risk to RTA workers and contractors.
- A significant work program has commenced to address the management of this risk and will continue to be a key priority into the future. Similarly, working near mobile construction plant and in the vicinity of underground and overhead utilities also present continuing challenges. These risks are being identified through continuous improvement in OH&S risk management strategies that endeavour to close the gap between documented management systems and risk management practices on the job.
- Identifying opportunities for senior management OH&S leadership is an important facet of OH&S management at the RTA and presents another important area for continuous improvement.

STAKEHOLDER PARTNERSHIPS
Austroads and Australian Transport Council (ATC)
As a member organisation, the RTA continued to play a strong role in Austroads – the association of Australian and New Zealand road transport and traffic authorities.
Austroads’ purpose is to contribute to the achievement of improved Australian and New Zealand transport related outcomes by undertaking research, promoting improved practice, facilitating collaboration between road agencies and providing expert advice to the ATC and the Standing Committee on Transport.
During the year the RTA provided input to a range of Austroads programs which covered strategic and technical research as well as endorsement of Austroads publications. More information on Austroads can be found on the website www.austroads.com.au.
The ATC is the Ministerial forum established in 1993 for Australian, state and territory transport policy and legislative issues at a national level. The RTA provided advice to the Minister for Roads for ATC meetings during 2006–07 on a number of matters, including the COAG national transport agenda, the Productivity Commission Road and Rail Freight Infrastructure Pricing Inquiry and transport security.

Community consultation on infrastructure projects
A major function of the RTA is construction and maintenance of roads and bridges throughout NSW. There is a vast range of stakeholders involved in this work including individuals, private organisations, community and road transport groups, local councils and State and Australian government agencies.
The RTA is committed to community consultation to reach improved outcomes and aims to ensure not only that the community is involved in decision making, but to increase that involvement and ensure it is effective. Community involvement programs are tailored to individual projects to enable targeted and flexible consultation. Communication channels can include:
- Community updates, advertisements, displays and noticeboards.
- Community information evenings, workshops, shopfronts, household and business meetings.
- Motor registers, website information and 1800 toll free phone lines.
In 2006–07, local communities were involved in hundreds of infrastructure construction and maintenance projects. This involvement included:
- About 135 community focus or liaison groups.
- About 75 public meetings or workshops.
- About 50 staffed information displays.
- About 620 community updates and household letters were prepared and distributed.
These figures do not include meetings between RTA staff and individuals, such as property owners, to discuss projects which happen on a regular basis.

Other community involvement
The relationship between the RTA as service provider and the NSW community is a dynamic one. The RTA seeks community feedback and input to its service delivery through both formal and informal channels. This includes:
- Consumer or stakeholder complaints, correspondence and inquiries.
- Media liaison.
- Marketing and promotion.
- Product and service launches and openings.
- Research via tools such as surveys or focus groups.
- Meetings and representations.

Sydney Harbour Bridge 75th anniversary
A recent unique opportunity for the RTA to provide a community service was in the celebrations of the Sydney Harbour Bridge’s 75th anniversary. Close to 200,000 people walked across the bridge on Sunday 18 March in the largest public walk since its opening. This was just one aspect of the celebrations to mark the 75th anniversary. More than three years ago, the RTA began collaborations with the Historic Houses Trust of NSW to create ‘Bridging Sydney’, an exhibition at the Museum of Sydney.
RTA staff worked on a historic ABC documentary on the bridge and developed merchandise. They also set up and managed the dedicated event call centre to deal with the mass of comments, requests and enquiries that were generated in the lead-up to the event.
Getting the bridge ready began years before the actual day. More than two years ago, the Sydney Harbour Bridge Alliance team began a series of rectification works on the bridge.
On the day, staff from across the RTA came together with other government organisations to make the birthday celebration a success. This was a fine example of inter-governmental and community cooperation.

When the Swan Hill Bridge spanning the Murray River needed to be scheduled for four night closures to allow strengthening works to be completed in safety, the community was concerned about the impact to business.

The RTA works closely with other state, Australian and international government agencies, local councils, community and road transport groups and private organisations. Many examples of stakeholder liaison on specific projects or actions have been included throughout this report.
The auction of a limited range of slimline black Euro number plates raised over $4.1 million for road safety funding.

CONTENTS

ROADS AND TRAFFIC AUTHORITY OF NEW SOUTH WALES

Independent audit report 96
Statement by Chief Executive and Director, Finance and Commercial Development 98
Operating statement 99
Statement of recognised income and expense 100
Balance sheet 101
Cash flow statement 102
Program statement – expenses and revenues 103
Administered revenue 103
Summary of compliance with financial directives 104

Notes to and forming part of the financial statements
1 Summary of significant accounting policies 105
2 Expenses excluding losses 114
3 Revenue 117
4 Gains (losses) on disposal 118
5 Conditions on contributions 119
6 Appropriations 119
7 Individually significant items 119
8 Programs/activities of the agency 120
9 Current assets – cash and cash equivalents 120
10 Current assets/non-current assets – receivables 121
11 Non-current assets – property, plant and equipment 122
12 Current/non-current assets – intangible assets and other 127
13 Non-current assets held for sale 131
14 Current liabilities – payables 131
15 Current/non-current liabilities – borrowings 132
16 Financial instruments 133
17 Current/non-current liabilities – provisions 137
18 Current/non-current liabilities – other 141
19 Changes in equity 143
20 Commitments for expenditure 144
21 After balance sheet date event 145
22 Contingent assets and liabilities 145
23 Native Title 146
24 Budget review 146
25 Reconciliation of cash flows from net cost of services to operating activities 147

DIVISION OF THE GOVERNMENT SERVICES OF NEW SOUTH WALES

Independent audit report 148
Statement by Chief Executive and Director, Finance and Commercial Development 150
Income statement 151
Statement of recognised income and expense 151
Balance sheet 152
Cash flow statement 152

Notes to and forming part of the financial statements
1 Summary of significant accounting policies 153
2 Current assets – receivables 155
3 Current liabilities/non-current liabilities 155
4 Reconciliation of cashflows from operating result to operating activities 159
5 Related party transaction 159
6 After balance sheet date event 159
INDEPENDENT AUDITOR’S REPORT
ROAD AND TRAFFIC AUTHORITY OF NEW SOUTH WALES
AND CONTROLLED ENTITY

To Members of the New South Wales Parliament:

I have audited the accompanying financial report of the Roads and Traffic Authority of New South Wales (the Authority), and the Authority and controlled entity (the consolidated entity), which comprises the balance sheet as at 30 June 2007, and the operating statement, statement of recognised income and expense, cash flows statement, program statement - expenses and revenues, and summary of compliance with financial directives for the year then ended, and a summary of significant accounting policies and other explanatory notes. The consolidated entity comprises the Authority and the entity it controlled at the year’s end or from time to time during the financial year.

Auditor’s Opinion

In my opinion, the financial report:

- presents fairly, in all material respects, the financial position of the Authority and the consolidated entity at 30 June 2007, and of their financial performance and their cash flows for the year then ended in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations);
- is in accordance with section 45C of the Public Finance and Audit Act 1983 (the PFAA Act) and the Public Finance and Audit Regulation 2003.

Chief Executive’s Responsibility for the Financial Report

The Chief Executive of the Authority is responsible for the preparation and fair presentation of the financial report in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations) and the PFAA Act. This responsibility includes establishing and maintaining internal controls relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor’s Responsibility

My responsibility is to express an opinion on the financial report based on my audit. I conducted my audit in accordance with Australian Auditing Standards. These Auditing Standards require that I comply with relevant ethical requirements relating to audit engagements and plans and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend upon the auditor’s judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity’s preparation and fair presentation of the financial report in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity’s internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the Chief Executive, as well as evaluating the overall presentation of the financial report.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

My opinion does not provide assurance:

- about the future viability of the Authority or consolidated entity,
- that they have carried out their activities effectively, efficiently and economically,
- about the effectiveness of their internal controls, or
- on the assumptions used in formulating the budget figures disclosed in the financial report.

Independence

In conducting this audit, the Audit Office has complied with the independence requirements of the Australian Auditing Standards and other relevant ethical requirements. The PFAA Act further promotes independence by:

- providing that only Parliament, and not the executive government, can remove an Auditor-General, and
- ensuring the Auditor-General is the auditor of public sector agencies and the provision of non-audit services, thus ensuring the Auditor-General and the Audit Office are not compromised in their role by the possibility of losing clients or income.

Peter Achterstraat
Auditor-General.

SYDNEY
5 October 2007
BEGINNING OF AUDITED FINANCIAL STATEMENTS
OPERATING STATEMENT FOR THE YEAR ENDED 30 JUNE 2007

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Expenses excluding losses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating expenses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employee related</td>
<td>2(a)</td>
<td>435,474</td>
<td>326,482</td>
<td>334,048</td>
<td>326,482</td>
</tr>
<tr>
<td>– Other operating expenses</td>
<td>2(b)</td>
<td>519,465</td>
<td>403,869</td>
<td>338,130</td>
<td>403,869</td>
</tr>
<tr>
<td>Maintenance</td>
<td>2(b)</td>
<td>574,749</td>
<td>687,844</td>
<td>680,258</td>
<td>687,844</td>
</tr>
<tr>
<td>Depreciation and amortisation</td>
<td>2(c)</td>
<td>755,427</td>
<td>774,070</td>
<td>697,118</td>
<td>774,070</td>
</tr>
<tr>
<td>Grants and subsidies</td>
<td>2(d)</td>
<td>11,199</td>
<td>10,119</td>
<td>10,875</td>
<td>10,119</td>
</tr>
<tr>
<td>Finance costs</td>
<td>2(e)</td>
<td>53,996</td>
<td>60,191</td>
<td>65,081</td>
<td>60,191</td>
</tr>
<tr>
<td>Total expenses excluding losses</td>
<td></td>
<td>2,350,810</td>
<td>2,262,575</td>
<td>2,125,510</td>
<td>2,262,575</td>
</tr>
<tr>
<td>Less:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sales of goods and services</td>
<td>3(a)</td>
<td>254,856</td>
<td>296,292</td>
<td>274,813</td>
<td>296,292</td>
</tr>
<tr>
<td>Investment income</td>
<td>3(b)</td>
<td>3055</td>
<td>7900</td>
<td>2649</td>
<td>7900</td>
</tr>
<tr>
<td>Grants and contributions</td>
<td>3(c)</td>
<td>39,659</td>
<td>54,988</td>
<td>61,272</td>
<td>54,988</td>
</tr>
<tr>
<td>Other revenue</td>
<td>3(d)</td>
<td>92,885</td>
<td>132,993</td>
<td>65,776</td>
<td>132,993</td>
</tr>
<tr>
<td>Total revenue</td>
<td>390,455</td>
<td>492,173</td>
<td>404,510</td>
<td>492,173</td>
<td>404,510</td>
</tr>
<tr>
<td>Gain/(loss) on disposal</td>
<td>4(a)</td>
<td>252</td>
<td>3337</td>
<td>16,177</td>
<td>3337</td>
</tr>
<tr>
<td>Other gains/(losses)</td>
<td>4(b)</td>
<td>(1000)</td>
<td>(89,054)</td>
<td>(76,677)</td>
<td>(89,054)</td>
</tr>
<tr>
<td>Net cost of services</td>
<td>24</td>
<td>1,961,103</td>
<td>1,856,119</td>
<td>1,781,500</td>
<td>1,856,119</td>
</tr>
<tr>
<td>Government contributions</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recurrent appropriation</td>
<td>6</td>
<td>1,449,120</td>
<td>1,449,120</td>
<td>1,475,806</td>
<td>1,449,120</td>
</tr>
<tr>
<td>Capital appropriation</td>
<td>6</td>
<td>1,512,310</td>
<td>1,512,310</td>
<td>1,037,323</td>
<td>1,512,310</td>
</tr>
<tr>
<td>Total government contributions</td>
<td>2,961,430</td>
<td>2,961,430</td>
<td>2,513,129</td>
<td>2,961,430</td>
<td>2,513,129</td>
</tr>
<tr>
<td>SURPLUS FOR THE YEAR</td>
<td>19</td>
<td>1,000,327</td>
<td>1,105,311</td>
<td>731,629</td>
<td>1,105,311</td>
</tr>
</tbody>
</table>

The accompanying notes form part of these financial statements.
## STATEMENT OF RECOGNISED INCOME AND EXPENSE FOR THE YEAR ENDED 30 JUNE 2007

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
</tr>
</tbody>
</table>

- **Net increase/(decrease) in asset revaluation reserve**: 19 – 2,762,388 (1,603,868) 2,762,388 (1,603,868)
- **Financial instruments – first time adoption**: 19 – (22,298) (22,298)

**Total income and expense recognised directly in equity**

- 2,762,388 (1,626,166) 2,762,388 (1,626,166)

**Surplus for the year**

- 1,105,311 731,629 1,105,311 731,629

**Total income and expense recognised for the year**

- 3,867,699 (894,537) 3,867,699 (894,537)

The accompanying notes form part of these financial statements.

## BALANCE SHEET AS AT 30 JUNE 2007

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
</tr>
</tbody>
</table>

**ASSETS**

- **Current assets**
  - Cash and cash equivalents 9 111,249 193,142 142,549 193,142 142,549
  - Receivables 10(a) 105,443 100,289 105,443 100,289 105,443
  - Inventories 7080 8034 7646 8034 7646

- **Non-current assets held for sale**
  - 13 38,282 60,958 38,282 60,958 38,282

**Total current assets**

- 267,757 417,222 299,623 367,827 299,623

**Non-current assets**

- Other financial assets 10(b) 75,087 90,763 83,802 90,763 83,802
- Property, plant and equipment
  - Land and buildings 11(a) 2,855,071 2,785,692 2,845,071 2,785,692 2,845,071
  - Plant and equipment 11(b) 88,269 97,361 100,761 97,361 100,761
- Intangible assets 12(c) – 23,788 28,329 23,788 28,329
- Other 12(b) 1,024,178 1,142,065 903,350 1,142,065 903,350

**Total non-current assets**

- 72,708,304 75,372,902 71,796,805 75,372,902 71,796,805

**Total Assets**

- 72,976,061 75,790,124 72,096,428 75,740,729 72,096,428

**LIABILITIES**

- **Current liabilities**
  - Payables 14 460,331 439,489 464,857 730,875 915,464
  - Borrowings 15 145,972 146,855 145,972 146,855 145,972
  - Provisions 17 240,553 216,844 232,632 – –
  - Other 18 146,633 127,110 142,941 127,110 142,941

**Total current liabilities**

- 993,489 930,298 986,402 1,004,840 1,204,377

**Non-current liabilities**

- Borrowings 15 612,272 692,080 685,810 692,080 685,810
- Provisions 17 217,975 123,937 217,975 – –
- Other 18 695,068 695,551 725,682 695,551 725,682

**Total non-current liabilities**

- 1,525,315 1,511,584 1,629,467 1,387,631 1,411,492

**Total liabilities**

- 2,518,804 2,442,864 2,615,969 2,392,471 2,615,969

**Net assets**

- 70,457,257 73,348,258 69,480,559 73,348,258 69,480,559

**EQUITY**

- Reserves 19 27,829,667 30,569,964 27,829,667 30,569,964 27,829,667
- Accumulated funds 19 42,627,590 42,778,294 41,650,892 42,778,294 41,650,892

**Total equity**

- 70,457,257 73,348,258 69,480,559 73,348,258 69,480,559

The accompanying notes form part of these financial statements.
CASH FLOW STATEMENT FOR THE YEAR ENDED 30 JUNE 2007

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CASH FLOWS FROM OPERATING ACTIVITIES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Payments</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employee related</td>
<td>(427,553)</td>
<td>(480,735)</td>
<td>(333,972)</td>
<td>(480,735)</td>
<td>(333,972)</td>
</tr>
<tr>
<td>Grants and subsidies</td>
<td>(11,970)</td>
<td>(67,229)</td>
<td>(10,875)</td>
<td>(67,229)</td>
<td>(10,875)</td>
</tr>
<tr>
<td>Finance costs</td>
<td>(52,391)</td>
<td>(61,755)</td>
<td>(75,511)</td>
<td>(61,755)</td>
<td>(75,511)</td>
</tr>
<tr>
<td>Other</td>
<td>(1,325,312)</td>
<td>(1,364,611)</td>
<td>(1,062,108)</td>
<td>(1,364,611)</td>
<td>(1,062,108)</td>
</tr>
<tr>
<td>Total payments</td>
<td>(1,817,226)</td>
<td>(1,974,330)</td>
<td>(1,482,466)</td>
<td>(1,974,330)</td>
<td>(1,482,466)</td>
</tr>
<tr>
<td>Receipts</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sale of goods and services</td>
<td>254,988</td>
<td>289,137</td>
<td>170,670</td>
<td>289,137</td>
<td>170,670</td>
</tr>
<tr>
<td>Interest</td>
<td>3055</td>
<td>10,486</td>
<td>2541</td>
<td>10,486</td>
<td>2541</td>
</tr>
<tr>
<td>Other</td>
<td>241,455</td>
<td>306,824</td>
<td>83,314</td>
<td>306,824</td>
<td>83,314</td>
</tr>
<tr>
<td>Total receipts</td>
<td>499,188</td>
<td>606,447</td>
<td>256,525</td>
<td>606,447</td>
<td>256,525</td>
</tr>
<tr>
<td>Cash flows from government</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recurrent appropriation</td>
<td>1,412,889</td>
<td>1,421,070</td>
<td>1,475,806</td>
<td>1,421,070</td>
<td>1,475,806</td>
</tr>
<tr>
<td>Capital appropriation</td>
<td>1,524,912</td>
<td>1,512,310</td>
<td>1,037,323</td>
<td>1,512,310</td>
<td>1,037,323</td>
</tr>
<tr>
<td>Net cash flows from government</td>
<td>2,937,801</td>
<td>2,933,380</td>
<td>2,513,129</td>
<td>2,933,380</td>
<td>2,513,129</td>
</tr>
<tr>
<td>NET CASH FLOWS FROM OPERATING ACTIVITIES</td>
<td>1,619,763</td>
<td>1,565,497</td>
<td>1,287,188</td>
<td>1,565,497</td>
<td>1,287,188</td>
</tr>
<tr>
<td>CASH FLOWS FROM INVESTING ACTIVITIES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proceeds from sale of land and buildings, plant and equipment and infrastructure systems</td>
<td>23,102</td>
<td>29,400</td>
<td>49,704</td>
<td>29,400</td>
<td>49,704</td>
</tr>
<tr>
<td>Advance repayments received</td>
<td>9,233</td>
<td>–</td>
<td>19,163</td>
<td>–</td>
<td>19,163</td>
</tr>
<tr>
<td>Purchases of land and buildings, plant and equipment and infrastructure systems</td>
<td>(1,608,225)</td>
<td>(1,552,139)</td>
<td>(1,420,670)</td>
<td>(1,552,139)</td>
<td>(1,420,670)</td>
</tr>
<tr>
<td>Advances made</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>Other</td>
<td>(2,923)</td>
<td>(92)</td>
<td>(92)</td>
<td>(92)</td>
<td>(92)</td>
</tr>
<tr>
<td>NET CASH FLOWS FROM INVESTING ACTIVITIES</td>
<td>(1,575,890)</td>
<td>(1,322,831)</td>
<td>(1,351,803)</td>
<td>(1,322,831)</td>
<td>(1,351,803)</td>
</tr>
<tr>
<td>CASH FLOWS FROM FINANCING ACTIVITIES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proceeds from borrowings and advances</td>
<td>8290</td>
<td>8290</td>
<td>21,900</td>
<td>8290</td>
<td>21,900</td>
</tr>
<tr>
<td>Repayment of borrowings and advances</td>
<td>(83,431)</td>
<td>(363)</td>
<td>–</td>
<td>(363)</td>
<td>–</td>
</tr>
<tr>
<td>NET CASH FLOWS FROM FINANCING ACTIVITIES</td>
<td>(75,143)</td>
<td>7927</td>
<td>21,900</td>
<td>7927</td>
<td>21,900</td>
</tr>
<tr>
<td>NET INCREASE /(DECREASE) IN CASH</td>
<td>(31,270)</td>
<td>50,593</td>
<td>(42,715)</td>
<td>50,593</td>
<td>(42,715)</td>
</tr>
<tr>
<td>Opening cash and cash equivalents</td>
<td>142,519</td>
<td>142,549</td>
<td>185,264</td>
<td>142,549</td>
<td>185,264</td>
</tr>
<tr>
<td>CLOSING CASH AND CASH EQUIVALENTS</td>
<td>111,249</td>
<td>193,142</td>
<td>142,549</td>
<td>193,142</td>
<td>142,549</td>
</tr>
</tbody>
</table>

The accompanying notes form part of these financial statements.

PROGRAM STATEMENT EXPENSES AND REVENUES FOR THE YEAR ENDED 30 JUNE 2007

<table>
<thead>
<tr>
<th>Notes</th>
<th>Road development *</th>
<th>Road management</th>
<th>Road use</th>
<th>Cashback Scheme</th>
<th>Not attributable</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expenses excluding losses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating expenses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>– Employee related</td>
<td>3424</td>
<td>3508</td>
<td>245,917</td>
<td>251,605</td>
<td>77,141</td>
<td>78,935</td>
</tr>
<tr>
<td>– Other operating expenses</td>
<td>170,972</td>
<td>142,406</td>
<td>59,976</td>
<td>50,214</td>
<td>86,777</td>
<td>68,174</td>
</tr>
<tr>
<td>– Maintenance</td>
<td>–</td>
<td>–</td>
<td>687,444</td>
<td>680,258</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>– Depreciation and amortisation</td>
<td>75,716</td>
<td>681,572</td>
<td>791</td>
<td>683</td>
<td>915,871</td>
<td>871,414</td>
</tr>
<tr>
<td>– Grants and subsidies</td>
<td>–</td>
<td>–</td>
<td>10,119</td>
<td>10,875</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>– Finance costs</td>
<td>60,191</td>
<td>65,081</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>NET EXPENDITURE/(REVENUE) FOR THE YEAR</td>
<td>846,479</td>
<td>792,588</td>
<td>885,263</td>
<td>887,247</td>
<td>37,353</td>
<td>872,04</td>
</tr>
<tr>
<td>– Not attributable</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>NET EXPENDITURE/(REVENUE) FOR THE YEAR</td>
<td>846,479</td>
<td>792,588</td>
<td>885,263</td>
<td>887,247</td>
<td>37,353</td>
<td>872,04</td>
</tr>
</tbody>
</table>
| *** Appropriations are made on an agency basis and not to individual programs. Consequently, government contributions are included in the 'Not attributable' column. ***

The description and objectives of each program are summarised in note 8.

FINANCIAL STATEMENTS – RTA Annual Report 2007
The summary of compliance is based on the assumption that consolidated fund moneys are spent first. Consolidated funding for the RTA’s Road Program is classified as recurrent and capital appropriation based upon the way in which the appropriations are expended. The program, as part of its appropriation, receives all the revenue from motor vehicle taxes in accordance with the Motor Vehicle Taxation Act, with the level of the funds from the motor vehicle taxes not known until 30 June each year.

The Roads and Traffic Authority (RTA), as a reporting entity comprising all the entities under its control, namely the Roads and Traffic Authority Division of the Government Service of New South Wales, is responsible for:

- Testing and licensing drivers and registering and inspecting vehicles.
- Managing road usage to achieve consistent travel times, particularly during peak periods, by reducing congestion delays and helping the community use the road system more effectively.
- Improving road safety by encouraging better road user behaviour, ensuring compliance with regulations, improving roads and enhancing vehicle standards.
- Arterial road development, construction and maintenance, to meet community, environmental, regulatory and economic needs.
- Administration of the M4/M5 Cashback Scheme.

The RTA is a NSW Government department. The reporting entity is consolidated as part of the NSW Total State Sector Accounts, except in regard to the reporting of Land Under Roads. The RTA is a not-for-profit reporting entity for accounting purposes and it has no cash generating units. These financial statements have been authorised for issue by the Audit and Risk Committee on 3 October 2007.

### (b) Basis of preparation

The RTA’s financial statements are a general purpose financial report which has been prepared in accordance with:

- Applicable Accounting Standards and interpretations (which include Australian equivalents to International Financial Reporting Standards) and in particular Australian Accounting Standard AAS31 Financial Reporting by Governments.
- The requirements of the Public Finance and Audit Act 1983 and regulation.
- The Financial Reporting Directions published in the Financial Reporting Code (FRC) for Budget Dependent General Government Sector Agencies or issued by the Treasurer under Section 9(2)(a) of the Act.

In the event of any inconsistency between accounting standards and legislative requirements, the latter are given precedence.

### (c) New Accounting Standards and Interpretation

The RTA did not early adopt any new accounting standards that are not yet effective.

Certain new accounting standards and interpretations have been published that are not mandatory for 30 June 2007 reporting periods. The following new Accounting Standards and Interpretations have not yet been adopted and are not yet effective:

- AASB 2 Share Based Payment (1 March 2007)
- AASB 7 Financial Instruments: Disclosure (1 January 2007) & AASB 2005-10 Amendments to Australian Accounting Standards (1 January 2007)
- AASB 8 Operating Segments (1 January 2009) & 2007-3 Amendments to Australian Accounting Standards from AASB 8 (1 January 2009)
- AASB 101 Presentation of Financial Statements (1 January 2007)
- AASB 123 Borrowing Costs (1 January 2009) & 2007-6 Amendments to Australian Accounting Standards arising from AASB 123 (1 January 2009)
- 2007-4 Amendments to Australian Accounting Standards arising from ED 151 and Other Amendments (1 July 2007)
- 2007-5 Amendments to Australian Accounting Standard – Inventories Held for Distribution by Not-for-Profit Entities (1 July 2007)
The superannuation expense for the financial year is determined as follows:

(i) Insurance

The RTA’s insurance activities are conducted through the NSW Treasury Managed Fund Scheme of self insurance scheme for government agencies. The expense (premium) is determined by the Fund Manager based on past experience. CTP Insurance is utilised to cover the RTA against liability in respect of all ordinary general liability claims, and does not give rise to a liability as it is not considered probable that sick leave taken in the future will be greater than the benefits accrued in the future.

(ii) Rental income

Rental income is recognised as revenue on an accruals basis in accordance with AASB17 Leases on a straight-line basis over the lease term.

(iv) Investment income

Interest revenue is recognised using the effective interest method as set out in AASB 19 Financial Instruments: Recognition and Measurement.

(v) Gains and losses (in the Operating Statement)

Gains and losses generally arise from adjustments to the market value of assets and liabilities. They include gains and losses on asset disposals and fair value adjustments to physical and financial assets, and to derivative assets.

(vi) Emerging interests in private sector provided infrastructure (PSPI) projects

The value of the emerging right to receive the PSPI asset is treated as the compound value of an annuity that accumulates as a series of equal annual receipts together with a calculated notional compound interest. The discount rate used is the NSW 10 year Government bond at the commencement of the concession period.

(vii) Amortisation of deferred revenue on PSPI projects

Reimbursement of development costs in the form of up front cash payments are treated as deferred revenue with an annual amortisation amount recognised over the life of the concession period.

The consolidated entity consists of the parent RTA entity and the Division. At the consolidated reporting level all transactions and balances between the RTA and the Division have been eliminated.

Admittedly, it is often not possible to introduce sufficient controls to enable the separation of revenue on a basis relative to the contract period.

The interest revenue is recognised using the effective interest method as set out in AASB 19 Financial Instruments: Recognition and Measurement.

The other provisions exist when the agency has a present legal or constructive obligation as a result of a past event, it is probable that an outflow of resources will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation.

The gains and losses generally arise from adjustments to the market value of assets and liabilities. They include gains and losses on asset disposals and fair value adjustments to physical and financial assets, and to derivative assets.

The financial report has been consolidated in accordance with Australian Accounting Standard AASB 127 ‘Consolidated and Separate Financial Statements’ and includes the assets, liabilities, equities, revenues and expenses of the RTA including those entities controlled by the RTA.

The consolidation process involves eliminating transactions and balances within the group entities, and the fair valuation of certain assets and liabilities.

The financial statements of the RTA, as of the date of the report, are presented in accordance with the following standards:

- Interpretation 1 Determining whether an Arrangement contains a Lease (1 January 2008)
- Interpretation 10 Interim Financial Reporting and Impairment (1 November 2006)
- Interpretation 11 Group and Treasury Share Transactions (1 March 2007) & AASB 2007-1 Amendments to Australian Accounting Standards arising from AASB Interpretation 11 (1 March 2007)
- Interpretation 12 Service Concession Arrangements (1 January 2008) & AASB 2007-2 Amendments to Australian Accounting Standards arising from AASB Interpretation 12 (1 January 2008)
- Interpretation 129 Service Concession Arrangements: Disclosures (1 January 2008)

It is considered that the adoption of these Standards and Interpretations in future periods will have no material financial impact on the financial statements of the RTA.

(d) Principles of consolidation

This financial report has been consolidated in accordance with Australian Accounting Standard AASB 127 ‘Consolidated and Separate Financial Statements’ and includes the assets, liabilities, equities, revenues and expenses of the RTA including those entities controlled by the RTA.

The value of the emerging right to receive the PSPI asset is treated as the compound value of an annuity that accumulates as a series of equal annual receipts together with a calculated notional compound interest. The discount rate used is the NSW 10 year Government bond at the commencement of the concession period.

The value of the emerging right to receive the PSPI asset is treated as the compound value of an annuity that accumulates as a series of equal annual receipts together with a calculated notional compound interest. The discount rate used is the NSW 10 year Government bond at the commencement of the concession period.

The gains and losses generally arise from adjustments to the market value of assets and liabilities. They include gains and losses on asset disposals and fair value adjustments to physical and financial assets, and to derivative assets.

The financial report has been prepared in accordance with the following standards:

- Interpretation 4 Determining whether an Arrangement contains a Lease (1 January 2008)
- Interpretation 10 Interim Financial Reporting and Impairment (1 November 2006)
- Interpretation 1 Interim Financial Reporting and Impairment (1 November 2006)
- Interpretation 11 Group and Treasury Share Transactions (1 March 2007) & AASB 2007-1 Amendments to Australian Accounting Standards arising from AASB Interpretation 11 (1 March 2007)
- Interpretation 12 Service Concession Arrangements (1 January 2008) & AASB 2007-2 Amendments to Australian Accounting Standards arising from AASB Interpretation 12 (1 January 2008)
- Interpretation 129 Service Concession Arrangements: Disclosures (1 January 2008)

It is considered that the adoption of these Standards and Interpretations in future periods will have no material financial impact on the financial statements of the RTA.

(d) Principles of consolidation

This financial report has been consolidated in accordance with Australian Accounting Standard AASB 127 ‘Consolidated and Separate Financial Statements’ and includes the assets, liabilities, equities, revenues and expenses of the RTA including those entities controlled by the RTA.

The value of the emerging right to receive the PSPI asset is treated as the compound value of an annuity that accumulates as a series of equal annual receipts together with a calculated notional compound interest. The discount rate used is the NSW 10 year Government bond at the commencement of the concession period.

The gains and losses generally arise from adjustments to the market value of assets and liabilities. They include gains and losses on asset disposals and fair value adjustments to physical and financial assets, and to derivative assets.

The financial report has been consolidated in accordance with Australian Accounting Standard AASB 127 ‘Consolidated and Separate Financial Statements’ and includes the assets, liabilities, equities, revenues and expenses of the RTA including those entities controlled by the RTA.

The value of the emerging right to receive the PSPI asset is treated as the compound value of an annuity that accumulates as a series of equal annual receipts together with a calculated notional compound interest. The discount rate used is the NSW 10 year Government bond at the commencement of the concession period.

The gains and losses generally arise from adjustments to the market value of assets and liabilities. They include gains and losses on asset disposals and fair value adjustments to physical and financial assets, and to derivative assets.
When revaluing non-current assets by reference to current prices for assets newer than those being revalued (adjusted to reflect the present condition of the assets), the gross amount and the related accumulated depreciation are separately restated. Otherwise, any balances of accumulated depreciation existing at the revaluation date in respect of those assets are credited to the asset accounts to which they relate. The net asset accounts are then increased or decreased by the revaluation increments or decrements.

Revaluation increments are credited directly to the asset revaluation reserve, except that, to the extent that an increment reverses a revaluation decrement in respect of that class of asset previously recognised as an expense in the surplus/deficit, the increment is recognised immediately as revenue in the surplus/deficit.

Revaluation decrements are recognised immediately as expenses in the surplus/deficit, except that, to the extent that a credit balance exists in the asset revaluation reserve in respect of the same class of assets, they are debited directly to the asset revaluation reserve.

As a not-for-profit entity, revaluation increments and decrements are initially recognised as assets and revenues at their fair value at the date of acquisition.

As a not-for-profit entity with no cash-generating units, the RTA is effectively exempted from AASB 136 Impairment of Assets and impairment testing. This is because AASB 136 modifies the treatment of revaluation increments and decrements in the asset revaluation reserve.

(ii) Impairment of property, plant and equipment

As a not-for-profit entity with no cash-generating units, the RTA is effectively exempted from AASB 136 Impairment of Assets and impairment testing. This is because AASB 136 modifies the treatment of revaluation increments and decrements in the asset revaluation reserve.

(iii) Land and buildings

Land and buildings are not subject to depreciation. For land, the RTA uses the service life of the land and buildings to determine the revaluation date. For buildings, the RTA uses the service life of the building to determine the revaluation date. The RTA revalues each class of property, plant and equipment at least every five years or with sufficient regularity to ensure the carrying amount of each asset in the class does not differ materially from its fair value at the reporting date.

Non-specialised assets with short useful lives are measured at depreciated historical cost, as a surrogative for fair value.

When revaluing non-current assets by reference to current prices for assets newer than those being revalued (adjusted to reflect the present condition of the assets), the gross amount and the related accumulated depreciation are separately restated. Otherwise, any balances of accumulated depreciation existing at the revaluation date in respect of those assets are credited to the asset accounts to which they relate. The net asset accounts are then increased or decreased by the revaluation increments or decrements.

Revaluation increments are credited directly to the asset revaluation reserve, except that, to the extent that an increment reverses a revaluation decrement in respect of that class of asset previously recognised as an expense in the surplus/deficit, the increment is recognised immediately as revenue in the surplus/deficit.

Revaluation decrements are recognised immediately as expenses in the surplus/deficit, except that, to the extent that a credit balance exists in the asset revaluation reserve in respect of the same class of assets, they are debited directly to the asset revaluation reserve.

As a not-for-profit entity, revaluation increments and decrements are generally disposed of.

Where an asset has been previously revalued it is disposed of by revaluation. Where such properties are rented, they are valued at the rental payment amount.

Land and buildings in service, works administration properties, officers’ residences.

Land and buildings acquired for future roadworks. Rentable or surplus properties.

Leasehold improvements (Minimum capital value $10,000).

The carrying amount is considered to reflect the fair value of these assets. Depreciation and valuation policies in respect of operational assets are subject to annual review.

(i) Plant equipment and intangible assets

Plant, equipment and vehicles (Minimum capital value $10,000).

Carrying amount

Depreciated on the straight line method over the estimated useful life of between five and 20 years.

Computer hardware and intangible assets (Minimum capital value of $1000 and $10,000 respectively).

Carrying amount

Depreciated/amortised on the straight line method over the estimated useful life of between three and 10 years.

Electronic office equipment (Minimum capital value $10,000).

Carrying amount

Depreciated on the straight line method over the estimated useful life of 10 years.

(iii) Land and buildings

Land and buildings in service.

Works administration properties.

Officers’ residences.

Land and buildings acquired for future roadworks. Rentable or surplus properties.

Leasehold improvements (Minimum capital value $10,000).

Writing down historic cost/revalued amount.

Amortised over the period of the lease, or the useful life of the improvement to the RTA, whichever is shorter.

Included in the value of land and buildings in service is an amount of $12,831 million (in 2005–06 it was $12,831 million) for buildings on Crown land. As the RTA effectively control this Crown land, it has included in the RTA’s balance sheet. Should such Crown land be transferred or disposed of, associated buildings are written off in the year the transfer or disposal takes place.

The RTA’s land and buildings are valued by registered valuers. Land and buildings acquired for future roadworks comprises unoccupied land for which it is revalued annually and rental properties and surplus properties which are revalued progressively within a three-year timeframe. The selection of assets within land and buildings acquired for future roadworks to be revalued in each reporting period within the current progressive revaluation is made by reference to the asset’s acquisition date or previous revaluation date, to ensure each asset is revalued in the three-year progressive revaluation timeframe. To accord with the disclosure requirements of AASB 116 Property Plant and Equipment regarding progressive revaluations, the aggregate carrying amount of land and buildings acquired for future roadworks comprises:

Commencement date of the current progressive revaluation – 1 July 2005

Completion date of the current progressive revaluation – 30 June 2008
Road assets are depreciated on the straight-line basis in accordance with AASB 116 Property, Plant and Equipment. The road assets are considered to consist of two components, pavement and non-pavement (comprising earthworks and road furniture), each with a corresponding useful service life. Depreciation is calculated for each of the current 18,000 (approximately) road management segments and aggregated for each road and pavement type. Bridge assets are assessed by bridge type and depreciation is calculated on a straight-line basis.

The respective provisions for depreciation of infrastructure assets recognise the total accumulated depreciation of those assets on a straight-line basis over the assessed useful life of those assets as at the end of the financial year.

(v) Intangible assets

The RTA recognises intangible assets only if it is probable that future economic benefits will flow to the RTA and the cost of the asset can be measured reliably. Intangible assets are measured initially at cost. Where an asset is acquired at no or nominal cost, the cost is its fair value as at the date of acquisition.

Intangible assets are subsequently measured at fair value only if there is an active market. If there is no active market, the assets are carried at cost less any accumulated amortisation.

Intangible assets are tested for impairment where an indicator of impairment exists and in the case of intangible assets with finite lives, the determination of unit replacement rates for road, bridge and traffic control signal infrastructure valuations is carried out at least every five years by suitably qualified engineering contractors and employees of the RTA.

Assets are recorded initially at construction cost and the annual percentage increase in the Road Cost Index (RCI) is applied each year until the following unit replacement review is undertaken. Subsequent to the review, infrastructure is valued using the unit replacement rates, adjusted by the RCI as applicable, except for Traffic Control Network.

In respect of land under roads and within road reserves, for 2006–07 valuations were calculated using the average rateable value per hectare Local Government Area (LGA). The distinction was made between urban and rural areas, by reference to the general land classification profile within each LGA. In 2006–07 the data was provided by the Local Government Grants Commission and the Valuer General, on which the valuations of average rateable value are ordinarily based.

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

Accounting Standard AASB 116 Property, Plant and Equipment outlines factors to be considered in assessing the useful life of an asset for depreciation purposes. These factors include wear and tear from physical use and technological and commercial obsolescence.

The RTA, being responsible for the development and management of the State’s road network, has recognised the control aspect of some infrastructure assets and the ownership of other infrastructure assets when formulating policy in respect of the valuation and reporting of infrastructure. Roads, bridges and traffic signals are initially brought to account at cost.

The valuation policies provide for roads, bridges and the traffic signal network, to be recognised periodically using the modern equivalent replacement cost method. The traffic signal control network including variable message signage is valued at written down historic cost. Each road is assigned a value which equates to the cost of replacing that road to a modern equivalent asset and discounting the estimated value of modern features, such as noise walls, not present in the existing asset. In the case of bridges, such replacement cost is the cost to construct a new bridge to the modern standard. High value bridges are valued on an individual basis. The replacement cost of the traffic control network is based on the current cost to replace the SCATS system computers and peripherals. The replacement cost of the traffic signal network is the cost to reconstruct each site, using the number and current cost of lanterns and electronic controllers at each site as the major components to determine the replacement cost.

The determination of unit replacement rates for road, bridge and traffic control signal infrastructure valuations is carried out at least every five years by suitably qualified engineering contractors and employees of the RTA.

The average rateable value per hectare of urban and rural areas within each Local Government Area (LGA). The distinction made between urban and rural areas was determined by reference to the general land classification profile within each LGA. No depreciation applied as land does not have a limited useful life.
The cost of inventories acquired at no cost or for nominal consideration is the current replacement cost as at the date of acquisition. Current replacement cost is the cost the agency would incur to acquire the asset on the reporting date. Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

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

The estimated cost of dismantling and removing an asset and restoring the site is included in the cost of an asset, to the extent it is recognised as a liability.

The RTA has elected not to restate comparative information for financial instruments within the scope of AASB 132 Financial Instruments: Disclosure and Presentation and AASB 139 Financial Instruments: Recognition and Measurement, as permitted on the first time adoption of AIEFRS. The accounting policies applied to accounting for financial instruments in the current financial year are detailed in notes 12(b)(i). The following accounting policies were applied to accounting for financial instruments in the comparative financial year.

Other financial assets consist of non-derivative financial assets which are not valued at fair value either because they are not intended to be held to maturity. These assets are initially recognised at cost. All financial assets except those measured at fair value through the operating statement are subject to annual review for impairment. Changes are accounted for in the operating statement when impaired, derecognised or through an amortisation process.

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

Inventories Inventories held for distribution are stated at the lower of cost and current replacement cost. Inventories (other than those held for distribution) are stated at the lower of cost and net realisable value. Cost is calculated using the weighted average cost or ‘first in first out’ method. Inventories consist mainly of raw materials and supplies used for the construction and maintenance of roads, bridges and traffic signals.
2. EXPENSES EXCLUDING LOSSES

The RTA capitalises a significant portion or expenditure, including employee related costs and depreciation to infrastructure systems.

(a) Employee related expenses

Employee related expenses comprise the following specific items:

<table>
<thead>
<tr>
<th>Item</th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Salaries and wages (including recreation leave)</td>
<td>325,563</td>
<td>317,235</td>
</tr>
<tr>
<td>Skill hire contractors</td>
<td>44,924</td>
<td>61,623</td>
</tr>
<tr>
<td>Long service leave</td>
<td>(4797)</td>
<td>14,630</td>
</tr>
<tr>
<td>Superannuation – defined benefit plan</td>
<td>(109,256)</td>
<td>(141,756)</td>
</tr>
<tr>
<td>Superannuation – defined contribution</td>
<td>15,771</td>
<td>34,725</td>
</tr>
<tr>
<td>Workers compensation insurance</td>
<td>4113</td>
<td>7834</td>
</tr>
<tr>
<td>Payroll tax and fringe benefits tax</td>
<td>25,041</td>
<td>33,560</td>
</tr>
<tr>
<td>Personnel services</td>
<td>–</td>
<td>281,558</td>
</tr>
<tr>
<td>Redundancy</td>
<td>6848</td>
<td>6197</td>
</tr>
<tr>
<td>Other</td>
<td>18,275</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>326,482</td>
<td>334,048</td>
</tr>
</tbody>
</table>

Allocations of employee related expenses to programs

– Capitalised to infrastructure
  201,247  153,476  201,247  153,476

– Operating programs (including maintenance)
  326,482  334,048  326,482  334,048

527,729  487,524  527,729  487,524

(b) Other operating expenses

(i) Consultants and other contractors

Consultants and other contractors $47,387  98,464  $47,387  98,464

(ii) Fleet hire and lease charges

Fleet hire and lease charges $52,139  76,108  $52,139  76,108

(iii) M4/M5 Cashback refund

M4/M5 Cashback refund $87,024  77,336  $87,024  77,336

(iv) Data processing

Data processing $50,810  48,434  $50,810  48,434

(v) Advertising

Advertising $21,466  20,095  $21,466  20,095

(vi) Payments to councils and ext. bodies

Payments to councils and ext. bodies $83,316  26,674  $83,316  26,674

(vii) Other

Other $141,786  204,152  $141,786  204,152

(viii) Contract payments

Contract payments $235,667  1,070,271  $235,667  1,070,271

(ix) Capitalisation

Capitalisation $(315,726)  $(1,283,404)  $(315,726)  $(1,283,404)

403,869  338,130  403,869  338,130

(iii) Auditor’s remuneration

During 2006–07 an expense of $0.578 million (2005–06 – $0.556 million), excluding GST, was incurred for the audit of the financial statements by The Audit Office of NSW.

(iii) Cost of sales


(iv) Bad and doubtful debts

The bad and doubtful debts expense for 2006–07 was credited with $0.380 million (2005–06 – an expense of $0.913 million).

(v) Operating lease rental expense

<table>
<thead>
<tr>
<th>Item</th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Property</td>
<td>24,568</td>
<td>24,418</td>
</tr>
<tr>
<td>IT equipment</td>
<td>40,151</td>
<td>41,208</td>
</tr>
<tr>
<td>Light motor vehicles</td>
<td>29,122</td>
<td>27,206</td>
</tr>
<tr>
<td>Heavy motor vehicles</td>
<td>967</td>
<td>745</td>
</tr>
<tr>
<td></td>
<td>94,808</td>
<td>93,577</td>
</tr>
</tbody>
</table>
(vii) Infrastructure maintenance

Maintenance expenditure relates to the maintenance of roads, bridges and the traffic signal control network and includes employee-related costs. Major reconstruction of road segments are capitalised and as such are not charged against maintenance expenditure. The RTA capitalised $105.190 million of such works (2005–06 – $143.304 million).

The RTA expended $13.459 million in 2006–07 (2005–06 – $42.339 million) on natural disaster restoration works from State funds. The total cost of natural disaster restoration work in 2006–07 was $13.459 million (2005–06 – $42.339 million), which was included as part of maintenance expenditure.

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance expense excluding employee related</td>
<td>$469,337</td>
<td>$518,467</td>
</tr>
<tr>
<td>Maintenance related employee expenses</td>
<td>$218,507</td>
<td>$161,791</td>
</tr>
<tr>
<td><strong>Total maintenance expenses in operating statement</strong></td>
<td>$687,844</td>
<td>$680,258</td>
</tr>
</tbody>
</table>

(c) Depreciation and amortisation

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Depreciation raised against operational and property assets (excludes depreciation capitalised as infrastructure)</td>
<td>$16,353</td>
<td>$22,894</td>
</tr>
<tr>
<td>Depreciation raised against infrastructure</td>
<td>$753,094</td>
<td>$669,456</td>
</tr>
<tr>
<td>Amortisation of intangible assets</td>
<td>$4623</td>
<td>$4768</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$774,070</td>
<td>$697,118</td>
</tr>
</tbody>
</table>

In addition, operational assets and intangible assets were written down by $8.212 million in 2006–07 (2005–06 was $5.931 million)

(d) Grants and subsidies

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grants under road safety program</td>
<td>$10,119</td>
<td>$10,875</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$10,119</td>
<td>$10,875</td>
</tr>
</tbody>
</table>

(e) Finance costs

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interest</td>
<td>$52,626</td>
<td>$54,955</td>
</tr>
<tr>
<td>Debt guarantee</td>
<td>$3000</td>
<td>$3000</td>
</tr>
<tr>
<td>Other</td>
<td>$4565</td>
<td>$7126</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$60,191</td>
<td>$65,081</td>
</tr>
</tbody>
</table>

3. REVENUE

(a) Sale of goods and services

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sale of goods</td>
<td>$66,842</td>
<td>$57,795</td>
</tr>
<tr>
<td>Rendering of services</td>
<td>$13,210</td>
<td>$12,533</td>
</tr>
<tr>
<td>Toll revenue (Sydney Harbour Bridge)</td>
<td>$83,832</td>
<td>$84,316</td>
</tr>
<tr>
<td>Heavy vehicle permit fees</td>
<td>$1078</td>
<td>$1049</td>
</tr>
<tr>
<td>Sanction fees payable under the Fines Act</td>
<td>$715</td>
<td>$7303</td>
</tr>
<tr>
<td>Rental income</td>
<td>$20,073</td>
<td>$19,731</td>
</tr>
<tr>
<td>Works and services</td>
<td>$50,514</td>
<td>$46,539</td>
</tr>
<tr>
<td>Advertising</td>
<td>$8589</td>
<td>$325</td>
</tr>
<tr>
<td>Fees for services</td>
<td>$30,534</td>
<td>$30,522</td>
</tr>
<tr>
<td>Publications</td>
<td>$6524</td>
<td>$6006</td>
</tr>
<tr>
<td>Miscellaneous services</td>
<td>$7981</td>
<td>$5767</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$296,292</td>
<td>$274,813</td>
</tr>
</tbody>
</table>

(b) Investment income

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interest</td>
<td>$200</td>
<td>$100</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$200</td>
<td>$100</td>
</tr>
</tbody>
</table>

(c) Grants and contributions

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>NSW Government agencies</td>
<td>$28,628</td>
<td>$21,300</td>
</tr>
<tr>
<td>– Ministry of Transport</td>
<td>$4154</td>
<td>$14,626</td>
</tr>
<tr>
<td>Local government</td>
<td>$6747</td>
<td>$6078</td>
</tr>
<tr>
<td>Other government agencies</td>
<td>$9194</td>
<td>$12,151</td>
</tr>
<tr>
<td>Private firms and individuals</td>
<td>$6265</td>
<td>$7127</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$54,988</td>
<td>$61,272</td>
</tr>
</tbody>
</table>
### 4. GAINS/(LOSSES) ON DISPOSAL

#### (a) Gain/(loss) on disposal

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gain on sale of property, plant and equipment</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Proceeds from sale</td>
<td>27,004</td>
<td>41,188</td>
</tr>
<tr>
<td>Written down value of assets sold</td>
<td>(23,667)</td>
<td>(25,011)</td>
</tr>
<tr>
<td>Net gain on sale of non-current assets</td>
<td>$3,337</td>
<td>$16,177</td>
</tr>
</tbody>
</table>

#### (b) Other gains/(losses)

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bad / doubtful debt expense</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Bad debts written off</td>
<td>194</td>
<td>194</td>
</tr>
<tr>
<td>Written down value of infrastructure assets written off (note 7(b))</td>
<td>(88,900)</td>
<td>(77,219)</td>
</tr>
<tr>
<td>Total other gains/(losses)</td>
<td>(89,054)</td>
<td>(76,677)</td>
</tr>
</tbody>
</table>

### 5. CONDITIONS ON CONTRIBUTIONS

Contributions received during 2006–07 were recognised as revenue during the financial year and were expended in that period with no balance of those funds available at 30 June 2007.

### 6. APPROPRIATIONS

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recurrent appropriation</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Total recurrent drawdowns from Treasury (per Summary of Compliance)</td>
<td>1,449,120</td>
<td>1,503,856</td>
</tr>
<tr>
<td>Less: Liability to consolidated fund (per Summary of Compliance)</td>
<td>(28,050)</td>
<td>(28,050)</td>
</tr>
<tr>
<td>Total recurrent drawdowns from Treasury</td>
<td>1,449,120</td>
<td>1,475,806</td>
</tr>
</tbody>
</table>

### 7. INDIVIDUALLY SIGNIFICANT ITEMS

#### (a) Superannuation expense

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Decrease)/increase in superannuation expense due to tax, actuarial and interest adjustments</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>(Decrease)/increase in superannuation expense</td>
<td>(109,256)</td>
<td>(141,757)</td>
</tr>
</tbody>
</table>

#### (b) Write-down of infrastructure assets

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure assets written down</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Roads</td>
<td>88,900</td>
<td>76,884</td>
</tr>
<tr>
<td>Bridges</td>
<td>30,414</td>
<td>13,868</td>
</tr>
<tr>
<td>Traffic signals network</td>
<td>276</td>
<td>83</td>
</tr>
<tr>
<td>Traffic control network</td>
<td>(470)</td>
<td>45</td>
</tr>
<tr>
<td>Total other gains/(losses)</td>
<td>(89,054)</td>
<td>(76,677)</td>
</tr>
</tbody>
</table>
8. PROGRAMS/ACTIVITIES OF THE AGENCY

(a) Road development
Description: Planning, designing, scheduling and organising the development of road and bridge works.
Objectives: To develop the State's road network focusing on strategic routes to promote economic growth, improve road safety, encourage greater use of public transport and meet environmental targets.

(b) Road management
Description: Manage the primary arterial road network infrastructure as a long-term renewable asset through a program of maintenance and reconstruction works. Provide financial assistance grants to local government to assist councils' manage the secondary arterial road network. Manage the provision of disaster repairs for public roads.
Objectives: To maintain the RTA's roads and bridges to ensure reliability, safety and retained value. Support Councils' management of the secondary arterial road network.

(c) Road user
Description: Implementing initiatives to increase safe road use behaviour, ensure that drivers and cyclists are eligible and competent, ensure that vehicles meet roadworthiness and emission standards, and ensure that a high standard of customer service is maintained.
Improving road network performance through traffic control systems, managing incidents and route management strategies. Providing priority access for buses, improving facilities for cyclists and pedestrians and maintaining traffic facility assets.
Objectives: To reduce the trauma and cost to the community of road deaths and injuries. To reduce adverse impacts of vehicles on roads and the environment. To ensure compliance with driver licensing and vehicle registration requirements.
To maximise the efficiency of moving people and goods by better managing the road network and encouraging the use of alternatives to the motor car.

(d) M4 / M5 Cashback Scheme
Description: Reimbursing motorists directly for the toll component paid using electronic tags on the M4 and M5 motorways when driving NSW privately registered motor vehicles.
Objectives: To reimburse tolls to motorists driving NSW privately registered motor vehicles on the M4 and M5 Motorways.

9. CURRENT ASSETS – CASH AND CASH EQUIVALENTS

For the purposes of the cash flow statement, cash and cash equivalents include all the above categories of cash and cash equivalents. Cash and cash equivalent assets recognised in the balance sheet are reconciled at the end of the financial year to the cash flow statement as follows:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash and cash equivalents (per balance sheet)</td>
<td>193,142</td>
<td>142,549</td>
<td>193,142</td>
<td>142,549</td>
</tr>
<tr>
<td>Closing cash and cash equivalents (per cash flow statement)</td>
<td>193,142</td>
<td>142,549</td>
<td>193,142</td>
<td>142,549</td>
</tr>
</tbody>
</table>

10. CURRENT ASSETS / NON-CURRENT ASSETS – RECEIVABLES

(a) Current

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Sale of goods and services (i)</td>
<td>23,122</td>
<td>31,153</td>
<td>23,122</td>
<td>31,153</td>
</tr>
<tr>
<td>Goods and services tax – claimable from the Commonwealth</td>
<td>21,179</td>
<td>19,422</td>
<td>21,179</td>
<td>19,422</td>
</tr>
<tr>
<td>Other (including cost recoveries relating to motor vehicle crash damage to RTA property and road clearing)</td>
<td>3491</td>
<td>2048</td>
<td>3491</td>
<td>2048</td>
</tr>
<tr>
<td>Unissued debtors</td>
<td>36,291</td>
<td>34,411</td>
<td>36,291</td>
<td>34,411</td>
</tr>
<tr>
<td>Dishonoured credit cards</td>
<td>378</td>
<td>394</td>
<td>378</td>
<td>394</td>
</tr>
<tr>
<td>Total current</td>
<td>82,406</td>
<td>84,989</td>
<td>82,406</td>
<td>84,989</td>
</tr>
</tbody>
</table>

The allowances for impairment primarily relate to amounts owing as a result of commercial transactions (for example, debts raised for performance of services or goods) and tenants who vacate premises without notice whilst in arrears.

(i) The average credit period on sales of goods is 35 days. No interest is charged on the trade receivables. An allowance has been made for estimated recoverable amounts from the sale of goods, determined by reference to past default experience. The movement in the allowance of $0.384 million was recognised in the profit or loss for the current financial year.
(b) Other financial assets

<table>
<thead>
<tr>
<th>Non-current financial assets (at amortised cost)</th>
<th>Consolidated</th>
<th>Parent</th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loan to Sydney Harbour Tunnel Company</td>
<td>80,268</td>
<td>75,160</td>
<td>80,268</td>
<td>75,160</td>
</tr>
<tr>
<td>Promissory notes</td>
<td>10,495</td>
<td>8,642</td>
<td>10,495</td>
<td>8,642</td>
</tr>
<tr>
<td></td>
<td><strong>90,763</strong></td>
<td><strong>83,802</strong></td>
<td><strong>90,763</strong></td>
<td><strong>83,802</strong></td>
</tr>
</tbody>
</table>

Repayment of the interest-free $222.6 million Net Bridge Revenue Loan by the Sydney Harbour Tunnel Company is due on 31 December 2022. The loan has been assessed as recoverable as at 30 June 2007 and the receivable is valued using the effective interest method (refer note 1(z)). The loan is considered to be part of the RTA’s interest in the tunnel and, as at 30 June 2007, has been assessed at $80.268 million ($30 June 2006 – $75.160 million).

Promissory notes relate to amounts receivable under the Private Sector Road Toll agreement in respect of the M2 Motorway and the Eastern Distributor. The promissory notes are redeemable at the earlier of the achievement of certain Internal Rate of Return or the end of the respective concession period. The redeemables are valued using the effective interest rate method (refer note 12(b)).

II. NON-CURRENT ASSETS – PROPERTY, PLANT AND EQUIPMENT

(a) Land and buildings – consolidated and parent

<table>
<thead>
<tr>
<th>Land and buildings properties and officer’s residences</th>
<th>Land and buildings acquired for future roadworks</th>
<th>Leasehold improvements</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Works administration properties and officer’s residences</td>
<td>$124,069</td>
<td>2,649,772</td>
<td>18,585</td>
</tr>
<tr>
<td>Additions</td>
<td>–</td>
<td>9473</td>
<td>47,792</td>
</tr>
<tr>
<td>Disposals</td>
<td>–</td>
<td>(2030)</td>
<td>(21,935)</td>
</tr>
<tr>
<td>Reclassifications</td>
<td>(553)</td>
<td>(1,748)</td>
<td>1555</td>
</tr>
<tr>
<td>Adjustments/WIP</td>
<td>–</td>
<td>(64)</td>
<td>–</td>
</tr>
<tr>
<td>Transfer to infrastructure</td>
<td>–</td>
<td>–</td>
<td>(101,481)</td>
</tr>
<tr>
<td>Transfer to assets held for sale</td>
<td>37,786</td>
<td>–</td>
<td>(60,098)</td>
</tr>
<tr>
<td>Revaluations</td>
<td>28,854</td>
<td>404</td>
<td>(96,920)</td>
</tr>
<tr>
<td>Balance 30 June 2007</td>
<td>139,412</td>
<td>130,104</td>
<td>2,518,685</td>
</tr>
</tbody>
</table>

Accumulated depreciation

Balance 1 July 2006 | – | 10,577 | – | 10,103 | 20,680 |
| Depreciation expense | – | 435 | – | 3755 | 4106 |
| Write back on disposal | – | (2071) | – | (6998) | (9069) |
| Transfer on revaluation | – | (4341) | – | – | (4341) |
| Balance 30 June 2007 | – | 8516 | – | 6860 | 15,376 |

Written down value

As at 30 June 2007 | 139,412 | 131,588 | 2,518,685 | 6007 | 2,785,692 |
| As at 1 July 2006 | 73,325 | 113,492 | 2,649,772 | 8482 | 2,845,071 |

Land and buildings for future roadworks comprise unwanted land for road works (average rateable value $1,600 million) surplus properties (market value – $636 million) and rentable properties (market value – $414 million).

A reconciliation of the carrying amount of each class or property, plant and equipment at the beginning and end of the current reporting period is set out below.
### (b) Plant and equipment – consolidated and parent

<table>
<thead>
<tr>
<th></th>
<th>Plant equipment and motor vehicles</th>
<th>Computer hardware and software</th>
<th>Electronic office equipment</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Balance 1 July 2006</td>
<td>191,499</td>
<td>17,308</td>
<td>5234</td>
<td>214,041</td>
</tr>
<tr>
<td>Additions</td>
<td>12,967</td>
<td>4232</td>
<td>53</td>
<td>17,252</td>
</tr>
<tr>
<td>Disposals</td>
<td>(9,729)</td>
<td>(6236)</td>
<td>(1062)</td>
<td>(17,027)</td>
</tr>
<tr>
<td>Transfers to traffic control network</td>
<td>(19,364)</td>
<td>–</td>
<td>(19,364)</td>
<td></td>
</tr>
<tr>
<td>Transfer to infrastructure/recordable items</td>
<td>(2426)</td>
<td>(2)</td>
<td>(2428)</td>
<td></td>
</tr>
<tr>
<td>Balance 30 June 2007</td>
<td>172,947</td>
<td>15,304</td>
<td>4223</td>
<td>192,474</td>
</tr>
</tbody>
</table>

**Accumulated depreciation**

<table>
<thead>
<tr>
<th></th>
<th>$000</th>
<th>$000</th>
<th>$000</th>
<th>$000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Balance 1 July 2006</td>
<td>99,842</td>
<td>9029</td>
<td>4409</td>
<td>113,280</td>
</tr>
<tr>
<td>Depreciation expense</td>
<td>7956</td>
<td>136</td>
<td>155</td>
<td>9,247</td>
</tr>
<tr>
<td>Transfer to traffic control network</td>
<td>(10,569)</td>
<td>–</td>
<td>(10,569)</td>
<td></td>
</tr>
<tr>
<td>Write back on disposal</td>
<td>(8670)</td>
<td>(6167)</td>
<td>(1008)</td>
<td>(15,685)</td>
</tr>
<tr>
<td>Balance 30 June 2007</td>
<td>88,559</td>
<td>2998</td>
<td>3556</td>
<td>95,113</td>
</tr>
</tbody>
</table>

**Written down value**

<table>
<thead>
<tr>
<th></th>
<th>$000</th>
<th>$000</th>
<th>$000</th>
<th>$000</th>
</tr>
</thead>
<tbody>
<tr>
<td>As at 30 June 2007</td>
<td>84,388</td>
<td>12,306</td>
<td>667</td>
<td>97,351</td>
</tr>
<tr>
<td>As at 1 July 2006</td>
<td>91,657</td>
<td>8279</td>
<td>825</td>
<td>100,711</td>
</tr>
</tbody>
</table>

### (c) Infrastructure systems

Infrastructure systems are valued as follows:

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roads – written down replacement cost</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Opening balance – replacement cost</td>
<td>38,060,329</td>
<td>36,244,068</td>
</tr>
<tr>
<td>Additions at cost</td>
<td>927,753</td>
<td>386,713</td>
</tr>
<tr>
<td>Deletions</td>
<td>(206,561)</td>
<td>(95,767)</td>
</tr>
<tr>
<td>RCI and other adjustments</td>
<td>790,107</td>
<td>1,525,315</td>
</tr>
<tr>
<td>Total</td>
<td>39,571,628</td>
<td>38,060,329</td>
</tr>
</tbody>
</table>

Less: accumulated depreciation

<table>
<thead>
<tr>
<th></th>
<th>$000</th>
<th>$000</th>
<th>$000</th>
<th>$000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opening balance</td>
<td>12,217,377</td>
<td>11,680,585</td>
<td>12,217,377</td>
<td>11,680,585</td>
</tr>
<tr>
<td>Write back on deletions</td>
<td>(134,825)</td>
<td>(35,002)</td>
<td>(134,825)</td>
<td>(35,002)</td>
</tr>
<tr>
<td>Current year expense</td>
<td>649,615</td>
<td>587,307</td>
<td>649,615</td>
<td>587,307</td>
</tr>
<tr>
<td>Other adjustments</td>
<td>112,211</td>
<td>(15,513)</td>
<td>112,211</td>
<td>(15,513)</td>
</tr>
<tr>
<td>Total</td>
<td>12,844,378</td>
<td>12,217,377</td>
<td>12,844,378</td>
<td>12,217,377</td>
</tr>
</tbody>
</table>

**Roads – written down value**

<table>
<thead>
<tr>
<th></th>
<th>$000</th>
<th>$000</th>
</tr>
</thead>
<tbody>
<tr>
<td>26,727,250</td>
<td>25,842,952</td>
<td>26,727,250</td>
</tr>
</tbody>
</table>

**Land under roads and within road reserves**

<table>
<thead>
<tr>
<th></th>
<th>$000</th>
<th>$000</th>
<th>$000</th>
<th>$000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opening balance</td>
<td>33,418,415</td>
<td>32,893,193</td>
<td>33,418,415</td>
<td>32,893,193</td>
</tr>
<tr>
<td>Transfer in from 'Land and Buildings acquired for Future Roadworks'</td>
<td>101,481</td>
<td>203,227</td>
<td>101,481</td>
<td>203,227</td>
</tr>
<tr>
<td>Revaluation</td>
<td>1,672,192</td>
<td>3,074,005</td>
<td>1,672,192</td>
<td>3,074,005</td>
</tr>
<tr>
<td>Total land under roads and within road reserves</td>
<td>35,192,088</td>
<td>33,418,415</td>
<td>35,192,088</td>
<td>33,418,415</td>
</tr>
</tbody>
</table>

**Bridges – written down replacement cost**

<table>
<thead>
<tr>
<th></th>
<th>$000</th>
<th>$000</th>
<th>$000</th>
<th>$000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opening balance – replacement cost</td>
<td>8,279,122</td>
<td>7,759,881</td>
<td>8,279,122</td>
<td>7,759,881</td>
</tr>
<tr>
<td>New bridges at cost</td>
<td>282,799</td>
<td>298,776</td>
<td>282,799</td>
<td>298,776</td>
</tr>
<tr>
<td>RCI and other adjustments</td>
<td>298,123</td>
<td>245,654</td>
<td>298,123</td>
<td>245,654</td>
</tr>
<tr>
<td>Deletions</td>
<td>(30,414)</td>
<td>(25,189)</td>
<td>(30,414)</td>
<td>(25,189)</td>
</tr>
<tr>
<td>Total</td>
<td>8,829,630</td>
<td>8,279,122</td>
<td>8,829,630</td>
<td>8,279,122</td>
</tr>
</tbody>
</table>

Less: accumulated depreciation

<table>
<thead>
<tr>
<th></th>
<th>$000</th>
<th>$000</th>
<th>$000</th>
<th>$000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opening balance</td>
<td>1,702,622</td>
<td>1,656,013</td>
<td>1,702,622</td>
<td>1,656,013</td>
</tr>
<tr>
<td>Current year expense</td>
<td>85,497</td>
<td>56,253</td>
<td>85,497</td>
<td>56,253</td>
</tr>
<tr>
<td>Write back on deletions</td>
<td>(13,868)</td>
<td>(9,644)</td>
<td>(13,868)</td>
<td>(9,644)</td>
</tr>
<tr>
<td>Write back of residual value of in-use bridges</td>
<td>(42,344)</td>
<td>–</td>
<td>(42,344)</td>
<td>–</td>
</tr>
<tr>
<td>Total</td>
<td>1,731,907</td>
<td>1,702,622</td>
<td>1,731,907</td>
<td>1,702,622</td>
</tr>
</tbody>
</table>

**Bridges – written down value**

<table>
<thead>
<tr>
<th></th>
<th>$000</th>
<th>$000</th>
</tr>
</thead>
<tbody>
<tr>
<td>7,097,723</td>
<td>6,576,500</td>
<td>7,097,723</td>
</tr>
</tbody>
</table>

New bridges at cost includes bridges constructed during the year and existing bridges (not previously brought to account) identified by a timber bridge survey undertaken during the year.
### Traffic signals network—written down replacement cost

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Opening balance</td>
<td>315,167</td>
<td>282,872</td>
<td>315,167</td>
<td>282,872</td>
</tr>
<tr>
<td>New traffic signals at cost</td>
<td>370</td>
<td>600</td>
<td>370</td>
<td>600</td>
</tr>
<tr>
<td>Deletions</td>
<td>(276)</td>
<td>(751)</td>
<td>(276)</td>
<td>(751)</td>
</tr>
<tr>
<td>RCI and other adjustments</td>
<td>13,697</td>
<td>26,446</td>
<td>13,697</td>
<td>26,446</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>328,958</td>
<td>315,167</td>
<td>328,958</td>
<td>315,167</td>
</tr>
</tbody>
</table>

Less: accumulated depreciation

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Opening balance</td>
<td>102,611</td>
<td>88,268</td>
<td>102,611</td>
<td>88,268</td>
</tr>
<tr>
<td>Current year expense</td>
<td>14,661</td>
<td>14,521</td>
<td>14,661</td>
<td>14,521</td>
</tr>
<tr>
<td>Write back on deletions</td>
<td>(83)</td>
<td>(178)</td>
<td>(83)</td>
<td>(178)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>117,189</td>
<td>102,611</td>
<td>117,189</td>
<td>102,611</td>
</tr>
</tbody>
</table>

Traffic signals network—written down value

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Parent</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepaid superannuation (note 17)</td>
<td>49,395</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other prepayments</td>
<td>5404</td>
<td>5703</td>
<td>5404</td>
<td>5703</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>54,799</td>
<td>5703</td>
<td>54,799</td>
<td>5703</td>
</tr>
</tbody>
</table>

### Traffic control network—written down

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Opening balance</td>
<td>59,617</td>
<td>37,487</td>
<td>59,617</td>
<td>37,487</td>
</tr>
<tr>
<td>Additions at replacement rates</td>
<td>50,723</td>
<td>102,522</td>
<td>50,723</td>
<td>102,522</td>
</tr>
<tr>
<td>Deletions</td>
<td>(500)</td>
<td>(2,132)</td>
<td>(500)</td>
<td>(2,132)</td>
</tr>
<tr>
<td>Transfer from operational assets</td>
<td>19,394</td>
<td></td>
<td>19,394</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>85,896</td>
<td>119,941</td>
<td>85,896</td>
<td>119,941</td>
</tr>
</tbody>
</table>

### Cultural collection assets

At 30 June 2007, $nil million cultural collection assets, including original art works, have been brought to account during the current year (2005–06 – $nil million).

Other cultural collection items, including prints, drawings and artefacts, were also identified as being under the control of the RTA, but could not be reliably valued.

### 12. CURRENT/NON-CURRENT ASSETS – INTANGIBLE ASSETS AND OTHER

#### (a) Current

These comprise:

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prepaid superannuation (note 17)</td>
<td>49,395</td>
<td></td>
</tr>
<tr>
<td>Other prepayments</td>
<td>5404</td>
<td>5703</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>54,799</td>
<td>5703</td>
</tr>
</tbody>
</table>

#### (b) Non-current

The RTA’s other non-current assets are represented by private sector provided infrastructure:

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sydney Harbour Tunnel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carrying amount at start of year</td>
<td>627,188</td>
<td>605,385</td>
</tr>
<tr>
<td>Revaluation</td>
<td>31,862</td>
<td>21,803</td>
</tr>
<tr>
<td><strong>Total at end of year</strong></td>
<td>659,050</td>
<td>627,188</td>
</tr>
<tr>
<td>M2 Motorway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carrying amount at start of year</td>
<td>25,226</td>
<td>21,526</td>
</tr>
<tr>
<td>Revaluation increment</td>
<td>16,797</td>
<td></td>
</tr>
<tr>
<td>Annual increment – Emerging Right to Receive</td>
<td>6638</td>
<td>7000</td>
</tr>
<tr>
<td><strong>Total at end of year</strong></td>
<td>48,661</td>
<td>28,226</td>
</tr>
<tr>
<td>M4 Motorway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carrying amount at start of year</td>
<td>142,601</td>
<td>124,652</td>
</tr>
<tr>
<td>Revaluation increment</td>
<td>8016</td>
<td></td>
</tr>
<tr>
<td>Annual increment – Emerging Right to Receive</td>
<td>20,702</td>
<td>17,949</td>
</tr>
<tr>
<td><strong>Total at end of year</strong></td>
<td>171,319</td>
<td>142,601</td>
</tr>
<tr>
<td>MS Motorway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carrying amount at start of year</td>
<td>71,758</td>
<td>61,638</td>
</tr>
<tr>
<td>Revaluation increment</td>
<td>13,676</td>
<td></td>
</tr>
<tr>
<td>Annual increment – Emerging Right to Receive</td>
<td>13,194</td>
<td>10,120</td>
</tr>
<tr>
<td><strong>Total at end of year</strong></td>
<td>98,628</td>
<td>71,758</td>
</tr>
</tbody>
</table>

The network was improved during the year with a number of major projects being opened to traffic. These included Stage 1 of the North–West Transitway Network, the Lane Cove Tunnel and associated road improvements (State and private sector funding), the widening of Windsor and Old Windsor roads and the Albury Bypass.

The depreciation expense in respect of roads $649.615 million (2005–06 – $587.307 million) reflects the loss of service potential based on straight line depreciation methodology.

Traffic signals and all bridges were subject to a full revaluation in 2002–03. Roads were revalued in 2003–04.
undertaking construction of an interchange at Moorebank (M5 improvements), the initial concession period was extended by 1.11 years to 23 September 2023.

least 25 years from the M5 Western Link commencement date of 26 June 1994, the RTA determines that the expected fi  

The exercise price under the M5 Call Option Deed will be based on open market valuation of the business or shares.

An agreement was signed with Airport Motorway Limited in consideration of the RTA granting to AML the right to levy tolls on the Eastern Distributor, AML is required to pay concession fees in accordance with the Agreement. Under the terms of the Project Deed, ownership of the Eastern Distributor will revert to the RTA on the earlier of the achievement of specified financial returns outlined in the Deed or 45 years from the date of handback.

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

During the year ended 30 June 2007, tolls collected from the tunnel amounted to $43.708 million (2005–06 – $44.060 million). These tolls were applied to the financial obligations of the tunnel and resulted in a reduction in ERS payments from $95.740 million to $52.032 million (2005–06 – $87.455 million to $43.395 million).

From 1993 the RTA listed a possible tax liability as a contingent liability in the annual accounts until the liability crystallised during the 2002–03 financial year. Following negotiations between interested parties including the Australian Tax Office, a settlement agreement was entered into between the RTA, the State Government, the Sydney Harbour Tunnel Company Limited and Tunnel Holdings Pty Limited. The past and future tax liabilities are disclosed at net present value in note 18.

The RTA however now revalues the tunnel each year. Based on movements in the Road Cost Index during the 2006–07 reporting period, the RTA’s interest in the tunnel was $659.050 million as at 30 June 2007, which equated to an increase in the value of the tunnel during 2006–07 of $31.862 million (2005–06 – $21.801 million).

M2 Motorway
To facilitate the finance, design and construction of the motorway, the RTA issued land detailed in the M2 Motorway Project Deed for the term of the Agreement.

Until the project realises a real after tax internal rate of return of 12.25 per cent per annum, the rent is payable, at the Lessee’s discretion, in cash or by promissory note. On achievement of the required rate, the rent is payable in cash. Under the terms of the lease, the RTA must not present any of the promissory notes for payment until the earlier of either the end of the term of Agreement or the achievement of the required rate of return. Payments of the rents for the Trust Lease and the Trust Concurrent Lease for the year ended 30 June 2007 have been made by promissory notes in the value of $77,071 million and $1,768 million respectively. The RTA, as at 30 June 2007, has received promissory notes for rent on the above leases totalling $86,909 million. The term of the Agreement ends on the 45th anniversary of the M2 commencement date. That is, 26 May 2042, subject to the provisions of the M2 Motorway Project Deed. The net present value of these promissory notes, as at 30 June 2007, is $47,276 million.

The RTA has, from the date of completion of the M2 Motorway on 24 May 1997, valued the asset by reference to the RTAs emerging share of the written down replacement cost of the asset at date of handback over the concession period calculated using the effective interest rate method (refer note 1(f)(vi)). Under the terms of the Project Deed, ownership of the M2 Motorway will revert to the RTA on the earlier of the achievement of specified financial returns outlined in the Deed or 45 years from the M2 commencement date of 26 May 1997. The conservative period of 45 years has been used to calculate the RTAs emerging share of the asset.

M4 and M5 motorways
The RTA has valued the infrastructure assets in respect of the M4 and M5 motorways by reference to the RTAs emerging share of the written down replacement cost of each asset apportioned over the period of the respective concession agreement calculated using the effective interest rate method (refer note 1(f)(vi)).

Ownership of the M4 Motorway and M5 Motorway will revert to the RTA in 2010 and 2023 respectively. The initial concession period for the M5 Motorway was for the period 14 August 1992 to 14 August 2022. In consideration for Interlink Roads undertaking construction of an interchange at Moorebank (M5 improvements), the initial concession period was extended by 1.11 years to 23 September 2023.

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

Eastern Distributor
An agreement was signed with Airport Motorway Limited (AML) in August 1997 to finance, design, construct, operate, maintain and repair the Eastern Distributor which was opened to traffic on 18 December 1999.

In consideration of the RTA granting to AML the right to levy and retain tolls on the Eastern Distributor, AML is required to pay concession fees in accordance with the Agreement. From the date of Financial Close, which occurred on 18 August 1997, AML has paid $150 million by way of promissory notes (being $15 million on Financial Close and $15 million on each anniversary of Financial Close). A further $22.2 million was received in six months after Financial Close and $8 million in cash on the third anniversary of Financial Close. Under the agreement, the promissory notes show a payment date (subject to provisions in the Project Deed) of 31 December 2042 and, as at 30 June 2006, the promissory notes have a net present value of $6.218 million.

Under the terms of the Project Deed, ownership of the Eastern Distributor will revert to the RTA on the earlier of the achievement of specified financial returns outlined in the Deed or 48 years from the Eastern Distributor Commencement Date of 18 December 1999. The conservative period of 48 years has been used to calculate the RTAs emerging share of the asset.

Cross City Tunnel
An agreement was signed with the Cross City Motorway (CCM) in December 2002 to design, construct, operate and maintain the Cross City Tunnel. Major construction started on 28 January 2003. The Cross City Tunnel was completed and opened to traffic on 28 August 2005. CCM was placed in receivership during the year. The Receivers subsequently sold the CCT asset to a private operator.

The construction cost was $642 million with the cost being met by the private sector. Under the terms of the agreement, an external party will operate the motorway for a total of 30 years and two months from the opening of the tunnel to traffic, after which the motorway will be transferred back to the government.
The RTA values the asset by reference to the RTA's emerging share of the written down replacement cost of the asset over the period of the concession period calculated using the effective interest rate method (refer note 1(f)(vi)).

Reimbursement of certain development costs were received by the RTA from the operator in the form of an upfront cash payment. The amount of this payment was $193.754 million.

Lane Cove Tunnel
An agreement was signed with the Lane Cove Tunnel Company in December 2003 to design, construct, operate and maintain the Lane Cove Tunnel project. Major construction started on 7 July 2003 and the completed motorway was opened to traffic on 16 December 2005. The construction cost was $1.14 billion. The Federal Government contributed $356 million towards the cost of the project with the remainder of the cost being met by the private sector. The RTA had responsibility under the contract for the provision of access to property required for the project. Under the terms of the agreement, the Westlink Consortium will operate the motorway for a total of 31 years to February 2037, after which the motorway will be transferred back to the Government.

The RTA values the asset by reference to the RTA's emerging share of the written down replacement cost of the asset over the period of the concession period calculated using the effective interest rate method (refer Note 1(f)(vi)).

Reimbursement of certain development costs were received by the RTA from the operator in the form of an upfront cash payment. The amount of this payment was $79.301 million.

### Other intangible assets – consolidated and parent

<table>
<thead>
<tr>
<th>Software</th>
<th>$000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Balance 1 July 2006</td>
<td>88,781</td>
</tr>
<tr>
<td>Additions</td>
<td>90</td>
</tr>
<tr>
<td>Disposals</td>
<td>(30)</td>
</tr>
<tr>
<td>Balance 30 June 2007</td>
<td>88,841</td>
</tr>
</tbody>
</table>

Accumulated amortisation
Balance 1 July 2006 60,452
Amortisation expense 4623
Write back on disposal (22)
Balance 30 June 2007 65,053

Written down value
As at 30 June 2007 23,788
As at 1 July 2006 28,329

### Assets held for sale

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Land and buildings</td>
<td>37,743</td>
<td>–</td>
<td>37,743</td>
<td>–</td>
</tr>
<tr>
<td>Plant and equipment</td>
<td>539</td>
<td>–</td>
<td>539</td>
<td>–</td>
</tr>
<tr>
<td>Transfer from land and buildings</td>
<td>22,356</td>
<td>37,743</td>
<td>22,356</td>
<td>37,743</td>
</tr>
<tr>
<td>Transfer from plant and equipment</td>
<td>320</td>
<td>539</td>
<td>320</td>
<td>539</td>
</tr>
<tr>
<td>Balance 30 June 2007</td>
<td>60,099</td>
<td>37,743</td>
<td>60,099</td>
<td>37,743</td>
</tr>
</tbody>
</table>

(i) The RTA has an annual sales program for the sale of surplus properties. These are placed on the market through the year. No impairment loss was recognised on reclassification of the land as held for sale as at the reporting date.

### Current Liabilities – Payables

<table>
<thead>
<tr>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trade creditors (i)</td>
<td>84,666</td>
</tr>
<tr>
<td>Creditors arising from compulsory acquisitions</td>
<td>11,118</td>
</tr>
<tr>
<td>Personnel services</td>
<td>9528</td>
</tr>
<tr>
<td>Accrued expenses</td>
<td></td>
</tr>
<tr>
<td>– Works contract expenditure</td>
<td>163,870</td>
</tr>
<tr>
<td>– Work carried out by councils</td>
<td>57,597</td>
</tr>
<tr>
<td>– Interest</td>
<td>11,663</td>
</tr>
<tr>
<td>– Other (including non-works contracts)</td>
<td>99,296</td>
</tr>
<tr>
<td>Other</td>
<td>1761</td>
</tr>
<tr>
<td>Total current liabilities</td>
<td>439,489</td>
</tr>
</tbody>
</table>

(i) The average credit period on purchases of goods is 30 days. The RTA has financial risk management policies in place to ensure that all payables are paid within the credit timeframe.
### 15. CURRENT/NON-CURRENT LIABILITIES – BORROWINGS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>At amortised cost</strong></td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td><strong>Current</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TCorp Borrowings</td>
<td>145,348</td>
<td>145,590</td>
<td>145,348</td>
<td>145,590</td>
</tr>
<tr>
<td>Treasury advances</td>
<td>1507</td>
<td>361</td>
<td>1507</td>
<td>361</td>
</tr>
<tr>
<td>Other</td>
<td>21</td>
<td>21</td>
<td>21</td>
<td>21</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>146,855</td>
<td>145,972</td>
<td>146,855</td>
<td>145,972</td>
</tr>
<tr>
<td><strong>Non-current</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TCorp Borrowings</td>
<td>674,555</td>
<td>675,098</td>
<td>674,555</td>
<td>675,098</td>
</tr>
<tr>
<td>Treasury advances</td>
<td>16,057</td>
<td>9276</td>
<td>16,057</td>
<td>9276</td>
</tr>
<tr>
<td>Other</td>
<td>1468</td>
<td>1436</td>
<td>1468</td>
<td>1436</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>692,080</td>
<td>685,810</td>
<td>692,080</td>
<td>685,810</td>
</tr>
</tbody>
</table>

Repayment of borrowings fall due as follows:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TCorp</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Within 1 year</td>
<td>145,348</td>
<td>145,590</td>
<td>145,348</td>
<td>145,590</td>
</tr>
<tr>
<td>Between 1 and 2 years</td>
<td>190,887</td>
<td>191,431</td>
<td>190,887</td>
<td>191,431</td>
</tr>
<tr>
<td>Between 2 and 5 years</td>
<td>161,004</td>
<td>161,642</td>
<td>161,004</td>
<td>161,642</td>
</tr>
<tr>
<td>After 5 years</td>
<td>322,663</td>
<td>322,025</td>
<td>322,663</td>
<td>322,025</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>819,903</td>
<td>820,688</td>
<td>819,903</td>
<td>820,688</td>
</tr>
</tbody>
</table>

The weighted average interest rate on NSW Treasury Corporation (TCorp) loan portfolio as at 30 June 2007 is 6.14 per cent (30 June 2006 6.55 per cent).

### 16. FINANCIAL INSTRUMENTS

**Come and Go facility**
The Come and Go facility valued at $100 million has current approval to 30 June 2007 for cash management purposes. This year the facility was used occasionally to fund shortfalls incurring a total interest charge of $0.150 million (2005–06 – $2.500 million)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unrestricted access was available at the balance sheet date to the Come and Go facility</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total facility</strong></td>
<td>100,000</td>
<td>100,000</td>
<td>100,000</td>
<td>100,000</td>
</tr>
<tr>
<td><strong>Used at balance sheet date</strong></td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td><strong>Unused at balance sheet date</strong></td>
<td>100,000</td>
<td>100,000</td>
<td>100,000</td>
<td>100,000</td>
</tr>
</tbody>
</table>

**Financial instruments (a) Interest rate risk**
The RTA is exposed to interest rate risk as it borrows at fixed and floating interest rates. The risk is managed by entering into forward interest rate contracts. The RTA’s exposure to interest rate risks and the effective interest of financial assets and liabilities at the balance sheet date are as follows:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Other loan borrowings</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repayable within 1 year</td>
<td>–</td>
<td>21</td>
<td>–</td>
<td>21</td>
</tr>
<tr>
<td>Between 1 and 5 years</td>
<td>1269</td>
<td>719</td>
<td>1269</td>
<td>719</td>
</tr>
<tr>
<td>After 5 years</td>
<td>199</td>
<td>717</td>
<td>199</td>
<td>717</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1468</td>
<td>1457</td>
<td>1468</td>
<td>1457</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Treasury advances</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repayable within 1 year</td>
<td>1507</td>
<td>361</td>
<td>1507</td>
<td>361</td>
</tr>
<tr>
<td>Between 1 and 5 years</td>
<td>10,769</td>
<td>3960</td>
<td>6982</td>
<td>3960</td>
</tr>
<tr>
<td>After 5 years</td>
<td>5288</td>
<td>5316</td>
<td>9075</td>
<td>5316</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>17,564</td>
<td>9637</td>
<td>17,564</td>
<td>9637</td>
</tr>
</tbody>
</table>
### Floating instrument

<table>
<thead>
<tr>
<th>Floating instrument</th>
<th>Fixed interest rate</th>
<th>1 year or less</th>
<th>Over 1 to 5 years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial assets</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash &amp; cash equivalents</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash</td>
<td>51,444</td>
<td>57,785</td>
<td></td>
</tr>
<tr>
<td>Treasury Corp Hour-Glass</td>
<td>113,518</td>
<td>62,409</td>
<td></td>
</tr>
<tr>
<td>On-call deposits</td>
<td>28,181</td>
<td>22,355</td>
<td></td>
</tr>
<tr>
<td>Loans &amp; receivables</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Receivables: sales</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GST</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unissued debtors</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accrued income</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>property sales</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other accrued income</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loan to Sydney Harbour Tunnel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promissory notes (M2 &amp; Eastern Distributor)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total – financial assets</td>
<td>193,143</td>
<td>142,549</td>
<td></td>
</tr>
<tr>
<td>Financial liabilities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Borrowings:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Treasury Corp</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Treasury advance repayable</td>
<td>17,564</td>
<td>9638</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>1269</td>
<td>362</td>
<td></td>
</tr>
<tr>
<td>Payables</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trade payables</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other current payables</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accrued expenses</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other payables</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Statutory creditors</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Principal outstanding on bonds issued to private sector</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sydney Harbour Tunnel tax liability</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Holding accounts</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contract security deposits</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Derivative held for trading</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total – financial liabilities</td>
<td>17,564</td>
<td>155,228</td>
<td>145,348</td>
</tr>
</tbody>
</table>
(b) Credit risk
Credit risk refers to the risk of financial loss arising from another party to a contract or financial obligation. The RTA’s maximum exposure to credit rate risk is represented by the carrying amounts of the financial assets net of any provisions for doubtful debts included in the balance sheet. The repayment of the Sydney Harbour Tunnel loan ranks behind all creditors to be paid. Redemption of the M2 and Eastern Distributor promissory notes is dependent upon counterparties generating sufficient cash flows to enable the face value to be repaid.

<table>
<thead>
<tr>
<th>Banks</th>
<th>Governments</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Financial assets</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash</td>
<td>84,209</td>
<td>57,785</td>
<td></td>
</tr>
<tr>
<td>Receivables</td>
<td>–</td>
<td>21,179</td>
<td>19,422</td>
</tr>
<tr>
<td>Investments</td>
<td>108,933</td>
<td>84,764</td>
<td></td>
</tr>
<tr>
<td>Total financial assets</td>
<td>193,142</td>
<td>142,549</td>
<td>21,179</td>
</tr>
</tbody>
</table>

(c) Net fair values
The carrying value of debtors, investments, creditors and borrowings approximate net fair value. The future cash flows of the Sydney Harbour Tunnel loan and M2 and Eastern Distributor promissory notes are discounted using standard valuation techniques at the applicable yield having regard to the timing of the cash flows.

(d) Liquidity risk management
The RTA manages liquidity risk by maintaining adequate reserves, banking facilities and reserve borrowing facilities by continuously monitoring forecasts and actual cash flows and matching the maturity profiles of financial assets and liabilities.

(e) Interest rate swap contracts
The borrowings of the RTA are managed by the NSW Treasury Corporation (TCorp) in accordance with a Memorandum of Understanding. The interest rate risk relating to these borrowings is also managed by TCorp and accordingly the RTA enters into interest rate swaps. At 30 June 2007 it is obliged to receive interest at variable rates and to pay interest at fixed rates under these swap contracts. The swap contracts are settled on a net basis and the net amount receivable or payable at the reporting date is included in other debtors or creditors.

Swaps currently in place cover approximately nil per cent (2005–06 – 2.14 per cent) of the loan principal outstanding. The fixed interest rate was 6.30 per cent (2005–06 – 6.30 per cent).

At 30 June 2007, the notional principal amounts, fair value amounts and periods of expiry of the interest rate swap contracts are as follows:

<table>
<thead>
<tr>
<th>National principal amounts</th>
<th>Fair value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidated Parent</td>
<td>Consolidated Parent</td>
</tr>
<tr>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td><strong>Within 1 year</strong></td>
<td></td>
</tr>
<tr>
<td>–</td>
<td>14,500</td>
</tr>
<tr>
<td><strong>Between 1 and 2 years</strong></td>
<td></td>
</tr>
<tr>
<td>–</td>
<td>14,500</td>
</tr>
</tbody>
</table>

(i) The value of annual leave expected to be taken within 12 months is $27.110 million and $11.618 million after 12 months.

(ii) The value of long service leave expected to be taken within 12 months is $7.172 million and $158.180 million after 12 months.
The following information has been prepared by the scheme actuary.

### Reconciliation of the assets and liabilities recognised in the balance sheet

<table>
<thead>
<tr>
<th></th>
<th>SSAS</th>
<th>SANCS</th>
<th>SSS</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Financial year to 30 June 2007</td>
<td>Financial year to 30 June 2006</td>
<td>Financial year to 30 June 2007</td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Present value of defined benefit obligations</td>
<td>489,099</td>
<td>69,623</td>
<td>734,718</td>
<td>1,293,440</td>
</tr>
<tr>
<td>Fair value of plan assets</td>
<td>(411,205)</td>
<td>(37,753)</td>
<td>(784,113)</td>
<td>(1,233,071)</td>
</tr>
<tr>
<td>Surplus in excess of recovery available from schemes</td>
<td>77,894</td>
<td>31,870</td>
<td>(49,395)</td>
<td>60,369</td>
</tr>
<tr>
<td>Unrecognised past service cost</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>Prepayment</td>
<td>–</td>
<td>–</td>
<td>49,395</td>
<td>49,395</td>
</tr>
<tr>
<td><strong>Net (asset)/liability to be disclosed in balance sheet</strong></td>
<td>77,894</td>
<td>31,870</td>
<td>–</td>
<td>109,764</td>
</tr>
</tbody>
</table>

All fund assets are invested by Superannuation Trustee Corporation at arm’s length through independent fund managers.

### Movement in net liability/asset recognised in balance sheet

<table>
<thead>
<tr>
<th></th>
<th>SSAS Financial year to 30 June 2006</th>
<th>SANCS Financial year to 30 June 2006</th>
<th>SSS Financial year to 30 June 2007</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Net (asset)/liability at start of year</td>
<td>100,990</td>
<td>35,339</td>
<td>81,104</td>
<td>217,433</td>
</tr>
<tr>
<td>Net expense recognised in the operating statement</td>
<td>(3289)</td>
<td>1656</td>
<td>(103,145)</td>
<td>(104,778)</td>
</tr>
<tr>
<td>Transfer to prepayment (note 12(a))</td>
<td>–</td>
<td>–</td>
<td>49,395</td>
<td>49,395</td>
</tr>
<tr>
<td>Net expense recognised in the income statement</td>
<td>(3289)</td>
<td>1656</td>
<td>(53,750)</td>
<td>(55,383)</td>
</tr>
<tr>
<td>Contributions</td>
<td>(19,807)</td>
<td>(5,125)</td>
<td>(27,354)</td>
<td>(52,286)</td>
</tr>
<tr>
<td><strong>Net (asset)/liability to be disclosed in balance sheet</strong></td>
<td>77,894</td>
<td>31,870</td>
<td>–</td>
<td>109,764</td>
</tr>
</tbody>
</table>
Actual return on plan assets

<table>
<thead>
<tr>
<th></th>
<th>SSAS Financial year to 30 June 2007</th>
<th>SANCS Financial year to 30 June 2007</th>
<th>SSS Financial year to 30 June 2007</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Actual return on plan assets</td>
<td>53,188</td>
<td>4729</td>
<td>96,106</td>
<td>154,023</td>
</tr>
</tbody>
</table>

Valuation method and principal actuarial assumptions at the reporting date

a) Valuation method

The Projected Unit Credit valuation method was used to determine the present value of the defined benefit obligations and the related current service costs. This method sees each period of service as giving rise to an additional unit of benefit entitlement and measures each unit separately to build up the final obligation.

b) Economic assumptions

<table>
<thead>
<tr>
<th></th>
<th>30 June 2007</th>
<th>30 June 2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Discount rate at 30 June</td>
<td>6.4%pa</td>
<td>5.9%pa</td>
</tr>
<tr>
<td>Expected return on plan assets at 30 June</td>
<td>4.0% pa to June 2008;</td>
<td>4.0% pa to 2008;</td>
</tr>
<tr>
<td>Expected salary increases</td>
<td>3.5% pa thereafter</td>
<td>3.5% pa thereafter</td>
</tr>
<tr>
<td>Expected rate of CPI increase</td>
<td>2.5% pa</td>
<td>2.5%pa</td>
</tr>
</tbody>
</table>

Arrangements for employer contributions for funding

The following is a summary of the 30 June 2007 financial position of the fund calculated in accordance with AAS 25 – Financial Reporting by Superannuation Plans.

<table>
<thead>
<tr>
<th></th>
<th>SSAS Financial year to 30 June 2006</th>
<th>SANCS Financial year to 30 June 2006</th>
<th>SSS Financial year to 30 June 2006</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Actual return on plan assets</td>
<td>44,630</td>
<td>7827</td>
<td>90,214</td>
<td>142,671</td>
</tr>
</tbody>
</table>

Recommended contribution rates for the entity are:

<table>
<thead>
<tr>
<th></th>
<th>SASS</th>
<th>SANCS</th>
<th>SSS</th>
</tr>
</thead>
<tbody>
<tr>
<td>multiple of member contributions</td>
<td>2.80</td>
<td>3.00% pa</td>
<td>4.10</td>
</tr>
</tbody>
</table>

The method used to determine the employer contribution recommendations at the last actuarial review was the Aggregate Funding method. The method adopted affects the timing of the cost to the employer.

Under the Aggregate Funding method, the employer contribution rate is determined so that sufficient assets will be available to meet benefit payments to existing members, taking into account the current value of assets and future contributions.

The economic assumptions adopted for the current actuarial review of the fund were:

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expected rate of return on Fund assets</td>
<td>7.6% pa</td>
<td>7.3% pa</td>
</tr>
<tr>
<td>Expected salary increase rate</td>
<td>4.0% pa</td>
<td>4.0% pa</td>
</tr>
<tr>
<td>Expected rate of CPI increase</td>
<td>2.5% pa</td>
<td>2.5% pa</td>
</tr>
</tbody>
</table>

Nature of asset/liability

If a surplus exists in the employer’s interest in the fund, the employer may be able to take advantage of it in the form of a reduction in the required contribution rate, depending on the advice of the fund’s actuary.

Where a deficiency exists, the employer is responsible for any difference between the employer’s share of fund assets and the defined benefit obligation.

18. CURRENT/NON-CURRENT LIABILITIES – OTHER

Consolidated Parent

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Current</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Statutory creditors</td>
<td>14,657</td>
<td>22,302</td>
<td>14,657</td>
<td>22,302</td>
</tr>
<tr>
<td>Principal outstanding on bonds issued to private sector</td>
<td>15,933</td>
<td>14,938</td>
<td>15,933</td>
<td>14,938</td>
</tr>
<tr>
<td>Unearned rent on M4 and M5 motorways</td>
<td>3201</td>
<td>3105</td>
<td>3201</td>
<td>3105</td>
</tr>
<tr>
<td>Sydney Harbour Tunnel tax liabilities</td>
<td>1716</td>
<td>1678</td>
<td>1716</td>
<td>1678</td>
</tr>
<tr>
<td>Income received in advance</td>
<td>13,568</td>
<td>11,248</td>
<td>13,568</td>
<td>11,248</td>
</tr>
<tr>
<td>Liability to the consolidated fund</td>
<td>–</td>
<td>28,050</td>
<td>–</td>
<td>28,050</td>
</tr>
<tr>
<td>Holding accounts</td>
<td>66,460</td>
<td>51,378</td>
<td>66,460</td>
<td>51,378</td>
</tr>
<tr>
<td>Deferred revenue – reimbursement on private sector provided infrastructure</td>
<td>11,575</td>
<td>10,242</td>
<td>11,575</td>
<td>10,242</td>
</tr>
<tr>
<td></td>
<td>127,110</td>
<td>142,941</td>
<td>127,110</td>
<td>142,941</td>
</tr>
<tr>
<td>Non-current</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Principal outstanding on bonds issued to private sector</td>
<td>313,802</td>
<td>329,736</td>
<td>313,802</td>
<td>329,736</td>
</tr>
<tr>
<td>Unearned rent on M4 and M5 motorways</td>
<td>329,736</td>
<td>329,736</td>
<td>329,736</td>
<td>329,736</td>
</tr>
<tr>
<td>Sydney Harbour Tunnel tax liabilities</td>
<td>24,035</td>
<td>24,218</td>
<td>24,035</td>
<td>24,218</td>
</tr>
<tr>
<td>Deferred revenue – reimbursement on private sector provided infrastructure</td>
<td>343,443</td>
<td>354,352</td>
<td>343,443</td>
<td>354,352</td>
</tr>
<tr>
<td></td>
<td>695,551</td>
<td>725,682</td>
<td>695,551</td>
<td>725,682</td>
</tr>
</tbody>
</table>
The liability in respect of the Sydney Harbour Tunnel has been recognised at the Net Present Value of the Ensured Revenue Stream Agreement. This has been calculated at $329.735 million (2005–06 was $344.674 million), being the principal outstanding as at 30 June 2007 on the bonds issued by the Sydney Harbour Tunnel Company to the private sector.

Since 1993 the RTA has disclosed a possible tax liability as a contingent liability in its annual accounts. This liability crystallised during the 2002–03 tax year. Following negotiations between interested parties including the Australian Taxation Office, a settlement was entered into between the RTA, the State Government, the Sydney Harbour Tunnel Company Limited and Tunnel Holdings Pty Ltd (refer note 12(b)).

<table>
<thead>
<tr>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current</td>
<td></td>
</tr>
<tr>
<td>Sydney Harbour Tunnel past tax liability</td>
<td>1377</td>
</tr>
<tr>
<td>Sydney Harbour Tunnel future tax liability</td>
<td>338</td>
</tr>
<tr>
<td>1715</td>
<td>1678</td>
</tr>
<tr>
<td>Non-current</td>
<td></td>
</tr>
<tr>
<td>Sydney Harbour Tunnel past tax liability</td>
<td>15,410</td>
</tr>
<tr>
<td>Sydney Harbour Tunnel future tax liability</td>
<td>8625</td>
</tr>
<tr>
<td>24,035</td>
<td>24,218</td>
</tr>
</tbody>
</table>

Under the M4 lease agreement, $46.615 million was received from Statewide Roads Pty Ltd as rent in advance. In accordance with generally accepted accounting principles, this revenue is brought to account over the period of the lease. This treatment is summarised as follows:

<table>
<thead>
<tr>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rent earned in prior years</td>
<td>37,995</td>
</tr>
<tr>
<td>Rent earned in current year</td>
<td>2375</td>
</tr>
<tr>
<td>Unearned rent as at 30 June 2007</td>
<td>6245</td>
</tr>
<tr>
<td>46,615</td>
<td>46,615</td>
</tr>
</tbody>
</table>

The land acquisition loan of $22 million, based on the cost of land under the M5 originally purchased by the RTA, was repaid in June 1997 by Interlink Roads Pty Ltd (ILR). The repayment of the loan is considered to be a prepayment of the remaining rental over the period of the concession agreement. In accordance with AASB 117, this revenue is brought to account over the period of the lease. In consideration for ILR undertaking construction of an interchange at Moorebank (M5 improvements) on the M5 Motorway, the original concession period (to 14 August 2022) has been extended by 1.11 years to 23 September 2023.

<table>
<thead>
<tr>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rent earned in prior years</td>
<td>10,139</td>
</tr>
<tr>
<td>Rent earned in current year</td>
<td>731</td>
</tr>
<tr>
<td>Unearned rent as at 30 June 2007</td>
<td>11,130</td>
</tr>
<tr>
<td>22,000</td>
<td>22,000</td>
</tr>
</tbody>
</table>

Under the various private sector provided infrastructure $369,915 million was received following the letting of the Lane Cove Tunnel, Cross City Tunnel and Westlink M7 Motorway contracts as reimbursement of development costs. NSW Treasury have mandated the adoption of TPP 06–08 ‘Accounting for Privately Funded Projects’, which requires revenue to be brought to account over the period of the concessions. The treatment is summarised as follows.

<table>
<thead>
<tr>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amortisation of deferred revenue in prior years</td>
<td>5321</td>
</tr>
<tr>
<td>Amortisation of deferred revenue in current year</td>
<td>9576</td>
</tr>
<tr>
<td>Unearned reimbursement as at 30 June 2007</td>
<td>355,018</td>
</tr>
<tr>
<td>369,915</td>
<td>369,915</td>
</tr>
</tbody>
</table>

19. CHANGES IN EQUITY

<table>
<thead>
<tr>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accumulated funds</td>
<td>Asset revaluation</td>
</tr>
<tr>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Balance at beginning of the financial year</td>
<td>41,650,892</td>
</tr>
<tr>
<td>AASB 139 first time adoption</td>
<td>(22,298)</td>
</tr>
<tr>
<td>Surplus/deficit for year</td>
<td>1,105,311</td>
</tr>
<tr>
<td>Increment/decrement on</td>
<td></td>
</tr>
<tr>
<td>– Land and buildings</td>
<td>–</td>
</tr>
<tr>
<td>– Authority infrastructure</td>
<td>–</td>
</tr>
<tr>
<td>Transfers from asset revaluation reserve for asset disposals</td>
<td>22,091</td>
</tr>
<tr>
<td>Balance at the end of the financial year</td>
<td>42,778,294</td>
</tr>
</tbody>
</table>
### 20. COMMITMENTS FOR EXPENDITURE

#### (a) Capital commitments

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Payable no later than 1 year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>– Value of work to be completed</td>
<td>390,680 899,877</td>
<td>390,680 899,877</td>
</tr>
<tr>
<td>Payable later than 1, but not later than 5 years</td>
<td></td>
<td></td>
</tr>
<tr>
<td>– Value of work to be completed</td>
<td>355,790 242,526</td>
<td>355,790 242,526</td>
</tr>
<tr>
<td>Payable later than 5 years</td>
<td>176,184 29,174</td>
<td>176,184 29,174</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>922,654 1,170,577</strong></td>
<td><strong>922,654 1,170,577</strong></td>
</tr>
</tbody>
</table>

#### (b) Other expenditure commitments

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Payable no later than 1 year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>– Value of work to be completed</td>
<td>180,540 132,760</td>
<td>180,540 132,760</td>
</tr>
<tr>
<td>Payable later than 1, but not later than 5 years</td>
<td></td>
<td></td>
</tr>
<tr>
<td>– Value of work to be completed</td>
<td>29,916 82,243</td>
<td>29,916 82,243</td>
</tr>
<tr>
<td>Payable later than 5 years</td>
<td>11,321 107,774</td>
<td>11,321 107,774</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>221,777 322,777</strong></td>
<td><strong>221,777 322,777</strong></td>
</tr>
</tbody>
</table>

#### (c) Operating lease commitments

Operating lease commitments relate to property, IT equipment and light and heavy motor vehicles. Operating lease commitments are not recognised in the financial statements as liabilities. Total operating lease commitments are as follows:

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not later than 1 year</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>53,791 56,136</td>
<td>53,791 56,136</td>
</tr>
<tr>
<td>Later than 1 year and not later than 5 years</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>57,736 58,872</td>
<td>57,736 58,872</td>
</tr>
<tr>
<td>Later than 5 years</td>
<td>27,764 14,582</td>
<td>27,764 14,582</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>139,291 129,590</strong></td>
<td><strong>139,291 129,590</strong></td>
</tr>
</tbody>
</table>

In respect of property leases, the RTA has various lessors with leases that have specific lease periods ranging from 1 year to 20 years. The property operating lease commitments are as follows:

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not later than 1 year</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>23,850 25,042</td>
<td>23,850 25,042</td>
</tr>
<tr>
<td>Later than 1 year and not later than 5 years</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>30,149 38,414</td>
<td>30,149 38,414</td>
</tr>
<tr>
<td>Later than 5 years</td>
<td>27,764 14,582</td>
<td>27,764 14,582</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>81,763 78,038</strong></td>
<td><strong>81,763 78,038</strong></td>
</tr>
</tbody>
</table>

IT equipment operating leases have been negotiated with Dell Computer Pty Ltd, Fujitsu Australia Ltd and Macquarie IT Pty Ltd.

#### The IT operating lease commitments are as follows:

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not later than 1 year</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>23,288 8341</td>
<td>23,288 8341</td>
</tr>
<tr>
<td>Later than 1 year and not later than 5 years</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>11,45 4382</td>
<td>11,45 4382</td>
</tr>
<tr>
<td>Later than 5 years</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3473 12,723</strong></td>
<td><strong>3473 12,723</strong></td>
</tr>
</tbody>
</table>

The light motor vehicle lease is with State Fleet Services and is financed by Macquarie Bank. The lease is scheduled to cease in September 2008.

The light motor vehicle operating lease commitments are as follows:

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not later than 1 year</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>22,317 18,394</td>
<td>22,317 18,394</td>
</tr>
<tr>
<td>Later than 1 year and not later than 5 years</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>16,199 5963</td>
<td>16,199 5963</td>
</tr>
<tr>
<td>Later than 5 years</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>38,516 24,357</strong></td>
<td><strong>38,516 24,357</strong></td>
</tr>
</tbody>
</table>

The heavy motor vehicle lease is held and financed with Orix. The lease is scheduled to cease in July 2007.

The heavy motor vehicle operating lease commitments are as follows:

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not later than 1 year</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5296 4359</td>
<td>5296 4359</td>
</tr>
<tr>
<td>Later than 1 year and not later than 5 years</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>10,243 10,113</td>
<td>10,243 10,113</td>
</tr>
<tr>
<td>Later than 5 years</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>15,539 14,472</strong></td>
<td><strong>15,539 14,472</strong></td>
</tr>
</tbody>
</table>

The total commitments detailed above include GST input tax credits of $116,702 million (2005–06 – $147,540 million) that are expected to be recoverable from the Australian Tax Office.

#### 21. AFTER BALANCE SHEET DATE EVENT

There are no significant after balance sheet date events.

#### 22. CONTINGENT ASSETS AND LIABILITIES

There was one claim (2005–06 there were two claims) for damage or injury currently being litigated with an estimated total contingent liability to the RTA of $0.400 million (2005–06 was $1.12 million) as at 30 June 2007. However this matter was settled on 27 July 2007 for $0.250 million. Any claims resulting from incidents which have occurred since 1 July 1989 are not included in the above figures as costs for such claims are now covered by the RTA's insurance with the Treasury Managed Fund.

There are three significant contractual disputes (2005–06 – five disputes) with an estimated total contingent liability of $56,000 million (2005–06 – $42,925 million). There are also 20 compulsory property acquisition matters under litigation with an estimated contingent liability of $46,458 million.
The RTA has certain obligations under contracts with private sector parties with the performance of these obligations guaranteed by the State. The current guarantees outstanding are for the Sydney Harbour Tunnel, the M2 Motorway, the Eastern Distributor, the Cross City Tunnel, the Western Sydney Orbital and the Lane Cove Tunnel. There is no reason to believe that these guarantees are ever to be exercised.

Following a Modification Approval from the Minister for Planning, the RTA made changes to certain traffic arrangements in the Sydney CBD that had been implemented for the Cross City Tunnel project. Some of the changes may entitle Cross City Motorway Pty Ltd to claim compensation from the RTA. No claim has yet been made and the potential quantum is not known.

23. NATIVE TITLE

The Commonwealth’s legislation (Native Title Act) and the New South Wales statute (Native Title (New South Wales) Amendment Act) have financial implications for New South Wales Government agencies generally.

In this regard the RTA has undertaken an assessment of the impact on its financial position. This assessment indicates as at 30 June 2007 there were no Native Title claims, which had been initiated against the RTA.

24. BUDGET REVIEW

(a) Net cost of services

The actual net cost of services of $1,856.119 million was $104.984 million less than budget. The variance was primarily due to general increases in retained revenue together with decreases in depreciation and employee related expenses.

(b) Assets and liabilities

Net assets have increased by $2,891.001 million when compared to budget. This is principally due to an increase in the value of the RTA’s general roads and land under roads infrastructure.

The value of land and buildings held for sale increased by $22.676 million when compared to budget. Current assets increased by $149.465 million. An increase in cash and cash equivalents of $81.893 million was partially offset by a reduction in receivables.

The change in net assets is also impacted by a decrease in total liabilities of $76.938 million compared to the budget. This is principally due to decreases in employee related provisions of $117.747 million partly offset by an increase in borrowings of $80.691 million.

(c) Cash flows

Net cash flow from operating activities is $54 million less than the budget. This was mainly due to an increase in payments of $157 million partially offset by an increase in receipts of $107 million.

Net cash outflow in relation to investing activities is $53 million less than the budget due primarily to purchases of land and buildings, plant and equipment and infrastructure systems being $56 million less than the budget.

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

<table>
<thead>
<tr>
<th></th>
<th>Consolidated</th>
<th>Parent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net cash used on operating activities</td>
<td>1,565,497</td>
<td>1,287,188</td>
</tr>
<tr>
<td>Cash flows from government/appropriations</td>
<td>(2,933,380)</td>
<td>(2,513,129)</td>
</tr>
<tr>
<td>Adjustments for revenues &amp; expenses not involving cash</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-cash/revenue/expenses</td>
<td>3337</td>
<td>16,177</td>
</tr>
<tr>
<td>Net (loss)/gain on sale of plant and equipment</td>
<td>(88,900)</td>
<td>(77,717)</td>
</tr>
<tr>
<td>WDV – Infrastructure</td>
<td>(774,070)</td>
<td>(697,118)</td>
</tr>
<tr>
<td>Depreciation/amortisation</td>
<td>(859,633)</td>
<td>(758,658)</td>
</tr>
<tr>
<td></td>
<td>(371,397)</td>
<td>(203,099)</td>
</tr>
</tbody>
</table>

Net cost of services (as per operating statement) | (1,856,119) | (1,781,500) | (1,856,119) | (1,781,500)

Reconciliation of cash flows from the net cost of services as reported in the operating statement to the net cash used on operating activities.

End of audited financial statements.
INDEPENDENT AUDITOR’S REPORT

ROADS AND TRAFFIC AUTHORITY DIVISION

To Members of the New South Wales Parliament

I have audited the accompanying financial report of the Roads and Traffic Authority Division (the Division), which comprises the balance sheet as at 30 June 2007, and the income statement, statement of recognised income and expense and cash flow statement for the year then ended, a summary of significant accounting policies and other explanatory notes.

Auditor’s Opinion

In my opinion, the financial report:

• presents fairly, in all material respects, the financial position of the Division as at 30 June 2007, and of its financial performance and its cash flows for the year then ended in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations) and the Public Sector Accounting Standards (including the Australian Accounting Interpretations) and the Public Finance Act 1983 (the PFA Act);

• is in accordance with section 41B of the Public Finance and Audit Act 1983 (the PFA Act) and the Public Finance and Audit Regulation 2005.

The Chief Executive’s Responsibility for the Financial Report

The Chief Executive of the Division is responsible for the preparation and the presentation of the financial report in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations) and the PFA Act. This responsibility includes establishing and maintaining internal control relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor’s Responsibility

My responsibility is to express opinion on the financial report based on my audit. I conducted my audit in accordance with Australian Auditing Standards. These Auditing Standards require that I comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor’s judgment, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity’s preparation and fair presentation of the financial report in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity’s internal control. An audit also includes evaluating the appropriateness of accounting policies and the reasonableness of accounting estimates made by the Chief Executive, as well as evaluating the overall presentation of the financial report.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

My opinion does not provide assurance:

• about the future viability of the Division,

• that it has carried out its activities effectively, efficiently and economically, or

• about the effectiveness of its internal controls.

Independence

In conducting this audit, the Audit Office has complied with the independence requirements of the Australian Auditing Standards and other relevant ethical requirements. The PFA Act further promotes independence by:

• providing that only Parliament and not the executive government can remove an Auditor-General, and

• mandating the Auditor-General as auditor of public sector agencies, but excluding the provision of non-audit services, has ensured the Auditor-General and the Audit Office are not compromised in their role by the possibility of losing clients or income.

James Seguram
Acting Director, Financial Audit Services
3 October 2007
SYDNEY
FINANCIAL STATEMENTS

INCOME STATEMENT FOR THE YEAR ENDED 30 JUNE 2007

17 March 2006 to 30 June 2006

$000   $000

Income
Personnel services  281,558  78,365
Total income  281,558  78,365

Expenses
Salaries and wages (including recreation leave)  325,563  91,258
Long service leave  (4797)  4209
Superannuation – defined benefit plan  (109,256)  (40,783)
Superannuation – defined contribution plan  15,771  9990
Workers compensation insurance  4113  2254
Payroll tax and fringe benefits tax  25,041  9655
Redundancy  6848  1782
Other  18,275  –
Total expenses  281,558  78,365

Operating result  –  –

STATEMENT OF RECOGNISED INCOME AND EXPENSE FOR THE YEAR ENDED 30 JUNE 2007

June 2007  17 March 2006 to 30 June 2006

$000   $000

Total income and expenses recognised directly in equity  –  –

Operating result  –  –

Total income and expense recognised for the year  –  –

FINANCIAL STATEMENTS

ROADS AND TRAFFIC AUTHORITY DIVISION OF THE
GOVERNMENT SERVICE OF NSW

YEAR INDED 30 JUNE 2007

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

1. The accompanying financial statements exhibit a true and fair view of the Division’s financial position as at 30 June 2007 and transactions for the year then ended.

2. The statements have been prepared in accordance with the provisions of the Public Finance and Audit Act 1983, the Public Finance and Audit Regulation 2005 and the Treasurer’s Directions.

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

Brett Skinner
Director, Finance and Commercial Development
3 October 2007

Les Wielinga
Chief Executive
3 October 2007
### BALANCE SHEET AS AT 30 JUNE 2007

<table>
<thead>
<tr>
<th>Notes</th>
<th>30 June 2007</th>
<th>30 June 2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assets</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Receivables</td>
<td>2(a)</td>
<td>335,945</td>
</tr>
<tr>
<td>Prepayment</td>
<td>2(b)</td>
<td>49,395</td>
</tr>
<tr>
<td>Total assets</td>
<td>385,340</td>
<td>500,686</td>
</tr>
<tr>
<td>Liabilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current liabilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Payables</td>
<td>3(a)</td>
<td>44,559</td>
</tr>
<tr>
<td>Provisions</td>
<td>3(b)</td>
<td>216,844</td>
</tr>
<tr>
<td>Total current liabilities</td>
<td>261,403</td>
<td>282,711</td>
</tr>
<tr>
<td>Non-current liabilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provisions</td>
<td>3(c)</td>
<td>123,937</td>
</tr>
<tr>
<td>Total non-current liabilities</td>
<td>123,937</td>
<td>217,975</td>
</tr>
<tr>
<td>Total liabilities</td>
<td>385,340</td>
<td>500,686</td>
</tr>
<tr>
<td>Equity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accumulated funds</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>Total equity</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>CASH FLOW STATEMENT FOR THE YEAR ENDED 30 JUNE 2007</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Notes</th>
<th>2007</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>CASH FLOWS FROM OPERATING ACTIVITIES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Payments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employee related</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>Total Payments</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>Receipts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sale of services</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>Total receipts</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>NET CASH FLOWS FROM OPERATING ACTIVITIES</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>CASH FLOWS FROM INVESTING ACTIVITIES</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>CASH FLOWS FROM FINANCING ACTIVITIES</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>NET INCREASE / (DECREASE) IN CASH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Opening cash and cash equivalents</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>CLOSING CASH AND CASH EQUIVALENTS</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>
Payables are recognised initially at fair value, usually based on the transaction cost or face value. Subsequent measurement is at amortised cost using the effective interest method. Short-term payables with no stated interest rate are measured at the original invoice amount where the effect of discounting is immaterial.

(b) Employee benefit provisions and expenses

Provisions are made for liabilities of uncertain amount or uncertain timing of settlement.

Employee benefit provisions represent expected amounts payable in the future in respect of unused entitlements accumulated as at the reporting date. Liabilities associated with, but that are not, employee benefits (such as payroll tax) are recognised separately.

Superannuation and leave liabilities are recognised as expenses and provisions when the obligations arise, which is usually through the rendering of service by employees.

Long-term annual leave (that is not expected to be taken within 12 months) is measured at present value using a discount rate equal to the market yield on government bonds.

Superannuation and long service leave provisions are actuarially assessed prior to each reporting date and are measured at the present value of the estimated future payments. All other employee benefit liabilities (i.e., for benefits falling due wholly within 12 months after reporting date) are assessed by management and are measured at the undiscounted amount of the estimated future payments.

The amount recognised for superannuation is the net total of the present value of the defined benefit obligation at the reporting date, minus the fair value at that date of any plan assets out of which the obligation are to be settled directly.

The actuarial assessment of superannuation provisions uses the Projected Unit Credit Method and reflects estimated future salary increases and the benefits set out in the terms of the plan. The liabilities are discounted using the market yield rate on government bonds of similar maturity to those obligations. Actuarial assumptions are unbiased and mutually compatible and financial assumptions are based on market expectations for the period over which the obligations are to be settled.

The value of annual leave expected to be taken within 12 months is $27.110 million and $11.618 million after 12 months.

(ii) The value of long service leave expected to be taken within 12 months is $7.172 million and $158.180 million after 12 months.

(c) Provisions – non-current

Superannuation

Annual leave (i) 44,885 43,596

Long service leave (ii) 171,959 189,036

Accrued expenses 216,844 232,632

Provision for superannuation

Superannuation statements include both employer and employee superannuation assets and liabilities as prescribed by AASB 119 Employee Benefits.

General description of the plan

The Pooled Fund holds in trust the investments of the closed NSW public sector superannuation schemes:

- State Authorities Superannuation Scheme (SASS)
- State Superannuation Scheme (SSS)

State Authorities Non-contributory Superannuation Scheme (SANCS).

These schemes are all defined benefit schemes – at least a component of the final benefit is derived from a multiple of member salary and years of membership. All the schemes are closed to new members.

Actuarial gains and losses are recognised in profit or loss in the year they occur.

The following information has been prepared by the scheme actuary.
Reconciliation of the assets and liabilities recognised in the balance sheet

<table>
<thead>
<tr>
<th></th>
<th>SSAS Financial year to 30 June 2007</th>
<th>SANCS Financial year to 30 June 2007</th>
<th>SSS Financial year to 30 June 2007</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Present value of defined benefit obligations</td>
<td>489,099</td>
<td>69,623</td>
<td>734,718</td>
<td>1,293,440</td>
</tr>
<tr>
<td>Fair value of plan assets</td>
<td>(411,205)</td>
<td>(27,753)</td>
<td>(784,113)</td>
<td>(1,233,071)</td>
</tr>
<tr>
<td>Surplus in excess of recovery available from schemes</td>
<td>77,894</td>
<td>31,870</td>
<td>(49,395)</td>
<td>60,369</td>
</tr>
<tr>
<td>Unrecognised past service cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepayment</td>
<td></td>
<td></td>
<td></td>
<td>49,395</td>
</tr>
<tr>
<td>Net (asset)/liability to be disclosed in balance sheet</td>
<td>77,894</td>
<td>31,870</td>
<td></td>
<td>109,764</td>
</tr>
</tbody>
</table>

SSAS Financial year to 30 June 2006
SANCS Financial year to 30 June 2006
SSS Financial year to 30 June 2006
Total

Net assets/liability at start of year 100,990 35,339 81,104 217,433

Net expense (32,898) 16,565 (103,145) (122,598)
Net assets/liability at start of year 100,990 35,339 81,104 217,433

Net asset/liability to be disclosed in balance sheet 77,894 31,870 – 109,764

All fund assets are invested by Superannuation Trustee Corporation at arm’s length through independent fund managers.

Movement in net liability/asset recognised in balance sheet

<table>
<thead>
<tr>
<th></th>
<th>SSAS Financial year to 30 June 2006</th>
<th>SANCS Financial year to 30 June 2006</th>
<th>SSS Financial year to 30 June 2006</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Present value of defined benefit obligations</td>
<td>471,698</td>
<td>70,059</td>
<td>750,583</td>
<td>1,292,340</td>
</tr>
<tr>
<td>Fair value of plan assets</td>
<td>(370,708)</td>
<td>(24,720)</td>
<td>(669,479)</td>
<td>(1,074,907)</td>
</tr>
<tr>
<td>Surplus in excess of recovery available from schemes</td>
<td>100,990</td>
<td>35,339</td>
<td>81,104</td>
<td>217,433</td>
</tr>
<tr>
<td>Unrecognised past service cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net (asset)/liability to be disclosed in balance sheet</td>
<td>100,990</td>
<td>35,339</td>
<td>81,104</td>
<td>217,433</td>
</tr>
</tbody>
</table>

All fund assets are invested by Superannuation Trustee Corporation at arm’s length through independent fund managers.

Movement in net liability/asset recognised in balance sheet

<table>
<thead>
<tr>
<th></th>
<th>SSAS Financial year to 30 June 2006</th>
<th>SANCS Financial year to 30 June 2006</th>
<th>SSS Financial year to 30 June 2006</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
<td>$000</td>
</tr>
<tr>
<td>Current service cost 11,763 3995 5301 21,059</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest on obligation 26,951 2930 43,592 74,473</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expected return on plan assets (27,747) (2570) (50,978) (81,295)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net actuarial losses (gains) recognised in year (14,254) (3699) (101,059) (119,012)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Change in surplus in excess of recovery available from scheme – – – –</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Past service cost – – – –</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Losses (gains) on curtailments and settlements – – – –</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net expense recognised in the income statement (32,898) 16,565 (124,321) (141,757)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net assets/liability at start of year 163,644 17,929 224,112 405,688</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contributions (12,769) 47,299 96,106 154,023</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net assets/liability at start of year 150,875 30,000 228,006 408,881</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Actual return on plan assets 53,188 4729 96,106 154,023</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net expenses recognised in the income statement (12,769) 47,299 96,106 154,023</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contributions (12,769) 47,299 96,106 154,023</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net assets/liability at start of year 150,875 30,000 228,006 408,881</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Actual return on plan assets 44,630 7827 90,214 142,671</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Valuation method and principal actuarial assumptions at the reporting date

a) Valuation method
The Projected Unit Credit valuation method was used to determine the present value of the defined benefit obligations and the related current service costs. This method sees each period of service as giving rise to an additional unit of benefit entitlement and measures each unit separately to build up the final obligation.

b) Economic assumptions

<table>
<thead>
<tr>
<th></th>
<th>30 June 2007</th>
<th>30 June 2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Discount rate at 30 June</td>
<td>6.4% pa</td>
<td>5.9% pa</td>
</tr>
<tr>
<td>Expected return on plan assets at 30 June</td>
<td>7.6%</td>
<td>7.6%</td>
</tr>
<tr>
<td>Expected salary increases</td>
<td>4.0% pa to June 2006; 3.5% pa thereafter</td>
<td>4.0% pa to 2008; 3.5% pa thereafter</td>
</tr>
<tr>
<td>Expected rate of CPI increase</td>
<td>2.5% pa</td>
<td>2.5% pa</td>
</tr>
</tbody>
</table>

Arrangements for employer contributions for funding

The following is a summary of the 30 June 2007 financial position of the fund calculated in accordance with AAS 25 – Financial Reporting by Superannuation Plans.

<table>
<thead>
<tr>
<th></th>
<th>SSAS Financial year to 30 June 2007</th>
<th>SANCS Financial year to 30 June 2007</th>
<th>SSS Financial year to 30 June 2007</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accrued benefits</td>
<td>$481,427</td>
<td>$68,921</td>
<td>$664,340</td>
<td>$1,214,688</td>
</tr>
<tr>
<td>Net market value of Fund assets</td>
<td>(411,205)</td>
<td>(37,754)</td>
<td>(784,113)</td>
<td>(1,233,072)</td>
</tr>
<tr>
<td>Net (surplus)/deficit</td>
<td>$70,222</td>
<td>$31,167</td>
<td>(119,773)</td>
<td>(18,384)</td>
</tr>
</tbody>
</table>

Recommended contribution rates for the entity are:

<table>
<thead>
<tr>
<th></th>
<th>SASS</th>
<th>SANCS</th>
<th>SSS</th>
</tr>
</thead>
<tbody>
<tr>
<td>multiple of member contributions</td>
<td>2.80% pa</td>
<td>% member salary</td>
<td>multiple of member contributions</td>
</tr>
<tr>
<td></td>
<td>3.00% pa</td>
<td></td>
<td>4.10% pa</td>
</tr>
</tbody>
</table>

The economic assumptions adopted for the current actuarial review of the fund are:

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expected rate of return on fund assets</td>
<td>7.6% pa</td>
<td>7.3% pa</td>
</tr>
<tr>
<td>Expected salary increase rate</td>
<td>4.0% pa</td>
<td>4.0% pa</td>
</tr>
<tr>
<td>Expected rate of CPI increase</td>
<td>2.5%</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

Nature of asset/liability
If a surplus exists in the employer’s interest in the fund, the employer may be able to take advantage of it in the form of a reduction in the required contribution rate, depending on the advice of the fund’s actuary.

Where a deficiency exists, the employer is responsible for any difference between the employer’s share of fund assets and the defined benefit obligation.

4. RECONCILIATION OF CASH FLOWS FROM OPERATING RESULT TO OPERATING ACTIVITIES

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase/(decrease) in payables and other liabilities</td>
<td>(115,346)</td>
<td>455,168</td>
</tr>
<tr>
<td>(Increase)/decrease in receivables and other assets</td>
<td>115,346</td>
<td>(455,168)</td>
</tr>
<tr>
<td>Net cash used on operating activities</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5. RELATED PARTY TRANSACTION

(a) Relationship between RTA and the Division
As a result of the Public Sector Employment Legislation Amendment Act 2006, from 17 March 2006 previous employees of the RTA are now employees of the RTA Division of the Government Service of New South Wales (the Division).

The Division is a controlled entity of the RTA and its only function is to provide personnel services in the form of employee related activity to the RTA.

(b) Transactions between RTA and the Division
RTA Division provides personnel services to RTA. Information related to personnel services is as follows:

(i) Personnel services provided | $281,558 million |
(ii) Receivable due from the RTA | $335,945 million |

The receivable is unsecured and the consideration to be provided on settlement will be equal to the total payables and provisions of the Division. No provision for doubtful debts relating to the receivable has been raised nor has an expense been recognised during the period in respect of bad or doubtful debts due from the RTA.

6. AFTER BALANCE SHEET DATE EVENT
There are no significant after balance sheet date events.

End of audited financial statements.
# Major Works

## Western Sydney Transitways
- **Project Description:** Parramatta – Rouse Hill, Blacktown – Parklea
- **Status:** Parramatta to Rouse Hill opened to traffic
- **Announced Completion Date:** 2007
- **Estimated Total Cost:** $524,000
- **2006-07 Exp.:** 135,064
- **Previous Years Exp.:** 312,797

## North-West Transitway Network
- **Lane Cove Tunnel and associated road improvements (State and private sector funding)**
  - **Location:** Lane Cove Tunnel
  - **Status:** Tunnel opened to traffic
  - **Announced Completion Date:** 2008
  - **Estimated Total Cost:** $1,100,000
  - **2006-07 Exp.:** 7084
  - **Previous Years Exp.:** 68,922

## Sydney Motorway Network
- **F3 Freeway To M2 Motorway Link (planning, federal funding)**
  - **Location:** Wahroonga – Carlingford
  - **Status:** NA
  - **Announced Completion Date:** NA
  - **Estimated Total Cost:** NA
  - **2006-07 Exp.:** NA
  - **Previous Years Exp.:** 5822

## Sydney West and North West
- **Old Windsor Road, Norwest Boulevarde, grade separated intersection**
  - **Location:** Bella Vista
  - **Status:** Completed
  - **Announced Completion Date:** 2006
  - **Estimated Total Cost:** $42,000
  - **2006-07 Exp.:** 10,850
  - **Previous Years Exp.:** 31,036

## Sydney South West and South
- **Alfords Point Bridge duplication**
  - **Location:** Alfords Point
  - **Status:** Completed
  - **Announced Completion Date:** 2008
  - **Estimated Total Cost:** $45,000
  - **2006-07 Exp.:** 5781
  - **Previous Years Exp.:** 2185

## Sydney South West
- **Cowpasture Road, Cawneura Road to Benera Road, widen to four lanes (planning and preconstruction)**
  - **Location:** Edmondson Park
  - **Status:** NA
  - **Announced Completion Date:** NA
  - **Estimated Total Cost:** NA
  - **2006-07 Exp.:** 1367
  - **Previous Years Exp.:** 2825

- **Cowpasture Road, Main Street to Hoxton Park Road, widen to four lanes**
  - **Location:** Hoxton Park
  - **Status:** Completed
  - **Announced Completion Date:** 2006
  - **Estimated Total Cost:** $40,000
  - **2006-07 Exp.:** 9841
  - **Previous Years Exp.:** 30,059

- **Tennant Drive, Ferrers Road to Westlink M7 (planning and preconstruction)**
  - **Location:** Hornsby Park
  - **Status:** NA
  - **Announced Completion Date:** NA
  - **Estimated Total Cost:** NA
  - **2006-07 Exp.:** 860
  - **Previous Years Exp.:** 812

- **Hoxton Park Road, Banks Road to Cowpasture Road, widen to four lanes (planning and preconstruction)**
  - **Location:** Hoxton Park
  - **Status:** Completed
  - **Announced Completion Date:** 2010
  - **Estimated Total Cost:** $71,000
  - **2006-07 Exp.:** 1380
  - **Previous Years Exp.:** 3475

- **F5 Hume Highway, south facing ramps at Ingleburn (federal and local government funding)**
  - **Location:** Ingleburn
  - **Status:** Completed
  - **Announced Completion Date:** 2006
  - **Estimated Total Cost:** $13,700
  - **2006-07 Exp.:** 486
  - **Previous Years Exp.:** 11,332

- **F5 Hume Highway, Brooks Road to Camden Valley Way, widen northbound carriageway to four lanes (federal and State funding)**
  - **Location:** Ingleburn
  - **Status:** Completed
  - **Announced Completion Date:** 2007
  - **Estimated Total Cost:** $30,000
  - **2006-07 Exp.:** 5158
  - **Previous Years Exp.:** 1158

- **Narellan Road Extension, Camden Valley Way to The Northern Road**
  - **Location:** Harrington Park
  - **Status:** Completed
  - **Announced Completion Date:** 2007
  - **Estimated Total Cost:** $33,000
  - **2006-07 Exp.:** 23,478
  - **Previous Years Exp.:** 4287

---

*Expenditure does not include any private sector expenditure.*
<table>
<thead>
<tr>
<th>Project description</th>
<th>Location</th>
<th>Status</th>
<th>Announced completion date</th>
<th>Estimated total cost $000</th>
<th>2006-07 Exp</th>
<th>Previous years exp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sydney inner metropolitan and north</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Spit Bridge and approaches, widen to six lanes</td>
<td>Mosman</td>
<td>NA</td>
<td>NA</td>
<td>115,000</td>
<td>2205</td>
<td>3033</td>
</tr>
<tr>
<td>F3 Sydney to Newcastle Freeway, widening to six lanes between Mt Colah and Cowan (State and federal funding)</td>
<td>Mount Colah</td>
<td>NA</td>
<td>NA</td>
<td>119,000</td>
<td>21,006</td>
<td>3878</td>
</tr>
<tr>
<td>Great Western Highway</td>
<td>Woodford to Hazelbrook</td>
<td>NA</td>
<td>NA</td>
<td>45,000</td>
<td>12,075</td>
<td>21,372</td>
</tr>
<tr>
<td>Lawson Section 1, Ferguson Avenue to Honour Avenue, widen to four lanes (planning and preconstruction)</td>
<td>Lawson</td>
<td>NA</td>
<td>NA</td>
<td>1315</td>
<td>7936</td>
<td></td>
</tr>
<tr>
<td>Lawson Section 2, Honour Avenue to Ridge Street, widen to four lanes (planning and preconstruction)</td>
<td>Lawson</td>
<td>NA</td>
<td>NA</td>
<td>3106</td>
<td>8613</td>
<td></td>
</tr>
<tr>
<td>Wentworth Falls East, Tabeland Road to Station Street, widen to four lanes (planning)</td>
<td>Wentworth Falls</td>
<td>NA</td>
<td>NA</td>
<td>368</td>
<td>1191</td>
<td></td>
</tr>
<tr>
<td>Leura to Katoomba Stage 2, East View Avenue to Bowring Green Avenue, widen to four lanes (planning)</td>
<td>Leura</td>
<td>NA</td>
<td>NA</td>
<td>25,000</td>
<td>7294</td>
<td>1430</td>
</tr>
<tr>
<td>Pacific Highway</td>
<td>F3 to Raymond Terrace (planning)</td>
<td>Newcastle</td>
<td>NA</td>
<td>1910</td>
<td>2764</td>
<td></td>
</tr>
<tr>
<td>Karuah to Bulahdelah Section 1, dual carriageway (State and federal funding)</td>
<td>Karuah</td>
<td>NA</td>
<td>Completed 2006</td>
<td>114,000</td>
<td>13,821</td>
<td>80,548</td>
</tr>
<tr>
<td>Karuah to Bulahdelah Section 2 and 3, dual carriageway (State and federal funding)</td>
<td>Bulahdelah</td>
<td>NA</td>
<td>262,000</td>
<td>46,016</td>
<td>11,219</td>
<td></td>
</tr>
<tr>
<td>Bulahdelah Bypass, dual carriageway (planning, State and federal funding)</td>
<td>Bulahdelah</td>
<td>NA</td>
<td>300,000</td>
<td>1269</td>
<td>9839</td>
<td></td>
</tr>
<tr>
<td>Bundacree Creek to Pasom Brush, dual carriageways (State and federal funding)</td>
<td>Nabiac</td>
<td>NA</td>
<td>Completed 2006</td>
<td>115,000</td>
<td>14,783</td>
<td>92,000</td>
</tr>
<tr>
<td>FaiII Road to Tritten Road (planning)</td>
<td>FaiII</td>
<td>NA</td>
<td>NA</td>
<td>534</td>
<td>988</td>
<td></td>
</tr>
<tr>
<td>Coopernook to Moorland, dual carriageways (planning, State and federal funding)</td>
<td>Moorland</td>
<td>NA</td>
<td>2009</td>
<td>116,000</td>
<td>7020</td>
<td>514</td>
</tr>
<tr>
<td>Moorland to Herons Creek, dual carriageways (planning, State and federal funding)</td>
<td>Kew</td>
<td>NA</td>
<td>2009</td>
<td>300,000</td>
<td>16,025</td>
<td>7861</td>
</tr>
<tr>
<td>Herons Creek to Stills Road (planning)</td>
<td>Herons Creek</td>
<td>NA</td>
<td>NA</td>
<td>149</td>
<td>949</td>
<td></td>
</tr>
<tr>
<td>Chisley Highway to Kempsey (planning)</td>
<td>Port Macquarie</td>
<td>NA</td>
<td>NA</td>
<td>979</td>
<td>4372</td>
<td></td>
</tr>
<tr>
<td>Kempsey to Eugenia (planning)</td>
<td>Kempsey</td>
<td>NA</td>
<td>NA</td>
<td>2388</td>
<td>13,746</td>
<td></td>
</tr>
<tr>
<td>Warrell Creek to Lurunga (planning)</td>
<td>Nabucca Heads</td>
<td>NA</td>
<td>NA</td>
<td>2402</td>
<td>3946</td>
<td></td>
</tr>
<tr>
<td>Bonville Bypass, dual carriageways (State and federal funding)</td>
<td>Bonville</td>
<td>NA</td>
<td>2008</td>
<td>245,000</td>
<td>73,276</td>
<td>22,742</td>
</tr>
<tr>
<td>Coffs Harbour Bypass (planning, State and federal funding)</td>
<td>Coffs Harbour</td>
<td>NA</td>
<td>NA</td>
<td>6410</td>
<td>8387</td>
<td></td>
</tr>
</tbody>
</table>
## Hunter

<table>
<thead>
<tr>
<th>Project description</th>
<th>Location</th>
<th>Status</th>
<th>Announced completion date</th>
<th>Estimated total cost $000</th>
<th>2006–07 Exp</th>
<th>Previous years exp</th>
</tr>
</thead>
<tbody>
<tr>
<td>New National Network Link, F3 Freeway to New England Highway west of Branxton (planning and preconstruction, State and federal funding)</td>
<td>Seahampton–Branxton</td>
<td>NA</td>
<td>NA</td>
<td>5972</td>
<td>34,277</td>
<td></td>
</tr>
<tr>
<td>New England Highway, Weakleys Drive interchange (federal funding)</td>
<td>Beresfield</td>
<td>2008</td>
<td>51,800</td>
<td>4531</td>
<td>8586</td>
<td></td>
</tr>
<tr>
<td>New England Highway, realignment at Holcombe Hill (federal funding)</td>
<td>Aberdeen</td>
<td>2007</td>
<td>16,900</td>
<td>10,136</td>
<td>1236</td>
<td></td>
</tr>
<tr>
<td>Newcastle Inner Bypass, Shortland to Sandgate (planning)</td>
<td>Sandgate</td>
<td>NA</td>
<td>NA</td>
<td>495</td>
<td>1018</td>
<td></td>
</tr>
<tr>
<td>Third Hunter River crossing</td>
<td>Maitland</td>
<td>2011</td>
<td>65,000</td>
<td>1868</td>
<td>2154</td>
<td></td>
</tr>
<tr>
<td>Five Islands Road, duplication from Boodagil to Speers Point</td>
<td>Teralba</td>
<td>Completed</td>
<td>2007</td>
<td>50,000</td>
<td>11,239</td>
<td>38,790</td>
</tr>
<tr>
<td>Nelson Bay Road, replacement of Toure Street Bridge over the Hunter River</td>
<td>Mayfield</td>
<td>2009</td>
<td>47,000</td>
<td>1244</td>
<td>1909</td>
<td></td>
</tr>
<tr>
<td>Nelson Bay Road, dual carriageways from Bobbi Farm to Anna Bay – stage 2</td>
<td>Salt Ash</td>
<td>2007</td>
<td>12,000</td>
<td>7601</td>
<td>3326</td>
<td></td>
</tr>
</tbody>
</table>

## North Coast and northern NSW

<table>
<thead>
<tr>
<th>Project description</th>
<th>Location</th>
<th>Status</th>
<th>Announced completion date</th>
<th>Estimated total cost $000</th>
<th>2006–07 Exp</th>
<th>Previous years exp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chatswy Highway upgrade from Writs Road to the Pacific Highway (planning)</td>
<td>Port Macquarie</td>
<td>NA</td>
<td>NA</td>
<td>2709</td>
<td>7279</td>
<td></td>
</tr>
</tbody>
</table>

## South western NSW

<table>
<thead>
<tr>
<th>Project description</th>
<th>Location</th>
<th>Status</th>
<th>Announced completion date</th>
<th>Estimated total cost $000</th>
<th>2006–07 Exp</th>
<th>Previous years exp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southern Hume 67 km duplication works (federal funding)</td>
<td>Various</td>
<td>2009</td>
<td>800,000</td>
<td>41,338</td>
<td>1288</td>
<td></td>
</tr>
<tr>
<td>Hume Highway, safety improvements at Towrang Road and Carrick Road (federal funding)</td>
<td>Towrang</td>
<td>2007</td>
<td>7400</td>
<td>2530</td>
<td>636</td>
<td></td>
</tr>
<tr>
<td>Hume Highway, Coolac Bypass (federal funding)</td>
<td>Coolac</td>
<td>2009</td>
<td>179,000</td>
<td>20,950</td>
<td>13,564</td>
<td></td>
</tr>
<tr>
<td>Hume Highway, West Street interchange, North Gundagai</td>
<td>Gundagai</td>
<td>Completed</td>
<td>2006</td>
<td>10,300</td>
<td>4954</td>
<td>5337</td>
</tr>
<tr>
<td>Hume Highway, Shaws Bridge duplication (federal funding)</td>
<td>Gundagai</td>
<td>Completed</td>
<td>2009</td>
<td>78,000</td>
<td>1237</td>
<td>1011</td>
</tr>
<tr>
<td>Hume Highway, Tuarto truck facility (State and federal funding)</td>
<td>Tuarto</td>
<td>Completed</td>
<td>2007</td>
<td>7500</td>
<td>5893</td>
<td>1273</td>
</tr>
<tr>
<td>Albory Wodonga Hume Freeway project (federal funding)</td>
<td>Albury</td>
<td>Completed</td>
<td>2007</td>
<td>518,000</td>
<td>114,801</td>
<td>215,765</td>
</tr>
<tr>
<td>Bargo Highway, ACT to Marrumbateman Bypass (planning, federal funding)</td>
<td>Marrumbateman</td>
<td>NA</td>
<td>NA</td>
<td>32</td>
<td>864</td>
<td></td>
</tr>
<tr>
<td>Burtle Griffen Way, Bowling deviation</td>
<td>Bowling</td>
<td>Completed</td>
<td>2007</td>
<td>12,000</td>
<td>7553</td>
<td>3584</td>
</tr>
<tr>
<td>Murray River, new bridge and approaches at Euston Pelinoville (State and federal funding)</td>
<td>Euston</td>
<td>Completed</td>
<td>2006</td>
<td>50,800</td>
<td>12,320</td>
<td>38,144</td>
</tr>
<tr>
<td>Murray River, new bridge and approaches at Echuca, Moama (State and federal funding) – managed by VicRoads</td>
<td>Echuca</td>
<td>NA</td>
<td>NA</td>
<td>4</td>
<td>330</td>
<td></td>
</tr>
</tbody>
</table>

## Western NSW

<table>
<thead>
<tr>
<th>Project description</th>
<th>Location</th>
<th>Status</th>
<th>Announced completion date</th>
<th>Estimated total cost $000</th>
<th>2006–07 Exp</th>
<th>Previous years exp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newell Highway, Begin to Coolang Realignment (federal funding)</td>
<td>Parkes</td>
<td>Completed</td>
<td>2007</td>
<td>17,500</td>
<td>10,653</td>
<td>676</td>
</tr>
<tr>
<td>Newell Highway, Yelangan Creek: Improved flood immunity (federal funding)</td>
<td>Moree</td>
<td>Completed</td>
<td>2007</td>
<td>15,000</td>
<td>10,991</td>
<td>796</td>
</tr>
<tr>
<td>Newell Highway, Moree Bypass (federal funding)</td>
<td>Moree</td>
<td>2009</td>
<td>56,000</td>
<td>1635</td>
<td>13,192</td>
<td></td>
</tr>
</tbody>
</table>

## 2. THREATENED SPECIES RECOVERY PLAN

The RTA is required by legislation to report on the cost and progress of threatened species recovery plans. Actions taken to implement the measures outlined in the four final and two draft threatened species recovery plans are set out in the table below.

<table>
<thead>
<tr>
<th>Species</th>
<th>Action taken to implement measures</th>
<th>Estimated annual cost $000</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Monitor the A. pubescens population at Beverly Hills/Narwee on the M5 (north of Windarra Street).</td>
<td>Environmental Services representative to conduct at least one annual inspection of the population.</td>
<td>$620</td>
</tr>
<tr>
<td></td>
<td>Assess development activities with reference to the recovery plans, the EIA Guidelines for A. pubescens and future advice from the National Parks and Wildlife Service (NPWS).</td>
<td>Environmental Services representative to advise project manager of this requirement if aware of the proposed activity prior to environmental impact assessment (EIA) process. Project manager to advise EIA consultant of this requirement. Environmental assessor to ensure that the recovery plan, EIA guidelines and NPWS advice have been considered in all relevant EIA. Environmental assessor to take this requirement into account when preparing decision reports.</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Prepare or review any relevant environmental policies or management plans with reference to the recovery plans and any future advice from the NPWS.</td>
<td>Asset Services to add reference to A. pubescens Recovery Plan to the Maintenance Environmental Management Plan (EMP) for the M5 with advice from Environmental Services representative.</td>
<td>N/A</td>
</tr>
</tbody>
</table>
**Grevillea collyi Threatened Species Recovery Plan**

Control of drainage runoff from Ryland Track in Ku-ring-gai Chase National Park.

Investigations to be made to determine controls of runoff from other side of road.

Nil

Site meeting undertaken with NPWS in November 2001. No further action required at this stage.

**Sympathetic management of plants on roadways**

Inform maintenance contractor of appropriate maintenance techniques for minimising damage to G. collyi.

N/A

Known locations of G. collyi are to be included in the roadside corridor management plans.

**Darwinia biflora Threatened Species Recovery Plan**

Endorsement of the D. biflora Threatened Species Recovery Plan.

Comments on draft recovery plan provided to NPWS.

N/A


Public authorities will implement threat and habitat management programs on public lands.

Identify threats to population adjacent F3 Freeway at Mt Colah. Manage threats appropriately.

N/A

This population is situated some distance back from the freeway on top of a cutting. The population is relatively secure and is not under threat from any RTA activities.

**Infomed environmental assessment and planning decisions will be made.**

D. biflora EIA guidelines to be used when considering any activity that may impact on the species.

N/A

No activity has been proposed in 2006–07 that may have an impact on the species.

**NPWS to be advised of any consents or approvals which affect D. biflora.**

Advise NPWS when RTA proposals will affect D. biflora.

N/A

No activity has been proposed in 2006–07 that will have an impact on the species.

**Microsia angusii (Angus Onion Orchid)**

Consider the impact of any activities undertaken within areas under control of the RTA that are known to contain M. angusii or are potential habitats.

Environmental Services representative to advise project manager of this requirement. Project manager to forward the required information to NPWS.

N/A

No activity has been proposed in 2006–07 that may have an impact on the species.

**Liaise with NPWS, Warrigal Council, Pittwater Council and Ku-ring-gai Council to achieve and maintain a permanent record of the location of M. angusii populations and potential habitats.**

RTA Recovery Team member to share information with other team members and update records accordingly.

In kind support.

Ongoing RTA involvement in Recovery Team.

**Ensure that all environmental personnel are familiar with the location of M. angusii.**

Environmental Services to establish central database for sensitive sites, including known and potential locations of M. angusii.

RTA Recovery Team to brief Environmental Services on these locations.

RTA Recovery Team member to provide information to maintenance contractors regarding identification of M. angusii, known and potential locations of M. angusii populations and preferred weed control methods.

RTA Recovery Team member to advise EIA consultant of this requirement.

**Ensure that EIA surveys are conducted between May and October.**

Environmental Services representative to advise relevant project manager of this requirement prior to any activity that may impact on this species. Project manager to advise EIA consultant of this requirement.

No activity has been proposed in 2006–07 that may have an impact on the species.

**Notify NPWS of any new M. angusii populations discovered.**

RTA Recovery Team member to notify NPWS when new populations of this species.

N/A

No new populations have been identified by the RTA.

**Duffys Forest Endangered Ecological Community Draft Recovery Plan**


RTA Recovery Team member to share information with other team members to develop action plans.

In kind support.

Ongoing RTA involvement in Recovery Team.

Public authorities will implement threat and habitat management programs on public lands.

Identify threats to populations on RTA controlled lands. Manage threats appropriately.

N/A

Areas of Duffys Forest within RTA controlled lands have been identified. Sites to be included on the Roadside Corridor Management Plans.

**Isoodon obesulus (Southern Brown Bandicoot) Threatened Species Recovery Plan**

Endorsement of the I. obesulus Threatened Species Recovery Plan.

Formal notification to NPWS.

RTA has endorsed plan.


RTA Recovery Team member to share information with other team members to develop action plans.

In kind support.

Ongoing RTA involvement in Recovery Team.

Ensure that EIA surveys are conducted between May and October.

Environmental Services representative to advise relevant project manager of this requirement prior to any activity that may impact on this species. Project manager to advise EIA consultant of this requirement.

No activity has been proposed in 2006–07 that may have an impact on the species.

**Eleocharis tetraquetra (Square Stemmed Spike Rush) Threatened Species Recovery Plan**

Manage stockpile site, noxious weeds and drainage patterns at Boambee construction site.

Construction works completed, no ongoing action required.

N/A

All actions to date have been undertaken in accordance with the recovery plan.
Government Agencies Road Safety Council (GARS)
GARS was established to:
· Coordinate government road safety initiatives consistent with the goals outlined in the Road Safety 2010 strategy.
· Keep abreast of road safety developments in partner agencies that may have an impact on member organisations.
· Monitor and evaluate against road safety goals and targets.
· Examine the analysis of up-to-date trends of road deaths and injuries and crash-related problems and discuss the potential for joint countermeasures.

As at 30 June 2007, the council comprised:
· Mr Les Wielinga, Chief Executive, RTA (Chair).
· Mr John Feneley, Attorney General’s Department.
· Chief Superintendent John Hartley, NSW Police Force.
· Ms Pam Albany, NSW Health.
· Ms Caroline Boden, Independent Transport Safety and Reliability Regulator.
· Mr David Bowen, Motor Accidents Authority.
· Mr Rob Randall, Department of Education and Training.
· Mr Garry Payne, Department of Local Government.
· Mr David Stuart-Watt, Director Licensing, Registration and Freight, RTA.
· Dr Soames Job, General Manager, Road Safety Branch, RTA.
· Ms Jenny Thomas, NSW WorkCover.

3. COMMITTEES AND SIGNIFICANT ADVISORY GROUPS
RTA staff serve as members of many committees and advisory groups. A list of significant committees and advisory groups can be found below. The Value for Money chapter details information on Austroads and the Australian Transport Council.
The Road Freight Advisory Council met on 28 June 2007.

Roads and Traffic Advisory Council (RTAC)
Established under the Transport Administration Act 1988, RTAC advises the RTA and the Minister for Roads on:
· The promotion of traffic safety.
· Improvements in the movement of traffic.
· Improvements in the movement of freight.
· Requirements of vehicle drivers.
· Requirements for roads and vehicles.
· Promotion of industrial development, primary production and tourism in relation to roads and traffic.
· Protection of the environment in relation to roads and traffic.
· Roads and traffic legislation.
· Any other matter relating to roads and traffic that the council considers appropriate.

Membership of RTAC is by appointment by the Minister for Roads and comprises representatives from various organisations. As at 28 June 2007, the council comprised:
· Councillor Allan Smith (Chair) representing the Local Government and Shires Associations of NSW.
· Mr Brett Gale representing NRMA Limited.
· Mr Mark Crosdale representing the Labor Council of New South Wales.
· Emeritus Professor Ron Huckstep representing the medical profession.
· Ex-officio members:
  · Mr Les Wielinga, Chief Executive, RTA.
  · Mr Sam Haddad, Director-General of the Department of Planning.
  · Mr Jim Glasson, Director-General of the Ministry of Transport.
  · Commissioner of the NSW Police Force, Andrew P Scipione, APIT, MM.

Note: These appointments expire on 31 December 2008.

Local Government Liaison Committee
The RTA Local Government Liaison Committee’s role is to enhance communication and promote cooperation between the RTA and local government on road and traffic issues of mutual interest. It is the peak body for this communication and cooperation.

During 2006–07 the committee discussed a broad range of issues including Regional Road Timber Bridge Partnership, Higher Mass Limits Route Assessment Guidelines, the Mobility Parking Scheme, Traffic Committee Guidelines, council clustering, review of road classification and OHS issues.

Membership comprises:
· Mr Les Wielinga, Chief Executive, RTA (Chair).
· Mr Michael Bushby, Director, Network Management, RTA.
· Mr David Stuart-Watt, Director, Licensing Registration and Freight, RTA.
· Mr Peter Collins, Director, Regional Operations & Engineering Services, RTA.
· Dr Soames Job, General Manager, Road Safety Branch representing Director, Business Coordination, Road Safety and Policy, RTA.
· Councillor Genia McCaffrey President of the Local Government Association of NSW.
· Councillor Col Sullivan OAM, President of the Shires Association of NSW.
· Councillor Barry Johnston OAM, Chairperson of the Associations’ Roads and Transport Committee.
· Mr Bill Gilooy AM, Executive Director of the Local Government and Shires Associations of NSW.

State Road Authorities Project Management Executive
The executive’s purpose is to provide mutual support to state road authorities (SRAs) to ensure the cost effective delivery of projects to the community. Membership comprises senior executives from all Australian SRAs including the Australian Capital Territory as well as the New Zealand SRA.

Australian Road Forum
The Australian Road Forum is a national peak body for Australia’s roads. It is the Australian affiliate of the International Road Federation and provides a forum for information exchange, policy development and advocacy for stakeholders within the Australian road sector. Membership includes SRAs such as the RTA and the Department of Main Roads, Queensland. Private industry groups such as Boral, Shell and Transurban are also represented.

Transport Certification Australia Limited
Transport Certification Australia Limited (TCA) is a public company that supports the development and implementation of the Intelligent Access Program (IAP) and ensures that IAP service providers are certified and audited.

TCA has a membership that comprises Australian state and territory road transport and traffic authorities and the Department of Transport and Regional Services. It is governed by a board of directors who are responsible for setting the strategic direction, supporting strategies and operating performance objectives of the TCA. The RTA’s David Stuart-Watt, Director, Licensing, Registration and Freight, is the TCA board member for NSW.

ARRB Group Ltd
The ARRB Group Ltd. was created to serve the Australian national research, technical information and technology development needs of its members.

The organisations that provide members to the ARRB Group Ltd are:
· RTA.
· ViRoads (the Roads Corporation of Victoria).
· Department of Infrastructure, Energy and Resources, Tasmania.
· Transport South Australia.
· Department of Main Roads, Queensland.
· Main Roads, Western Australia.
· Commonwealth Department of Transport and Regional Services.
· Department of Infrastructure, Planning and Environment, Northern Territory.
· Department of Urban Services, Australian Capital Territory.
· Australian Local Government Association.
· Transit New Zealand.

Road Safety Taskforce
The Road Safety Taskforce was established by the Minister for Roads in January 2001 following an increase in fatalities in 2000, and a sharp increase over the Christmas/New Year period that year. It was convened to bring individual views, experience, knowledge and skills from a group of road safety experts, and to make recommendations for improving the effectiveness of road safety interventions and initiatives to reduce the road toll.

Members:
· Mr Les Wielinga, Chief Executive, RTA (Chair).
· Mr Peter Steele, NRMA Motoring and Services.
· Mr David Bowen, Motor Accidents Authority.
· Mr Les Wielinga, Chief Executive, RTA (Chair).
· Mr Peter Steele, NRMA Motoring and Services.
· Mr David Bowen, Motor Accidents Authority.
· Mr Les Tree, Ministry for Police.
· Chief Superintendent John Hartley, NSW Police Force.
· Dr Jane Elkington, health consultant.
· Dr Julie Hatfield, University of New South Wales.
· Ms Jenny Thomas, NSW WorkCover.
· Mr Brad Welsh, Youth Advisory Council (from February 2005).
· Mr Jack Whelan, Director, Business Coordination, Road Safety and Policy, RTA.
· Dr Soames Job, General Manager, Road Safety Branch, RTA.
· Mr Steve Merritt, NSW Department of Aboriginal Affairs.
· Mr Ken Browne, NSW Department of Gaming and Racing.
· Mr Jack Whelan, Director, Business Coordination, Road Safety and Policy, RTA.
· Dr Patricia Bryant, Manager Road User Safety, RTA.
· Mr Russell Humble, Manager Road Safety Strategic Projects, RTA.
· Ms Rosemary Caruana, Department of Corrective Services.
· Dr Patricia Bryant, Manager Road User Safety, RTA.
· Ms Rosemary Caruana, Department of Corrective Services.

NSW Bicycle Advisory Council (NSW BAC)
The Bicycle Advisory Council was established to advise the Minister for Roads, through the RTA Chief Executive, on all matters concerning bicycle use, cyclist safety and bicycle facilities.

The NSW BAC is composed of officio members with the exception of the Chair:
· Chairman (independent member, also representing local government).
· Bicycle NSW.
Roadside Environment Committee
The purpose of the Roadside Environment Committee is to improve and enhance the management of roadsides in NSW through the engagement of community and key stakeholders. Membership of the committee is formed by representatives of the following organisations:

- RTA, Nature Conservation Council Country Energy, Rural Fire Service, Rail Infrastructure Corporation, Greening Australia NSW;
- Institute of Public Works; and
- NSW Parliament.

RTA Heritage Committee
The purpose of the RTA Heritage Committee is to discuss issues relating to strategic heritage management of RTA assets. The membership is formed by representatives of the Department of Planning, Heritage Office, National Trust, Royal Australian Historical Society, Engineers Australia and community representatives who specialise in bridges. The RTA also provides several representatives.

The NSW Government Young Driver Advisory Group
- Dr Soames Job, General Manager, Road Safety Branch, RTA (Chair).
- Ms Casey Lovelock, youth representative, Youth Advisory Council.
- Ms Rehan Relesri, youth representative, Youth Advisory Council.
- Mr Paul Rees, Manager Customer Education and Compliance, RTA.
- Ms Maureen Elliott, Manager, Youth, Community and Education, RTA.
- Ms Gillian Calvert, Commissioner, NSW Commission for Children and Young People.
- Mr Robert Wells, community member.

The Child Road Safety Roundtable
- Hon. Eric Robson, Minister for Roads.
- Dr Soames Job, General Manager, Road Safety Branch, RTA.
- Chief Superintendent John Hartley, NSW Police Force.
- Ms Anne Dean, Executive Officer, Youthsafe.
- Ms Maureen Fegan, Director, Early Childhood Road Safety Program.
- Ms Gillian Calvert, Commissioner, NSW Commission for Children and Young People.
- Mr Greg Stead, Executive Officer, Kidsafe NSW Inc.
- Professor Danny Cass, Paediatric Trauma Surgeon, Children’s Hospital Westmead.
- Mr Tony Stuart, Chief Executive, NRMA Motoring and Services.
- Ms Greame Adams, Head of CTP Insurance, NRMA Insurance (CTP).
- Ms Julie Edwards, Manager, Injury Prevention, Motor Accidents Authority.
- Ms Lorraine Walker, Catholic Commission.
- Dr Soames Job, General Manager Road Safety Branch, RTA (Chair).
- Mr Allan Booth, Manager Road Safety Education Program, Department of Education and Training.
- Ms Julie Thompson, Association of Independent Schools.
- Ms Lorraine Walker, Catholic Commission.
- Ms Marianne O’Brien, Department of Education and Training.
- Ms Tracey Hayes, Department of Education and Training.
- Mr Allan Booth, Manager Road Safety Education Program, Department of Education and Training.
- Ms Julie Thompson, Association of Independent Schools.
- Ms Lorraine Walker, Catholic Commission.
- Ms Marianne O’Brien, Department of Education and Training.
- Ms Tracey Hayes, Department of Education and Training.
- Mr Allan Booth, Manager Road Safety Education Program, Department of Education and Training.
- Ms Julie Thompson, Association of Independent Schools.
- Ms Lorraine Walker, Catholic Commission.
- Ms Marianne O’Brien, Department of Education and Training.
- Ms Tracey Hayes, Department of Education and Training.
- Mr Allan Booth, Manager Road Safety Education Program, Department of Education and Training.
- Ms Julie Thompson, Association of Independent Schools.
- Ms Lorraine Walker, Catholic Commission.
- Ms Marianne O’Brien, Department of Education and Training.
- Ms Tracey Hayes, Department of Education and Training.
- Mr Allan Booth, Manager Road Safety Education Program, Department of Education and Training.
- Ms Julie Thompson, Association of Independent Schools.
- Ms Lorraine Walker, Catholic Commission.
- Ms Marianne O’Brien, Department of Education and Training.
- Ms Tracey Hayes, Department of Education and Training.
- Mr Allan Booth, Manager Road Safety Education Program, Department of Education and Training.
- Ms Julie Thompson, Association of Independent Schools.
- Ms Lorraine Walker, Catholic Commission.
- Ms Marianne O’Brien, Department of Education and Training.
- Ms Tracey Hayes, Department of Education and Training.
· Mr Richard Connors, Local Government and Shires Associations.
· Ms Mary Wong, Ministry of Transport.
· Ms Claire Monger, NSW Health.
· Mr Harold Scruby, Chairman/CEO, Pedestrian Council of Australia.
· Mr Ron Delezio, parent representative, C/-Balgowlah Heights Public School.
· Ms Katherine Henderson, community representative.
· Road Safety, Traffic and Transport representative, RTA.
· Maureen Elliot, Manager Youth Community and Education, RTA.
· David Saffron, Road Safety Consultant, RTA.
· Steve Soelstio, Manager Bicycle Policy, RTA.

Other
The RTA also provides representatives to a number of local and regional committees, including technical and professional forums and institutions, university advisory boards, research reference groups, Australian standard committees, technology review panels, industry advisory committees, traffic committees and safety taskforces.

4. SENIOR EXECUTIVE PERFORMANCE STATEMENTS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CEO under S.11A*</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Level 6</td>
<td>2</td>
<td>5</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td>Level 5</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Level 4</td>
<td>8</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Level 3</td>
<td>15</td>
<td>14</td>
<td>14</td>
<td>19</td>
</tr>
<tr>
<td>Level 2</td>
<td>14</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Level 1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>44</td>
<td>44</td>
<td>45</td>
<td>45</td>
</tr>
</tbody>
</table>

Note: The number of SES positions occupied by women in the current year was three.

* CEO position is listed under S.11A of the Statutory and Other Officers Remuneration Act 1975.

Individual statements

| Name: | Les Wielinga |
| Position: | Chief Executive |
| Level | 6 |
| Period in position: | 2006–2007 |
| Total remuneration package: | $375,676 |

The Minister for Roads has expressed satisfaction with Mr Wielinga’s performance from 31 July 2006, when he assumed the role of Chief Executive, through until 30 June 2007. During the period Mr Wielinga continued to focus on delivering a safe, sustainable and efficient road transport system.

Organisational management

· Led the design and implementation of the RTA’s organisational refocus to enhance the RTA’s capacity to meet government priorities and provide better outcomes for communities across NSW. The organisational refocus improved management accountabilities for core tasks and strengthened the RTA’s capacity to respond to internal and external challenges.
· Oversaw the appropriate allocation of the RTA’s resources and budget across programs to achieve RTA results and services for the community and meet government priorities.

Road closures, developed transport and pedestrian plans and managed road transport logistics for the historic event.

· Working with the Ministry of Transport ensured the continued implementation of improvements in bus priority measures on the network of Strategic Bus Corridors across Sydney.
· Oversaw the significant increase in sales of RTA electronic toll tags. As at June 2007 there were 525,588 active RTA tags, an increase of 47 per cent since June 2006.
· Initiated the development of air quality guidelines for road of heavy vehicle emissions in tunnels also commenced.
· Oversaw delivery of the Infrastructure Maintenance $870 million program, including the delivery of seven new bridges; 1,640 kilometres of resurfacing and 132 kilometres of new pavements.
· Oversaw the response to the NSW Auditor-General’s recommendations arising from the report on the Condition of State Roads.
· Chaired the RTA Executive Environment Committee to drive the continual improvement of environmental planning, management and performance across the organisation.

Road user

· Continued to lead the delivery of a range of road safety programs and initiatives. The combination of engineering, enforcement and education programs have resulted in a preliminary financial year road toll of 451 people killed in 2006–07 (compared to 536 for 2005–06) and a fatality crash rate reduced to 6.6 per 100,000 population (compared to 7.9 for 2005–06), including:
  · The delivery of the School Road Safety Package.
  · The introduction of a range of young driver initiatives.
  · The introduction of new legislation giving the NSW Police Force the power to carry out roadside drug testing on any driver, rider or supervising license holder in NSW.
· Along with the Minister for Roads, announced the NSW Centre for Road Safety, to commence operations on 1 July 2007.
· Continued to drive improvements in the delivery of customer service to RTA clients. In particular the enhancements to the RTA website as a key public communication and business channel has seen significant, sustained growth in online transactions.
· During 2006–07 oversaw the delivery of more than 19 million registration and licensing transactions for the 4.58 million drivers and riders and 5.08 million registered vehicles in NSW.
· Oversaw the achievement of positive customer satisfaction results, with 93 per cent of customers rating motor registry services as ‘good’ or ‘very good’ in a survey conducted in May 2007.
· Oversaw the implementation of the Intelligent Access Program (IAP) legislation and the introduction of Higher Mass Limits vehicles (HML).
- Ensured the RTA continued to lead the government’s policy direction on innovative higher productivity vehicles in NSW and to implement Performance Based Standards (PBS).
- Supported the RTA’s active participation in national and NSW identity management initiatives.

Name: Jack Whelan
Position: Director, Business Coordination, Road Safety and Policy
(October 2006 – June 2007)

- A range of young driver initiatives including new legislation giving the NSW Police Force the power to supervise young drivers – including changes to driving hours, passenger restrictions and zero tolerance for speeding.
- The development of an anti-speeding campaign in June 2006.
- $36.5 million in State funds spent on remedial treatments (including intersection improvements, road realignments, clear zone enhancements and a safety barrier installation) to 184 crash risk locations.
- The continued encouragement of consumers to purchase vehicles with a high safety performance. Through the ongoing support of the RTA’s crash testing program and the promotion of the crash test results through the media, brochures and the internet.
- The announcement and launch of NSW Centre for Road Safety in May 2007. The centre is to be a world leader in road safety policy development, high level research, advice and delivery of behaviour change strategies.
- Forty kilometre per hour schemes were installed or upgraded in 14 pedestrian areas and a further 12 pedestrian areas were assessed for the future program. These actions included installing traffic calming measures, safe and convenient pedestrian crossings as well as 40 kilometre per hour speed limits.
- The delivery of a range of road safety initiatives, programs and campaigns, including:
  - The delivery of the School Road Safety Package, including the installation of flashing light warning systems at 100 school zones; a school drop-off and pick-up scheme to improve pedestrian safety; new lines and marked pedestrian crossings to improve safety in 40 kilometre per hour school zones; and the deployment and rotation of fixed speed cameras in NSW school zones.
  - From October 2006 to June 2007 RTA Crashbash conducted 47 tests with 15 tests for the ANCAP program.
  - New legislation giving the NSW Police Force the power to carry out road side drug testing on any driver, rider or supervising license holder in NSW.
  - Public awareness activities to support the introduction of legislative changes for young drivers – including changes to driving hours, passenger restrictions and zero tolerance for speeding.
  - The launch of a speeding public education campaign in January 2007 to increase awareness of the NSW Police Force enforcement operation targeting P plate drivers.
  - The development of an anti-speeding campaign in June 2007. "Speeding. No one thinks big of you" targeting young drivers, with the aim to make the act of speeding socially unacceptable.
  - The review of speed limits on numerous roads across NSW.
  - The introduction of a pilot Speeding Traffic Offenders Program (STOP) for recidivist speeding offenders in June 2007. About 80,000 tags were sold during the eight week bonus period in 2006, exceeding the 50,000 estimate. As at June 2007, there were 525,588 RTA tags and 400,155 accounts.

Public communications
- Led and managed public education campaigns to advise motorists of road changes during construction of the Lane Cove Tunnel.
- Oversaw the implementation of a comprehensive communications program for the opening of the Lane Cove Tunnel on 25 March 2007.
- Oversaw the development and launch of the Sydney Motorways website, to provide the public with travel information on the 13 different motorways comprising the Sydney Motorway network.
- Oversaw the management of community activities for the official opening of the North–West T-Way, Sydney’s second dedicated road for buses, which connects Rouse Hill to Parramatta and Blacktown to Penrith.
- Oversaw the development and distribution of more than 600 community updates relating to road infrastructure projects.
- Led and managed the RTA’s public awareness campaigns for the Sydney Harbour Bridges 75th anniversary celebrations on 18 March 2007, advising the public on road closures and alternative routes. The campaign was supported by alternative logistical aspects associated with the celebrations.
- Oversaw the launch and auction of commemorative Sydney Harbour Bridge number plates to coincide with the bridge’s 75th anniversary.
- Oversaw the marketing campaign, including the launch of an online RTA application called myToll in September 2006, which led to a significant increase in the use of RTA electronic tags.
- To support preparations for the commencement of cashless tolling on the Sydney Harbour Tunnel, oversaw and led a communications campaign announcing the change to full electronic tolling. The campaign commenced on 13 June, and included a range of media, Variable Message Signs (VMS), RTA messages, bridge banners and information on the RTA website – targeting cash paying tunnel users to purchase an E-Toll tag prior to 8 July.
- The commencement of cashless tolling on the Sydney Harbour Tunnel, oversaw and led a communications campaign announcing the change to full electronic tolling.
- Oversaw the development and communication of RTA directions 2006–07, outlining the RTA’s strategic directions and priorities for 2006–07. Mr Whelan also led the commencement of processes to develop the next RTA Corporate Plan, to be published in late 2007.
- Oversaw improvements to the RTA Annual Report, with the RTA receiving a Bronze award from the Australasian Reporting Awards.
- Led RTA activities in relation to internal staff communications, Ministerial correspondence and media enquiries.

Planning and coordination
- Oversaw the development and communication of RTA directions 2006–07, outlining the RTA’s strategic directions and priorities for 2006–07. Mr Whelan also led the commencement of processes to develop the next RTA Corporate Plan, to be published in late 2007.
- Oversaw improvements to the RTA Annual Report, with the RTA receiving a Bronze award from the Australasian Reporting Awards.
- Led RTA activities in relation to internal staff communications, Ministerial correspondence and media enquiries.

Name: David Stuart-Watt
Position: Director, Operations and Services
(July – September 2006)

- Oversaw implementation of a comprehensive NSW identity management initiatives.
- Led and managed the RTA’s public awareness campaigns for the Sydney Harbour Bridge’s 75th anniversary celebrations on 18 March 2007, advising the public on road closures and alternative routes; pedestrian plans and other logistical aspects associated with the celebrations.
- Oversaw the launch and auction of commemorative Sydney Harbour Bridge number plates to coincide with the bridge’s 75th anniversary.
- Oversaw the marketing campaign, including the launch of an online RTA application called myToll in September 2006, which led to a significant increase in the use of RTA electronic tags.
- To support preparations for the commencement of cashless tolling on the Sydney Harbour Tunnel, oversaw and led a communications campaign announcing the change to full electronic tolling. The campaign commenced on 13 June, and included a range of media, Variable Message Signs (VMS), messages, bridge banners and information on the RTA website – targeting cash paying tunnel users to purchase an E-Toll tag prior to 8 July.
- The commencement of cashless tolling on the Sydney Harbour Tunnel, oversaw and led a communications campaign announcing the change to full electronic tolling.
- Oversaw the development and communication of RTA directions 2006–07, outlining the RTA’s strategic directions and priorities for 2006–07. Mr Whelan also led the commencement of processes to develop the next RTA Corporate Plan, to be published in late 2007.
- Oversaw improvements to the RTA Annual Report, with the RTA receiving a Bronze award from the Australasian Reporting Awards.
- Led RTA activities in relation to internal staff communications, Ministerial correspondence and media enquiries.

Planning and coordination
- Oversaw the development and communication of RTA directions 2006–07, outlining the RTA’s strategic directions and priorities for 2006–07. Mr Whelan also led the commencement of processes to develop the next RTA Corporate Plan, to be published in late 2007.
- Oversaw improvements to the RTA Annual Report, with the RTA receiving a Bronze award from the Australasian Reporting Awards.
- Led RTA activities in relation to internal staff communications, Ministerial correspondence and media enquiries.

Name: David Stuart-Watt
Position: Director, Operations and Services
(July – September 2006)

- Oversaw improvements to the RTA Annual Report, with the RTA receiving a Bronze award from the Australasian Reporting Awards.
- Led RTA activities in relation to internal staff communications, Ministerial correspondence and media enquiries.

Planning and coordination
- Oversaw the development and communication of RTA directions 2006–07, outlining the RTA’s strategic directions and priorities for 2006–07. Mr Whelan also led the commencement of processes to develop the next RTA Corporate Plan, to be published in late 2007.
- Oversaw improvements to the RTA Annual Report, with the RTA receiving a Bronze award from the Australasian Reporting Awards.
- Led RTA activities in relation to internal staff communications, Ministerial correspondence and media enquiries.
Harbour Bridge plates.
- Auction events centred around the release of new plate styles raised over $4.5 million towards safer roads.
- Mr Stuart-Watt was also the Program Manager for the Austroads Registration and Licensing Program from October 2006 to June 2007.

### Name: Michael Bushby
### Position: Director, Road Safety, Licensing and Vehicle Management
### Level: 6
### Total remuneration package: $270,325

#### Significant achievements in 2006–07
- 1 July – 30 September 2006
  - Realignment of the three registry services sectors was completed in September 2006.
  - Continued active participation in national and NSW identity management initiatives.
  - Huntingwood Crashlab facility expanded and National Association of Testing Authorities (NATA) accreditation confirmed in July.
  - ANCAP test results brochure launched in August 2006. Three of the 15 tests conducted since 1 July 2006 were for ANCAP.
  - Child safety package progressed with the recommendation to trial four variants of the flashing 40 kilometre per hour school speed zone lights with improved reliability approved on 25 August 2006 and the first Child Safety Working Group held in September 2006.
  - Recommendations developed to address speedign, driver age, drink driving and roads from the RTA/NSW Police Road Safety Task Force.
  - Continued to improve speed management including heavy vehicles using revised speed zoning guidelines, camera technology and police resources for speed enforcement.
  - Joint Mobility Parking Scheme (MPS) enforcement operations with local councils (Sydney, North Sydney) and NSW Police Force were undertaken in August and September 2006, with more operations planned.
  - The Intelligent Access Program (IAP) Bill to facilitate network utilisation (Higher Mass Limits, Performance Based Standards etc) passed through the Legislative Assembly in September 2006.
  - Led the government’s policy direction on innovative higher productivity vehicles in NSW to implement Performance Based Standard (PBS).
  - In conjunction with the NTC, conducted seven public consultation forums across NSW in August 2006 regarding national fatigue management reforms to enhance Chain of Responsibility and legislative consolidation.
  - Commenced implementation of the Clean Fleet and Diesel Retrofit programs to reduce heavy vehicle emissions.
  - First meeting of the NSW Crane Industry Working Group held in July 2006.
  - Program Manager for the Austroads Registration and Licensing Program.
- 3 October 2006 – 30 June 2007
  - Delivered the Infrastructure Maintenance $870 million program with significant outcomes including seven new bridges, 1640 kilometres of resurfacing and 132 kilometres of new pavements.
  - Commenced implementation of NSW Auditor-General’s report, ‘Condition of State Roads’ recommendations.
  - Successfully coordinated traffic management for the opening of the Lane Cove Tunnel, Sydney Harbour Bridge 75th anniversary, New Year’s Eve celebrations and other planned events and unplanned incidents.
  - Delivered second year of a three-year $135 million Bus Priority program.
  - Successfully secured $100 million enhanced bus priority funding under the Urban Transport Statement initiatives.
  - Public Transport Information and Priority System (PTIPS) interim application implemented on three strategic bus corridors (Miranda-Hurstville, Liverpool-Bankstown and STA route 400) and broad scale deployment on track to commence in 2007.
  - A further nine bus lane camera sites were successfully commissioned in October 2006 for Sydney as part of the CBD Bus Priority Enforcement System (BPES) and systems ISO 9001 certification was renewed.
  - Enhanced version of the Sydney Coordinated Adaptive Traffic System (SCATS [version 6.5.2]) and first production release of TMIS (Traffic Management Interface Systems) completed and deployed into service, with SCATS rollout now into 120 cities worldwide.
  - Bulky Light Emitting Diode (LED) Signal Lantern Expansion Project completed at 760 sites by 30 June 2007. A further reduction in high wattage incandescent lamps achieved by replacing incandescent lamps with quartz halogen lanterns at another 75 sites.
  - Developed and managed the implementation of SIRENS/ public address system for CBD.
  - MS East Air Quality improvements included installation of 12 additional fans and video detection for smoky vehicles.
  - Discussion papers prepared to facilitate discussion with other agencies and the community on the review of the Roads Act (1993).
  - Road Classification Review completed.
  - Achieved Timber Bridge partnership to assist local government upgrading timber bridges on regional roads through provision of funding in addition to current levels.
  - Audit of pedestrian crossings on multi-lane State Government controlled roads identified 59 sites without traffic lights. Traffic signals now installed at 16 sites by the end of June 2007.
  - Pedestrian and shared user bridges completed at Henry Lawson Drive, Georges Hall, Woy Woy Inlet and Hume Highway, Yagoona.

### Name: Peter Collins
### Position: Director, Regional Operations and Engineering Services
### Level: 5
### Period in position: October 2006 – June 2007
### Total remuneration package: $230,826

#### Significant achievements in 2006–07
- Core programs of road development, road management and road use, amounting to $1.36 billion, delivered in accordance with plan to meet community needs across the State.
- Highlights included:
  - Completion of construction works on the Brunswick Heads to Yelgun Upgrade of the Pacific Highway for the opening of the dual carriageway in July 2007.
  - Completion and opening to traffic of H17 – Newell Highway – Coolang upgrade.
  - Completion of M84 – Burley Griffin Way – Bowring Deviation.
  - Completion of MR2(17) Five Islands Road, Booragul to Speers Point (KIP).
  - Completion and opening to traffic of Euston/Robinvale Bridge on M583 – Murray Valley Highway.
  - Commencement of construction on the Bonville Bypass on the Pacific Highway.
  - Construction of F3 Mt White heavy vehicle inspection facility.
  - Excellent results achieved in the Road and Fleet Services business – a record income ($650.4 million) and surplus ($721.1 million), with a total of $472 million won from external clients (an increase of $3.2 million from 2005–06).
  - School road safety package delivered within announced time frames with primary signage operational on all 100 sites.
  - 40 kilometre per hour High Pedestrian Activity Area Program progressed across targeted areas in the Sydney metropolitan area.
  - The Federal Blackspot program and the Princes Highway Safety Scheme delivered to plan.
  - Alliances and partnerships formed with police to coordinate police enforcement with road safety campaigns.
  - Corridor management plans completed for nominated routes in Regional NSW.
  - Vehicle Regulations operations fully integrated within Regional Operations and Engineering Services Directorate.
  - Strong focus on safety resulted in Lost Time Injury reduction targets being exceeded in Road and Fleet Services.
  - Considerable progress made in transforming the RTAs technical resources into a centre of excellence in technology with the appointment of three Principal Engineers as the initial step.

### Name: Brian Watters
### Position: Director, Road Network Infrastructure
### Level: 5
### Period in position: October 2006 – June 2007
### Total remuneration package: $270,325

#### Significant achievements during 2006–07
- Led and managed the delivery of the RTA’s $1.3 billion Road Development program.
- Maintained strategic partnerships with the Australian Government, State Government agencies, contractors, consultants and industry associations.
- Oversaw the management of major works on the Pacific, Great Western and the Princes highways and on the Windsor Road program.
- Oversaw the planning and development of the Pacific Highway Upgrade and the Southern In-Hume Highway duplication.
- Strategic projects completed under Mr Watters leadership included:
  - The Lane Cove Tunnel.
Provided high level strategic advice on motorway strategies, programs, projects and funding.

Name: Brett Skinner
Position: Director, Corporate Services
Period in position: 2006-2007
Total remuneration package: $239,063

Significant achievements in 2006-07

Procurement
- Achieved $5.8 million savings against a target of $5 million through the Strategic Procurement Program providing cumulative annual savings of $33.8 million to be redirected from back office functions to RTA core services to the community.

OHS
- Achieved best practice ratings for the RTA in all 12 elements of the OHS Management Standard in the WorkCover third party audit of OHS.
- Delivered OHS ‘Working Together’ training to over 1200 line managers.
- Achieved better results than the NSW Government ‘Working Together’ targets for workplace injuries and average claim costs.
- Reduced the workplace injury rate (based on RTA data) to 6.4 per 100 equivalent full time staff, a reduction of 30 per cent from the 2001-02 base year. This result was better than the required interim target and the RTA is well on track to achieving the longer term government goal of a 40 per cent reduction by 2012.
- Initiated a Traffic Control Improvement Program to raise public awareness of speed and traffic safety issues at road construction sites.

Efficient services
- Achieved a reduction in workers compensation renewal premium of $4.4 million and a sightsgne rebate of $1.6 million through effective return to work programs that reduced liabilities.
- Achieved operating budget savings of $4.3 million in directorate costs, returned for reallocation to front line services.
- Achieved better practice than the Australian Shared Services Benchmarking Association in numbers of employees to payroll personnel and the payroll cost per pay (1:456 against 1:414 respectively) and in accounts payable processing at $11.65 per invoice against a NSW Government average of $32.00.
- Introduced new contract reporting processes to meet the Premier’s Policy (M2007-01).


table

<table>
<thead>
<tr>
<th>Name:</th>
<th>Garry Humphreys</th>
</tr>
</thead>
<tbody>
<tr>
<td>Position:</td>
<td>General Manager, Motorway Construction*</td>
</tr>
<tr>
<td>Level:</td>
<td>5</td>
</tr>
<tr>
<td>Period in position:</td>
<td>1 July 2006 – 30 June 2007</td>
</tr>
<tr>
<td>Total remuneration package:</td>
<td>$247,300</td>
</tr>
</tbody>
</table>

* Acted in the position of Director Motorways from 1 July 2006 until the directorate was restructured on 3 October 2006. He returned to his present role at that date.

During 2006-07 Mr Garry Humphreys provided leadership in the areas of motorway development and construction and management, with a focus on project and contract management, urban design and the environment.

Significant achievements in 2006-07

- As acting Director Motorways:
  - Planned the development of the Sydney motorway network.
  - Oversaw the management of Sydney’s motorways including the M2, M4, M5, Eastern Distributor, Sydney Harbour Tunnel, the Cross City Tunnel and the Westlink M7.
  - Ensured the delivery of the construction program.
  - Led and managed the delivery of the RTA’s motorway construction program utilising Public Private Partnerships.
  - Maintained strategic partnerships with stakeholders including other government agencies, public utility authorities, contractors and consultants.
  - Led and managed changes to surface traffic arrangements following the opening of the Cross City Tunnel.
  - Led and managed the directorate’s involvement in construction of the Lane Cove Tunnel and the integration of the Lane Cove Tunnel into the road network.
  - Led and managed the development and procurement of the M5 East Filtration Trial.
  - Led the development of policy and advice on tunnel ventilation, air quality and safety.

Information and Communications Technology (ICT)
- Achieved this year’s component redevelopment of DRIVES (Driver Licensing and Vehicle Registration System) to budgeted time and cost, and achieved urgent changes to DRIVES to meet new legislative initiatives for young drivers.
- Implemented new IT governance processes and developed an integrated ICT Strategy 2007-2010.
- Achieved best practice in computer desktop performance and network services, outperforming an external reference group in desktop costs, service desk and mid range storage and network costs.
- Secured Information Technology compliance with international information security standard (IS027001), verified by independent third party audit.

Green vehicles
- Achieved an environmental score of 8.7 against a target of 11 for the vehicle fleet. This result was distorted by a number of special purpose vehicles not replaceable under current contracts. Passenger vehicles outperformed the target scoring 11.4.

Workforce capability
- Established an RTA Alumni to retain associations with former staff to improve employer of choice strategies and provide access to knowledge of former staff as part of the workplace capability strategy.
- Introduced upward feedback processes to improve the capabilities and attributes of 137 of the organisation’s senior managers and a Leadership Assessment Program for all senior managers for leadership development and information to support recruitment and succession strategies.
- Engaged 135 new cadets, paraprofessionals, graduates, trainees and apprentices and a further 26 undergraduates under the RTA Scholarship program and 42 staff in postgraduate development programs to further enhance organisation capability.

Financial management
- Unqualified accounts for 30 June 2006 were signed by the NSW Auditor-General.
- Significant effort has been made in reviewing financial policies to ensure they support statutory and business requirements and in developing a communications strategy for effective roll-out of policies across the RTA.
The RTA’s Spokeswomen’s Program held functions at Sydney, Parramatta, Newcastle, Dubbo, Wagga Wagga and Wollongong. Proceeds will go to the Country Women’s Association Emergency Relief Drought Fund.

International Women’s Day was celebrated on 8 March 2007. This year’s theme was ‘Valuing Difference/Leading Change’.

Following the release of the NSW State Plan and other diversity and equity-focused plans by the NSW Government in 2006–07, the RTA’s Diversity and Equity Plan (DEP) was further reviewed to align it with these plans with input from staff across the RTA. The review also ensured that the DEP was aligned to the new HR structure.

**Industries Relations Commission (IRC)**

The RTA was involved in 12 disputes lodged with the IRC. Four were settled by conciliation, four were discontinued, and three were unresolved as at 30 June 2007. A victimisation application was also unresolved as of 30 June 2007.

Eleven unfair dismissal applications were lodged. Eight were settled by conciliation, one was referred for arbitration, and the remaining two were unresolved as of 30 June 2007.

**Lost time due to industrial action**

The equivalent of 290 full time days was lost due to industrial action, the majority (206) related to approximately 80 staff taking industrial action for three days over one industrial dispute.

**GREAT appeals**

Four promotional appeals were lodged with the Government and Related Employees Appeal Tribunal (GREAT). Two appeals were withdrawn, and two appeals were disallowed. An appeal that was yet to be heard as of 30 June 2006 was upheld.

Two disciplinary appeals were lodged with GREAT. One was settled through conciliation, and the other was resolved through arbitration.

**TABLE 16. TOTAL EQUIVALENT FULL TIME EMPLOYEES BY CATEGORY**

<table>
<thead>
<tr>
<th>Year</th>
<th>Salaried staff</th>
<th>Wages staff</th>
<th>Casual staff</th>
<th>Total staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003–04</td>
<td>5225</td>
<td>1636</td>
<td>46</td>
<td>6907*</td>
</tr>
<tr>
<td>2004–05</td>
<td>5228</td>
<td>1651</td>
<td>26</td>
<td>6869</td>
</tr>
<tr>
<td>2005–06</td>
<td>5150</td>
<td>1750</td>
<td>22</td>
<td>6922*</td>
</tr>
<tr>
<td>2006–07</td>
<td>5173</td>
<td>1718</td>
<td>33</td>
<td>6924</td>
</tr>
</tbody>
</table>

* from 2003–04 the equivalent full-time (FT) count includes additional time worked by part-time motor registry staff.

**School crossing supervisors became part of the RTA workforce effective October 2005.**

**Equal Employment Opportunity (EEO)**

Responsibilities for diversity and EEO outcomes are included in the performance agreements of directors and general managers and within the Diversity and Equity Plan. This includes initiatives to meet the government’s Aboriginal affairs results and indicators. Detail about staff development initiatives are in the Value for Money chapter of this report. Other relevant initiatives include initiatives in the Aboriginal Employment Strategy and the Disability Plan and Industrial Relations.

During 2006–07 the Human Resource (HR) function and the diversity and equity role within it were reviewed and refocused in line with the RTA’s strategic direction to develop its people, improve the organisational culture and deliver effective HR practices and initiatives.

The RTA’s Aboriginal Employment Strategy was reviewed in consultation with Aboriginal staff and was aligned to the strategic framework ‘Making It Our Business’ released by the Department of Premier and Cabinet. Aboriginal Cultural Heritage Advisors continued to focus on increasing employment by implementing the Aboriginal Participation in Construction Guidelines. RTA Aboriginal Program Advisors continued to focus on Aboriginal employment in their respective regions.

The RTA continued to support Aboriginal employment in road related construction and maintenance throughout the State, both directly and through subcontractors. An Aboriginal Participation Plan is required to be included in targeted road projects. A process has been developed to ensure detailed consultation takes place with peak Aboriginal services at pre-tender meetings.

**Initiatives on specific projects include:**

- A targeted Aboriginal Construction Trainee was appointed to the Balina Bypass project.
- The Brunswick Heads to Yelgun project and the Bonville Upgrade have an Aboriginal Participation Plan and Aboriginal employment has been achieved.
- The Maria River Bridge has Aboriginal employment as a condition in the contract.
- Seven Aboriginal persons were employed on the Tucanannah Bridge construction at Moree.
- Aboriginal contractors were employed on roadside maintenance work in the Western Region.
- Slope stability work at Dunedoo was performed by Aboriginal contractors.
The RTA has a corruption risk management assurance Network Award for encouraging excellence in corruption prevention. The award recognises the RTA's detailed and innovative approach to corruption prevention. It provides a framework for the RTA to ensure it is corruption free and to share ideas with other government agencies and thereby contribute to the performance of the broader public sector.

The RTA's employment programs continued to target providing both financial support and work experience to undergraduate university students. Employment of trainees continues across the RTA. These initiatives are designed to assist meet future workforce capability and diversity needs. Details are in the Value for Money chapter.

The RTA Staff Awards continue to recognise excellent Momentum. Performance management practice was reviewed resulting in bullying and harassment in the workplace. Attendees included directors and general managers with the support of the Chief Executive. The RTA takes a zero tolerance approach towards bullying and harassment in the workplace. The importance of behaving respectfully and professionally is key. Job seeking skills courses were provided to assist staff in presenting their skills and experience in the best light when applying for positions in order to increase successful career progression within the RTA.

Support continued for the RTA Aboriginal Program Awards in two categories – Indigenous Employee of the Year and Reconciliation. The Indigenous Employee of the Year Award recognises the contribution of an Aboriginal staff member to the RTA. The Reconciliation Award recognises support or contribution to the Aboriginal Programs or to the RTA Aboriginal Action Plan. A driver licence improves the chances of gaining employment in regional and remote communities. This is assisted by the RTA strategy to provide Community Based Driver Knowledge Test computers in targeted locations where unlawful driving has been identified as an issue. The development of a Graduated Licensing Scheme Training Package for Aboriginal people also continued.

The NAI_DOC Week celebration was marked with a series of events across the State including a celebrity appearance in the Southern Region, a bridge opening in the Blue Mountains and the launch of the RTA’s Aboriginal Action Plan 2006-2010. This year's theme was 'Respect the past – Believe in the future' and the launch included an official ceremony. The Blue Mountains the town of Leura celebrated the naming of the Leura Mall overpass. It was named after Aunt Joanne Cooper OAM, a local Aboriginal Elder. This was closely linked to the bridge on Old Bathurst Road in Katoomba named after an Elder of the Gundagara Nation, Auntie Dawn Collins and a reserve on the Great Western Highway east of Leura named after Auntie Joan's husband 'Digger' Cooper, a World War II veteran. Part 2 of the Oral History of Lawrence Hargrave Drive about the Sea Cliff Bridge was completed Part I includes an Aboriginal Oral History component. Other initiatives

- The online Employee Self Service system (ESS) allows staff to input and update their SEO data. Work continued to identify options for improving the EEO survey response rate of all staff including Aboriginal staff. ESS also allows salaried staff to process their overtime and about 95 per cent of leave applications with greater ease.
- Access to training was improved by allowing staff to use ESS to apply for external training courses. This has simplified and expedited the approval of training nominations. Staff can now book approved training courses online via the ESS ‘training centre’ pre-booking facility.
- In 2007 the RTA Upward Feedback online survey was rolled out to directors, SES officers, general managers and their direct reports. This voluntary survey had a response rate of 92 per cent (compared to 78 per cent last year) from about 1218 diverse staff across the RTA. All participating Managers received an upward feedback report to assist them to develop strategies based on the outcomes.
- A group of 20 staff were invited to work on a range of issues for the proposed new RTA premises at Argyle Street, Parramatta. Their input included furniture selection, the operation of break-out rooms, building facilities and working together in an open plan environment. The group selected a different theme for each floor which will be reflected in the décor. Each theme was chosen to reflect the diversity of the NSW community and geography. The themes have an Aboriginal influence and include the outback, river, coast, farm, beach and mountains. Staff input resulted in a number of improvements including increasing the depth of staff workstations for better functionality.
- Nine staff members passed the test and were granted the Community Language Allowance Scheme (CLAS) allowance for two years. Details in appendix 7.
- The Employee Assistance Program was reviewed to assess its relevance to the specific needs of staff and their family members including children, women, people with a disability, ethnic people, Aboriginal people and elderly people. A wide cross-section of staff participated in this confidential survey and provided valuable input including feedback from their family members. Respondents ranged from director, general manager, wagga and salaried staff. CRAD Program participants and skilhure. These responses assisted the RTA to further customise the program to meet specific needs. A confidential survey was conducted to evaluate the effectiveness of the internal communications channels within the RTA, namely, Momentum, intranet news and Team Brief. Survey results from randomly selected staff will assist the RTA to assess and improve the major communications channels available to its diverse staff.
- Capability based position profiles continued to be designed.
- The RTA’s employment programs continued to target the recruitment of graduates, trade apprentices, trainees, and provide both financial support and work experience to undergraduate university students. Employment of trainees continues across the RTA. These initiatives are designed to assist meet future workforce capability and diversity needs. Details are in the Value for Money chapter.
- The Mentoring Toolkit was developed. It assists managers minimise risks associated with an ageing workforce and today’s more mobile employee base. The toolkit also highlights opportunities to fast-track learning, and capture and use critical knowledge and core skills.
- The RTA Staff Awards continue to recognise excellent performance by staff in specific categories including the category of Equity and Access. It provides staff and the RTA an opportunity to formally acknowledge exceptional achievements. Staff who required assistance with the preparation of a nomination were provided a contact person.
- The RTA continues to administer the apprentice registration rebate of $100, introduced by the NSW Government to address serious skill shortages in the traditional trades by helping make apprenticeships more attractive to young people. This rebate is available for first and second-year apprentices registered with the Department of Education and Training.
- The showcasing and promotion of diversity and equity continued through publications including Momentum the monthly staff magazine.
- Performance management practice was reviewed resulting in the release of the ‘Managing unsatisfactory performance and conduct policy’. A toolkit was provided on the intranet to give practical assistance to managers. Training in use of the new policy was provided.
- The ‘Financial assistance for part time tertiary study policy’ and guidelines was revised to protect entitlements of full time staff who work on part time basis for a period of time. Casual staff who are employed on a regular and ongoing basis are eligible for a salary packaging arrangement.
- Senior management recently attended a workshop to prevent bullying and harassment in the workplace. Attendees included directors and general managers with the support of the Chief Executive. The RTA takes a zero tolerance approach towards bullying and harassment in the workplace.
- The workplace English Language and Literacy (WELL) Program continued to assist targeted RTA wages staff to improve their workplace literacy and numeracy skills.
- The Young Professionals Network (YPN) was established and actively promoted. The YPN will provide RTA young professionals with an opportunity to be proactive about their professional development. The network will enable staff to develop cross-directorate connections, share knowledge and meet other young professionals.
The RTA's Graduate mentoring scheme continued and is an integral part of the Graduate Recruitment and Development (GRAD) Program. It assists the development of graduates while making a significant contribution towards building the RTA’s workforce capability. All graduates and mentors attended a two-day residential mentoring training program. The RTA was officially recognised for its role in developing university undergraduates at a function held by the University of Newcastle.

Planned retirement program tool kits for staff and managers were made available on the intranet.

Research was conducted on the ageing engineering workforce to assist forecast the availability of and demands for engineering skills.

The safeguarding of staff and customer privacy continued. The RTA, Contact Centre had the first implementation in Australia of a process-based Information Security Management System (ISMS). This recognises the fact that most transactions require professional, ethical handling of confidential customer information.

Support was given to the City of Sydney Council promotion of the dangers of drink-driving and the Gay & Lesbian Mardi Gras.

**Planned Actions 2007-08**

- Include specific mention in the new Corporate Plan 2007-11 of the need to embrace diversity and ensure equity for all RTA staff and include milestones on how this will be achieved.
- Finalise, launch and commence implementation of the revised Diversity and Equity Plan.
- Review the Employee Assistance Program to ensure its continued relevance to the needs of the RTA’s diverse staff.
- Create a dedicated role to support Aboriginal employment and career development.
- Implement targeted initiatives to enhance equitable workplace practices for all staff including generation Y, women in management and engineering, Aboriginal and Torres Strait Islander people and those with a disability.
- Expand the RTA mentoring program to cover targeted employment programs.
- Establish a regular internal leadership forum to share knowledge.
- Establish ‘RTA knowledge and learning centre online’.
- Align career pathways with future workforce needs and develop plans to support this process.
- Implement short and long term recruitment strategies based on RTA needs for 2008 Employment Program.
- Achieve quantifiable reductions in workplace conduct related issues. Achieve targets for reduction in disciplinary process cycle times.

Integrate staff work and development planning and business planning processes to equitably enhance teamwork and communication.

Conduct a research study into flexible working arrangements and improving workplace practices and processes to support the future RTA workforce and improve business efficiency.

Implement a streamlined and automated recruitment process to achieve recruitment effectiveness, cycle time and efficiency targets.

Implement HR enquiry service and launch HR@RTA intranet site to support diverse staff.

Achieve client satisfaction targets for service delivery and quality.

Take a lead role in bringing together the young professionals across the NSW public sector through the Spring Charity Ball and contribute the funds raised to assist young Australians in building skills and accessing resources to help them through life’s challenges.

Review probation policy and procedure to ensure processes are fairly implemented and timeframes met.

Review the Community Language Allowance Scheme (CLAS) to identify the CLAS language mix required during 2008-10 and align CLAS language availability in specific registries to cater to local language assistance needs.

Target locations with significant Aboriginal populations for recruitment across a range of employment areas which include cadetships, graduates and apprenticeships.

Provide for a targeted recruitment of an Aboriginal apprentice painter for Sydney Bridge Services at Rockdale and for targeted placement of Aboriginal trainees in the Northern Region.


Launch an online youth based website to reinforce road safety, licensing and registration issues.

**7. ETHNIC AFFAIRS PRIORITIES STATEMENT AND PLAN (EAPS)**

The RTA provides products and services to people and organisations in the most culturally diverse State in Australia. The RTA serves all road users, including ethnic communities, and will continue to ensure easy access and use of services.

**Progress in implementing the EAPS in 2006–07**

The RTA’s Diversity and Equity Plan (DEP) was reviewed and aligned with the NSW State Plan and other diversity and equity focused plans released by the NSW Government in 2006–07. Staff across the RTA provided input to ensure that the DEP had an appropriate focus on cultural diversity. Community feedback continued to be embedded in the planning process where appropriate.

In May 2007 a process was commenced to transition the existing Road Safety Branch into the new NSW Centre for Road Safety to provide leadership on road safety issues including those issues which may impact upon diverse road users.

**Communication material**

All information that the RTA provides is designed to reach a diverse audience. Ethnic television, radio and press campaigns are also utilised.

Photography for ‘Kindergarten orientation day’ road safety resource has been developed, featuring kindergarten students and their parents from a wide range of cultural backgrounds.

Multilingual documents continue to be provided on the RTA website and at government access centres. Free multilingual road safety education resources were available for downloads from the RTA website. In addition, multilingual documents of host agencies were provided on request by accessing the relevant agency websites.

Road safety campaigns continued to be developed to include ethnic communities. Road safety surveys continue to use interpreters when required.

All materials developed for early childhood road safety education included images of children, parents and carers from ethnically diverse backgrounds.

The video ‘The limitations of children in the traffic environment’ was developed and included children and adults from diverse cultural backgrounds. Parent information on school safety issues continues to be available to school communities in 22 community languages.

Youthsafe in consultation with the RTA developed the ‘Helping learner drivers become safer drivers’ double-sided brochure in Arabic and Chinese.
Funding local initiatives
Funding was provided for local government road safety initiatives such as pedestrian safety and child restraints. Auburn targeted the Arabic community and Fairfield the Sudanese community. The RTA implemented bike helmet programs in Bourke and Lachlan Shires; and child restraint checking days in Condobolin, Peak Hill and Lake Cargelligo. The RTA also funded 50 per cent of Griffith City Council’s Road Safety program in an ethnically diverse area.

Employees
Recruitment guidelines and induction programs continued to have a section on cultural diversity and the RTA’s merit selection processes continued to be culturally sensitive.

A one-day ‘Bicycle and pedestrians for managers’ course and a 24-hour interpreter service. This program was comprehensively reviewed to assess its relevance to the specific needs of users including children, ethnic people, those with a disability, women, Aboriginal people and older people. These responses assisted the RTA to further customise the program delivery to meet specific needs.

Future challenges
Create the NSW Centre for Road Safety to undertake research, develop policy options, deliver behavioural change strategies and provide leadership on road safety issues including those issues which may impact upon diverse road users. The new centre will be at the heart of the RTA’s coordinated efforts to bring about road safety improvements.

- Continue to use ethnic TV, radio and press campaigns and to develop road safety campaigns targeting ethnic communities.
- Develop multilingual brochures to promote the use of seatbelts and to promote safe pedestrian behaviour on pedestrian crossings.
- Release the ‘Kindergarten orientation day’ road safety resource to NSW primary schools.
- Continue to publish and maintain the multilingual interactive internet version of the demonstration DKT for all licence classes.
- Continue to assist ethnic communities by providing translation assistance in the delivery of ‘Helping learner drivers’ workshops.
- Continue to consider ethnic communities in resource development and include images representing ethnically diverse backgrounds in all publications.
- Complete the cycling manual with photo images reflecting the cultural diversity of NSW school communities.
- Continue to support and fund local government road safety initiatives for their local ethnic communities.

8. DISABILITY PLAN

Actions 2006–07
The RTA implements the plans required under the Disability Services Act (1993) in the conduct of its various activities. Achievements in these areas are set out below:

Road development
The RTA continues to incorporate community feedback from diverse communities in its planning process.

- Network standards relating to rest areas are reviewed to ensure improved access to people with a disability. Emergency roadside telephones and rest areas continue to be progressively upgraded with signage symbols and disability access. New assets include these features. All designs for rest areas incorporate access and facilities for people with a disability. In 2006–07, seven new rest areas were built and two were upgraded. All facilities on restways were designed and constructed to meet accessibility standards.

- The RTA continued participation in the ‘Accessible Transport Action Plan’. Expenditure on accessible transport infrastructure and programs included providing kerb ramps at pedestrian crossing locations, audio-tactile push buttons at traffic signals, the development and implementation of ‘Pedestrian access and mobility plans’ in partnership with local councils, the Mobility Parking Scheme and new and upgraded pedestrian facilities.

High visibility road markings are used on 100 per cent of the NSW State road network. Eighty-three per cent of traffic signal sites are fitted with audio-tactile push buttons compared to 63 per cent in 2002.

- The RTA continued to fund upgrades to pedestrian level crossings, the design standards for which were developed in consultation with and under testing by peak disability groups.

- In 2006–07, six major railway level crossing upgrades were undertaken in NSW as part of the ‘Railway level crossing safety upgrade program’. These major improvements included converting sites from passive to active traffic control by using lights, bells and boom gates.

- Any public crossing that is being considered for closure will undergo extensive consultation with the community, council and emergency services. All access issues are covered under this process.

- A new pedestrian bridge spanning the busy Hume Highway was opened outside Yagoona Primary School in western Sydney. The bridge features lifts and stairs on both sides of the Hume Highway as well as safety screening and handrails along the length of the bridge. The pedestrian bridge is part of a NSW Government initiative to improve pedestrian safety and access around schools. The RTA continued to mandate lifts or ramps for all new pedestrian bridges at schools to Australian Standards for disability access.

Disability access was incorporated into the design of the new southbound Heavy VehicleChecking Station on the F3 Freeway at Mt White.

- A one-day ‘Bicycle and pedestrians for managers’ course and a two-day ‘Designing for bicycle riders and pedestrian’ course continued. Local government staff also attended.

- Toll exemption passes are provided on Sydney Harbour Bridge for incapacitated ex-service persons and drivers with a disability.

- At six sites across NSW, signal lamps were upgraded with Light Emitting Diodes (LED). In addition, the number of non-breakable objects, minor road realignment, and investigation and concept development for future upgrades.

- At all major railway pedestrian crossings, the RTA installed tactile paving to provide improved access for people who are blind or have low vision.

Licensing and registration
A number of initiatives in the area of licensing and registration assist customers with a disability. Registration and licensing service solutions are customised based on individual needs.

- Installation of new touch-screen monitors for computer based licence tests in motor registries commenced. The monitors provide improved image quality and increased response time. They are also equipped with a privacy film so that only the person sitting directly in front of the monitor can see it.

- An audio facility is available on the RTA Driver Knowledge Test and Hazard Perception Test. This facility ensures vision and colour-impaired persons are not disadvantaged.

- The NSW Photo Card introduced by the RTA provides a voluntary identification card to help people who are unable or choose not to obtain a driver licence for reasons which include a disability. This provides them access to services that require photo identification.

- The RTA’s 129 motor registry services are accessible. Hearing loops are provided at all RTA motor registries. Leased premises are progressively being upgraded to full accessibility.

- The RTA continued to provide staff training in disability awareness including a video for motor registry staff.

- Centrelink online validation of pensioner concession cards continues at all motor registries. The online link allows registry staff to validate all Centrelink and Department of Veterans’ Affairs NSW pensioner concession cards on-the-spot before granting a licensing or registration concession.

Employees
The RTA continued to offer employment and traineeship opportunities for people with a disability. The RTA also continued to participate in the ‘Corporate partners for change’ program for people with a disability. The achievements of staff with a disability continue to be celebrated and showcased through the staff magazine Momentum.

- The Employee Assistance Program was comprehensively reviewed to assess its relevance to staff and their family.
years, all or part of the costs were met by the RTA, were as follows:

- The Manager, Client Liaison travelled to Shanghai, Peoples Republic of China to provide SCATS consulting services to senior management of the Shanghai Traffic Bridge.
- The Manager, Infrastructure Maintenance Policy and Strategy to North America (Vancouver, Toronto, Quebec, Fredericktown, Charlottesville & Washington) as part of an Austroads study tour.
- The Manager, Rig Pavements Unit to Brussels, Belgium to attend as keynote speaker the 10th PIARC Symposium on Concrete Pavements.
- The Network Operations Team Leader to Singapore to deliver SCATS update/refresher course to the Land Transport Authority.
- The Manager, Network Performance Development to Auckland, New Zealand (on three separate occasions) to provide consulting and project management for the implementation of the SCATS Ramp Metering System.
- The Manager, Client Liaison and the SCATS Principal Systems Analyst to Tauranga, New Zealand to attend the annual New Zealand User Group Meeting.
- The Bitumen Inspector, Road and Fleet Services to Port Moresby, Lae and Mount Hagen, Papua New Guinea to calibrate bitumen sprayers owned by Global Constructions Ltd.
- The Senior Urban Design Adviser to Auckland, Wellington and Christchurch, New Zealand to give the keynote address and participate at urban design workshops by the New Zealand Ministry for the Environment.
- The Project Manager, Motorway Procurement to Auckland, New Zealand to attend as keynote speaker at the inaugural Infrastructure Symposium hosted by the New Zealand Council of Infrastructure Development.
- The Manager, Traffic and Transport Modelling to Auckland, New Zealand to help the Australian Road and Research Board and Austroads present a workshop on traffic modelling.
- The Manager, Rig Pavements Unit to Kuala Lumpur, Malaysia to attend and present a keynote address to the ASEAN Concrete Roads Conference.
- The Manager, Urban Design and an Urban Designer to Auckland and Hamilton, New Zealand to attend and deliver presentations at urban design training courses run by Transit New Zealand.
- The Manager, Client Liaison to Singapore to provide SCATS consulting to the Land Transport Authority.
- The General Manager, Occupational Health and Safety to Orlando and Washington, USA to attend the 2007 Conference of the American Society of Safety Engineers, as well as to meet with the US Federal Highways Administration and the American Road and Transportation Builders Association. Visits during 2006–07, for which all or part of the costs were met by the RTA, were as follows:
  - The Hunter Network Planning Manager travelled to Los Angeles, USA to inspect concrete pavement diamond drilling technology.
  - The Facility Manager, Crashlab travelled to Wellington, New Zealand to inspect the Australian/New Zealand Standards Committee meeting for industrial safety belts.
  - The Manager, Transport Operations Planning travelled to Stockton-on-Tees, Scotland and Hong Kong to meet with Transport Scotland and the Hong Kong Transport Department to discuss the latest development of the Transport Management Centre’s Incident Management System and the possible sharing of costs of subsequent development projects between users.
  - The Network Analyst, Transport Planning travelled to Montreal, Canada to present a paper to the 20th EMME/2 (transport planning software used by the RTA) Conference and to attend training.
  - A Project Manager, Hume Highway Office and a Network Manager travelled to Wellington, New Zealand to attend the Australia New Zealand School of Government Executive Masters Public Administration Course.
  - On a separate occasion, the Transport Planning Manager and the Project Director, Public Transport Information and Priority Systems travelled to Wellington, New Zealand to attend the Australia New Zealand School of Government Executive Masters Public Administration Course.
  - The Transport Operations Planning Manager travelled to London, England to consult and work with government agencies and to deliver presentations on traffic modelling arrangements for the London Marathon. The officer then travelled to Toronto, Canada and, in his capacity as RTA Project Manager for World Youth Day, met with agencies involved with that event.
  - The Manager, Environmental Planning and Assessment travelled to Seoul, South Korea to attend the 2007 conference of the International Association for Impact Assessment.
  - The Acting Manager, Policy and Strategy, Infrastructure Maintenance travelled to Canada and the USA as part of the Austroads Young Professionals Asset Management Study Tour.

<table>
<thead>
<tr>
<th>10. FREEDOM OF INFORMATION (FOI)</th>
<th></th>
</tr>
</thead>
</table>
| During 2006–07 the RTA received 1652 requests for information under the Freedom of Information Act (FOI Act), compared with 1552 in 2005–06. In addition, 145 applications were brought forward from the previous period (compared to 273 in 2005–06), making a total of 1979 applications to be processed. Two hundred and seven applications were not completed at the end of the 2006–07 reporting period. The use of FOI by insurance companies and finance companies investigators continues to undergo a significant increase. The majority of these applicants use FOI to obtain the identity and address of registered operators of motor vehicles they are trying to trace. There has also been a noticeable increase in the number of applications lodged by the media and opposition MPs. The tightening of the availability of registration and licensing data in other jurisdictions and the increasing awareness of the rights of access under FOI and privacy legislation are believed to be a contributing factor in the increase in applications lodged with the RTA. At the same time there has been a significant decrease in the number of people wanting access to their own records through the FOI process. Of the 1459 requests completed, 1164 were granted in full and 31 in part, 263 were refused and one was deferred. In addition, eight were transferred to other agencies and 123 were withdrawn. Of those refused in full or in part, 22 were refused on the grounds that the information was otherwise available. 141 were refused as the documents were not held by the RTA and 92 were refused as the applicant did not pay the necessary fees. See table on basis of disallowing or restricting access. Of those requests not granted in full, internal reviews were finalised for 19 decisions and 12 appeals to the Ombudsman were finalised.

There were six appeals completed at the Administrative Decisions Tribunal (ADT) this year. However, one matter was appealed to the Appeals Panel and referred back to the ADT. This matter has not been finalised. Seven hundred and ninety-four applications required consultation with a total of 1037 third parties external to the organisation. The estimated operating cost of processing FOI requests is $79,098 ($72,830 in 2005–06) and fees received totalled $114,129 ($86,989 in 2005–06). The fees received include application fees of $44,670. This means that the RTA charged $69,459 of the estimated $79,098 it cost to process the applications.

There was one request received for amendments to personal records. There were no requests for notations to personal records and no Ministerial certificates have ever been issued. A total of 315 applications were finalised after the statutory 35-day processing period. One of the factors contributing to this was the continuing high number of applications during the
In the tenth case, on 17 March 2006 an application was made for extensive documents relating to traffic management techniques for the MS East. On 31 March 2006 the RTA requested an advance deposit. The applicant lodged an Internal Review application on 3 May 2006. On 10 May 2006, the RTA’s Internal Review determination upheld the original determination and suggested the applicant redefine the terms of the application to reduce the cost. On 20 June 2006 the RTA refused to proceed with the application as the advance deposit had not been paid by the due date. The applicant lodged an appeal to the Ombudsman on 6 March 2007. On 20 March 2007 the Ombudsman’s Office determined to take no further action, but suggested the applicant redefine the terms of the application. The RTA attempted to contact the applicant a number of times but without success. On 12 April 2007 the RTA advised the applicant that if it had not been contacted by 30 April 2007, it would assume the applicant did not wish to proceed with the application. The applicant failed to contact the RTA and the matter was closed.

In the eleventh case, on 3 November 2005 an application was made for extensive documents relating to traffic light phasing at a number of suburbs from 1 July 2005 until the date of the application. On 9 January 2006 the RTA requested the applicant view the terms of the application as the current request would require an unreasonable diversion of resources. The applicant lodged an Internal Review application on 1 February 2006. The RTA wrote to the applicant seeking to clarify the terms of the application. On 12 April 2006, the RTA’s Internal Review determination revised the cost of the original determination as a result of the redefined terms of the application. On 20 June 2006 the RTA refused to proceed with the application as the advance deposit had not been paid by the due date. The applicant lodged an appeal to the Ombudsman on 6 July 2006. The Ombudsman’s Office advised the RTA that the matter was resolved.
FOI appeals to the Administrative Decisions Tribunal (ADT)

There were five appeals to the ADT completed in 2006–07. A sixth was completed, but the RTA subsequently appealed to the ADT Appeal Panel and the matter has been referred back to the ADT for a further hearing.

In the first case, on 11 October 2004 an application was made to inspect all documents that refer to any telephone conversations, correspondence or files notes regarding any bias related to the applicant’s Government and Related Employees Appeal Tribunal (GREAT) appeal. The same documents had been requested as part of a major FOI application previously lodged by the same applicant on 4 December 2002. The RTA determined on 2 November 2004 the application should be refused as it was attempting to obtain documents by submitting a number of separate FOI applications when the original combined application had been refused as an unreasonable diversion of resources.

In the second case, on 12 August 2004 an application was made to inspect documents concerning the allegations of the waste of public monies related to either premature road pavement failure or unnecessary road pavement rehabilitation by RTA of NSW on road maintenance/construction works.

In the third case, on 16 January 2006 an application was made for documents showing the works and cost to repair/rebuild the sewage effluent treatment and disposal system at the Mundoonan rest area. On 22 August 2006 the RTA reconsidered the matter and documents not covered by the certificate were released on 18 August 2005.

In the fifth case, on 20 September 2004 an application was made for reports or assessment of the trials of bus lane cameras placed in Sydney CBD streets. On 14 December 2004 the RTA determined the documents were exempt as they had been prepared for submission to Cabinet. The applicant lodged an Internal Review application on 5 January 2005. On 14 December 2004 the RTA advised the applicant the Internal Review upheld the original determination. The applicant lodged an appeal to the NSW ADT on 10 August 2006. At the Planning Meeting on 26 September 2006 it was pointed out that the applicant had lodged his application out of time and the ADT did not have jurisdiction to hear the appeal. As a result the applicant withdrew his appeal on 13 October 2006.

Table 18. FOI Requests

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>New (including transferred in)</td>
<td>29</td>
<td>23</td>
<td>1523</td>
<td>1629</td>
<td>1552</td>
<td>1652</td>
</tr>
<tr>
<td>Brought forward (incomplete requests from previous year)</td>
<td>7</td>
<td>2</td>
<td>266</td>
<td>143</td>
<td>273</td>
<td>145</td>
</tr>
<tr>
<td>Total to process</td>
<td>36</td>
<td>25</td>
<td>1789</td>
<td>1772</td>
<td>1825</td>
<td>1797</td>
</tr>
<tr>
<td>Completed</td>
<td>31</td>
<td>25</td>
<td>1521</td>
<td>1474</td>
<td>1552</td>
<td>1459</td>
</tr>
<tr>
<td>Withdrawn</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>2</td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>Total processed</td>
<td>32</td>
<td>25</td>
<td>1641</td>
<td>1565</td>
<td>1673</td>
<td>1590</td>
</tr>
<tr>
<td>Unfinished (carried forward)</td>
<td>0</td>
<td>0</td>
<td>148</td>
<td>207</td>
<td>152</td>
<td>207</td>
</tr>
</tbody>
</table>

Table 19. Results of FOI Requests

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Grant in full</td>
<td>15</td>
<td>16</td>
<td>1096</td>
<td>1148</td>
</tr>
<tr>
<td>Grant in part</td>
<td>1</td>
<td>1</td>
<td>53</td>
<td>30</td>
</tr>
<tr>
<td>Refused</td>
<td>15</td>
<td>8</td>
<td>369</td>
<td>255</td>
</tr>
<tr>
<td>Deferred</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Completed</td>
<td>31</td>
<td>25</td>
<td>1520</td>
<td>1434</td>
</tr>
</tbody>
</table>

Table 20. Basis of Disallowing or Restricting Access

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 19 (application incomplete, wrongly directed)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Section 22 (deposit not paid)</td>
<td>2</td>
<td>1</td>
<td>101</td>
<td>91</td>
</tr>
<tr>
<td>Section 25 (1) (aI) (Unreasonable diversion of resources)</td>
<td>3</td>
<td>3</td>
<td>34</td>
<td>14</td>
</tr>
<tr>
<td>Section 25 (1) (a) (exempt)</td>
<td>3</td>
<td>3</td>
<td>26</td>
<td>19</td>
</tr>
<tr>
<td>Section 28 (1) (b) (documents not held)</td>
<td>3</td>
<td>2</td>
<td>263</td>
<td>139</td>
</tr>
<tr>
<td>Section 24 (2) (deemed refused, over 21 days)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Section 31 (4) (released to medical practitioners)</td>
<td>17</td>
<td>10</td>
<td>425</td>
<td>288</td>
</tr>
</tbody>
</table>

APPENDICES – RTA Annual Report 2007
A complaint was received in November 2006 from a person regarding noise from the Westlink M7 and that the same consultant who predicted the noise levels was engaged to verify the predictions. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman’s questions.

A complaint was received in November 2006 from north coast residents about the expansion of the study area for the Pacific Highway Tintenbar to Ewingsdale project. This follows a complaint from the Ombudsman in February 2006. The Ombudsman offered two suggestions on how the RTA can better communicate the possibility of change to preferred or approved routes. The RTA wrote to the Ombudsman advising it believed it had been actively carrying out the intent of the suggestions for some time. The RTA further advised the Ombudsman that it would reinforce this by notifying staff of the suggestions and how to better communicate the planning and design process for road projects, and the fact that circumstances and proposals may change over time.

A request was received from the Ombudsman in April 2007 for documents relating to a complaint about an RTA request for payment for damages to an overtaking sign, traffic control devices and clean up of debris following a motor vehicle crash at Braidwood. The documents were supplied as requested.

A request was received from the Ombudsman in June 2007 for documents relating to a complaint about the right to display a special number plate. The documents were supplied as requested.

In addition, in February 2007 the Ombudsman wrote to the RTA seeking advice about the arrangements private toll road operators were required to have in place for users of cashless tollways who do not have an e-tag. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman’s questions.

### TABLE 21: DAYS TO PROCESS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0-21 Days</td>
<td>10</td>
<td>10</td>
<td>491</td>
<td>327</td>
</tr>
<tr>
<td>22-35 Days</td>
<td>4</td>
<td>11</td>
<td>390</td>
<td>796</td>
</tr>
<tr>
<td>Over 35 Days</td>
<td>17</td>
<td>4</td>
<td>640</td>
<td>311</td>
</tr>
<tr>
<td>Totals</td>
<td>31</td>
<td>25</td>
<td>1521</td>
<td>1434</td>
</tr>
</tbody>
</table>

### TABLE 22: HOURS TO PROCESS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0-10 hours</td>
<td>30</td>
<td>24</td>
<td>1471</td>
<td>1416</td>
</tr>
<tr>
<td>11-20 hours</td>
<td>1</td>
<td>1</td>
<td>37</td>
<td>9</td>
</tr>
<tr>
<td>21-40 hours</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>4</td>
</tr>
<tr>
<td>Over 40 hours</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Totals</td>
<td>33</td>
<td>25</td>
<td>1521</td>
<td>1434</td>
</tr>
</tbody>
</table>

### TABLE 23: TYPE OF DISCOUNT ALLOWED ON FEES CHARGED

<table>
<thead>
<tr>
<th>Type of Discount Allowed</th>
<th>Personal 2005–06</th>
<th>Personal 2006–07</th>
<th>Other 2005–06</th>
<th>Other 2006–07</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public interest</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>26</td>
</tr>
<tr>
<td>Financial hardship – Pensioner/Child</td>
<td>11</td>
<td>5</td>
<td>38</td>
<td>29</td>
</tr>
<tr>
<td>Financial hardship – Non profit organisation</td>
<td>4</td>
<td>1</td>
<td>253</td>
<td>168</td>
</tr>
<tr>
<td>Significant correction of personal records</td>
<td>15</td>
<td>7</td>
<td>292</td>
<td>223</td>
</tr>
<tr>
<td>Totals</td>
<td>15</td>
<td>7</td>
<td>292</td>
<td>223</td>
</tr>
</tbody>
</table>

### TABLE 24: GROUNDS ON WHICH INTERNAL REVIEW REQUESTED

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Access refused</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Deferred release</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Exempt matter</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Unreasonable estimate of charges</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>Charges unreasonably incurred</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Amendment</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Totals</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>13</td>
<td>10</td>
<td>6</td>
</tr>
</tbody>
</table>
I. CONSUMER RESPONSE

TABLE 25. NUMBER OF COMPLAINTS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Business systems</td>
<td>5</td>
<td>25</td>
<td>6</td>
<td>9</td>
<td>4</td>
</tr>
<tr>
<td>Driver licensing</td>
<td>125</td>
<td>132</td>
<td>338</td>
<td>401</td>
<td>399</td>
</tr>
<tr>
<td>Vehicle registration</td>
<td>69</td>
<td>324</td>
<td>231</td>
<td>195</td>
<td>79</td>
</tr>
<tr>
<td>Customer service</td>
<td>164</td>
<td>330</td>
<td>271</td>
<td>214</td>
<td>170</td>
</tr>
<tr>
<td>Organisational direction – management</td>
<td>10</td>
<td>19</td>
<td>16</td>
<td>19</td>
<td>20</td>
</tr>
<tr>
<td>Olympics</td>
<td>2</td>
<td>1</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>Road asset provision – environment</td>
<td>178</td>
<td>34</td>
<td>7</td>
<td>3</td>
<td>17</td>
</tr>
<tr>
<td>Noise</td>
<td>35</td>
<td>451</td>
<td>513</td>
<td>296</td>
<td>12</td>
</tr>
<tr>
<td>Transport efficiency</td>
<td>67</td>
<td>33</td>
<td>181</td>
<td>628</td>
<td>584</td>
</tr>
<tr>
<td>Road safety</td>
<td>1208</td>
<td>1537</td>
<td>1583</td>
<td>476</td>
<td>306</td>
</tr>
</tbody>
</table>

1. Note that 210 of these complaints relate to mobility parking.
2. Complaints relating to Noise Abatement Program for existing roads.
3. Total noise complaints compiled in the Noise Abatement Program Geodatabase.
4. Includes 5% of complaints related to clearway towing due to increased instances of special events.
5. Note that 534 of these complaints relate to clearway towing.

III. LEGAL CHANGE

This appendix sets out legislation administered by the Minister for Roads, legislation introduced during 2006–07 and judicial decisions made during 2006–07 that affect the RTA.

LEGISLATION ADMINISTERED BY THE MINISTER FOR ROADS

Campbelltown Presbyterian Cemetery Act 1984 No. 19
Driving Instructors Act 1992 No 3
Driving Instructors Regulation 2003
Motor Vehicles Taxation Act 1988 No 111
Motor Vehicles Taxation Regulation 2003

Photo Card Act 2005 No 20
Photo Card Regulation 2005
Recreation Vehicles Act 1983 No 136 (Parts 4 and 6)
Roads Act 1993 No 33
Roads (General) Regulation 2000
Road Transport (Driver Licensing) Act 1998 No 99
Road Transport (Driver Licensing) Regulation 1999
Road Transport (General) Act 2005 No 11
Road Transport (General) Regulation 2005
Road Transport (Mass, Loading and Access) Regulation 2005
Road Transport (Heavy Vehicles Registration Charges) Act 1999 No 20
Road Transport (Heavy Vehicles Registration Charges) Regulation 2006
Road Transport (Safety and Traffic Management) Act 1999 No 20
Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999, and
Road Transport (Safety and Traffic Management) (Driver Fatigue) Regulation 1999
Road Transport (Vehicle Registration) Act 1997 No 119
Road Transport (Vehicle Registration) Regulation 1998

Sydney Harbour Tunnel (Private Joint Venture) Act 1987 No 49
Tow Truck Industry Act 1988 No 111
Tow Truck Industry Regulation 1999
Transport Administration Act 1988 No 109 (Part)
Transport Administration (General) Regulation 2005 (Part)
Transport Administration (Staff) Regulation 2005 (Part)

New Legislation from 1 July 2006 – 30 June 2007

New acts
Road Transport Legislation Amendment (Evidence) Act 2006
This Act commenced on the date of assent which was 4 December 2006, except for two changes in the Act concerning sections 33B and 31D of the Road Transport (Safety and Traffic Management) Act 1999 (relating to roadside drug testing offences), which commenced on 15 December 2006.
This Act also deals with evidentiary matters including not only the evidentiary value of certain certificates, photographs, statutory declarations, and the like, that can be tendered as evidence in proceedings for various offences, but also the type of evidence that is capable of being sufficient, for the purposes of certain provisions, to rebut prima facie evidence or a presumption, or to raise doubt about a matter, in connection with speed measuring devices, camera recording devices or information derived from such devices.

Road Transport Legislation Amendment (Drug Testing) Act 2006
This Act was assented to on 27 October 2006 and commenced on 15 December 2006, and introduces roadside drug testing, drug testing persons involved in fatal motor vehicle crashes, and offences relating to driving a motor vehicle with any presence of certain drugs in the driver's oral fluid, blood or urine.

Road Transport (General) Amendment (Intelligent Access Program) Act 2006
This Act was assented to on 2 November 2006 and commenced on 18 December 2006. This Act provides not only for the compliance by vehicle operators and drivers with conditions relating to access to and use of roads to be monitored by intelligent transport systems but also the collection, use and disclosure of information obtained by the use of such intelligent transport systems. Provisions of this Act generally reflect the proposals contained in the National Transport Commission's national model Bill relating to intelligent access programs.

New Regulations
Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2006
This Regulation commenced on 1 July, 2006 and varies the annual registration charges payable under Part 2 of the Road Transport (Heavy Vehicles Registration Charges) Act 1995. The Regulation applied a 2.7 per cent increase in accordance with advice provided by the National Transport Commission.

Roads (General) Amendment (Penalty Notice Offences) Regulation 2006
This Regulation commenced on 1 July 2006 and increases the penalties for offences dealt with by way of a penalty notice issued under section 243 of the Roads Act 1993 in relation to contraventions of certain provisions under the Roads (General) Regulation 2000. The penalty amounts were increased in line with movements in the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar).

Road Transport (Mass, Loading and Access) Amendment (Fees) Regulation 2006
This Regulation commenced on 1 July 2006 and increases certain fees in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar). The fees involved relate to the issue of Class 1, 2 or 3 permits, any permit under the Division 6 or 7 of Part 2 of the Road Transport (Mass, Loading and Access) Regulation 2005, any permit exempting a person from the operation of any of the provisions of clause 53(1) of the Road Transport (Mass, Loading and Access) Regulation 2005 (relating to the projection of loading or equipment of vehicles), and any application to be accredited under a Mass Management Accreditation Scheme.

Road Transport (Safety and Traffic Management) Amendment (Fees and Tow-away Charge) Regulation 2006
This Regulation commenced on 1 July 2006 and increases certain fees in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar). The fees involved relate to the issue of a logbook, the registration of an applicant as a participant in the Transitional Fatigue Management Scheme for heavy truck drivers and their employers, the issue of a replacement driver certification manual, and the tow-away charge for the removal of unattended motor vehicles or trailers.

Road Transport (General) Amendment (Penalty Levels) Regulation 2006
This Regulation commenced on 1 July 2006 and increases, in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar), the 15 penalty levels for penalties for motor vehicle offences that are dealt with by way of penalty notices.
Road Transport (Driver Licensing) Amendment (Fees) Regulation 2006
This Regulation commenced on 1 July 2006 and increases, in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar), the fees payable set out in the Driving Instructors Regulation 2003 in connection with the administration of the Driving Instructors Act 1992.

Photo Card Amendment (Fee and Penalty Notice Offences) Regulation 2006
This Regulation commenced on 1 July 2006 and increases, in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar), the fees for the issue of a new Photo Card and for penalties for certain offences dealt with by way of penalty notice in relation to contraventions of the Photo Card Act 2005 and the Photo Card Regulation 2005.

Road Transport (General) Amendment (Mobility Parking Scheme Penalty Notice Offences) Regulation 2006
This Regulation commenced on 11 August 2006 and increases the penalty for certain offences relating to mobility parking scheme authorities when dealt with by penalty notice.

Road Transport (Mass, Loading and Access) Amendment (Towing Exemption) Regulation 2006
This Regulation commenced on 15 September 2006 and makes provision for the Minister for Roads to exempt mobile cranes from the prohibition on towing trailers. The exemption is by way of a permit granted by the Minister which can only be granted subject to certain specified conditions. The Road Transport (Mass, Loading and Access) Amendment (Towing Exemption) Regulation 2006 also specifies the information that is to be included in the permit.

Road Transport (Driver Licensing) Amendment (Interlock Devices) Regulation 2006
This Regulation commenced on 27 October 2006 and authorises the Roads and Traffic Authority to release information on the driver licence register to specified persons for the purpose of enabling the Roads and Traffic Authority to perform functions conferred or imposed on the Roads and Traffic Authority by or under the Road Transport (Driver Licensing) Act (1998) in relation to the alcohol interlock program.

Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Lane Cove Tunnel) Regulation 2006
This Regulation commenced on 27 October 2006 and specifies the Lane Cove Tunnel as a ‘prohibited area’ (as defined in clause 59(1) of the Road Transport (Safety and Traffic Management) (Road Rules) Regulation (1999). It is an offence, without an appropriate permit, to use, or cause, permit or allow the use of, a ‘dangerous goods transporter’ (also defined in clause 59(1) of the Road Transport (Safety and Traffic Management) (Road Rules) Regulation (1999) in a ‘prohibited area’.

Road Transport Amendment (Christmas Holiday Detennants Points) Regulation 2006
This Regulation commenced on 8 December 2006 and provided for the application of double demerit points to offences related to the driving or use of a motor vehicle committed during the entire Christmas holiday period between Christmas and New Year.

Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Drug Testing) Regulation 2006
This Regulation commenced on 15 December 2006 and prescribes not only premises, institutions and establishments where persons may be detained in order to give blood or urine samples, but also the laboratory at which oral fluid, blood and urine samples are to be analysed, as well as the standards that oral fluid analysing instruments and oral fluid testing devices must meet before they may be approved for use. The Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Drug Testing) Regulation 2006 furthermore, provides for the secure custody of oral fluid, blood and urine samples. These regulatory amendments are complementary to the changes effected by the Road Transport Legislation Amendment (Drug Testing) Act 2006.

Road Transport (Driver Licensing) Amendment (Drug Testing) Regulation 2006
This Regulation commenced on 15 December 2006 and increases the fee for the issue or renewal of a driver licence by $2.00 necessitated from certain changes brought about by the enactment of the Road Transport Legislation Amendment (Drug Testing) Act 2006.

Road Transport Safety and Traffic Management (Road Rules) Amendment (Bus Lanes) Regulation 2007
This Regulation commenced on 23 February 2007 and achieved several purposes such as enabling bus lanes to be legally created by road markings (as well as by traffic signs), re-instating in legislation the fact that drivers of public buses and ‘special purpose vehicles’ (i.e. special purpose vehicles’ is defined in clause 15(2) of the Road Transport (Safety and Traffic Management) (Road Rules) Regulation (1999)) to use bus only lanes, clarifying the circumstances in which drivers of public buses may make right or left turns at an intersection from a bus lane, providing that the additional road rules applicable to drivers of public buses set out in Division 2 of Part 17 of the Australian Road Rules apply to such drivers only while they are driving in bus lanes, and placing further limitations on the use of bus only lanes by drivers other than drivers of public buses or ‘special purpose vehicles’.

Road Transport (Driver Licensing) Amendment (School Zones) Regulation 2007
This Regulation commenced on 21 May 2007 and applies demerit points to certain offences, and increases the demerit points already applying to certain offences, if they are committed in operating school zones.

Road Transport (General) Amendment (School Zones) Regulation 2007
This Regulation commenced on 21 May 2007 and increases the ‘on the spot’ penalties applying to certain offences if they are committed in operating school zones.

Road Transport Safety and Traffic Management (Road Rules) Amendment (No Standing Signs) Regulation 2006
This Regulation commenced on 1 December 2006 and continues in force until 1 December 2008. Clause 16(1) of the Regulation prescribes the effect of a ‘No Standing’ sign in NSW.

JUDICIAL DECISIONS AFFECTING THE RTA
Land and Environment Court
Tugan Cobaki Alliance Inc v Minister for Planning and the RTA (2006) NSWLEC 396 (14 July 2006)
In December 2005 the Minister for Planning granted an approval under Part 3A of the Environmental Planning and Assessment Act 1979 (Planning Act) to the Tugan bypass project. The project involves the construction of a seven kilometre dual carriageway freeway between Tweed Heads in NSW and Currimund in Queensland. The Minister’s approval was for the NSW component of the project.

Part 3A of the Planning Act commenced operation in August 2005. Environmental assessment for the project had been prepared and submitted to this, under the Part 5 Ministerial approval process replaced by Part 3A. The Minister for Planning determined and approved the project under Part 3A by way of transitional provisions in the Planning Act.

The applicant commenced proceedings in the Land and Environment Court in March 2006, alleging the Part 3A approval for the NSW component of the project was invalid for a number of reasons. The applicant’s major basis for the challenge was that the assessment and approval process for the project carried out by the Department of Planning and the Minister did not comply with the Planning Act. The applicant also argued that the transitional provisions of the Environmental Planning and Assessment Regulation 2006 used to bring the project under Part 3A were invalid. While the project was on foot, the RTA had provided an undertaking to not commence substantial construction work apart from that required for the non NSW component of the project.

Justice Jagot rejected the applicant’s arguments and found for the Minister for Planning and the RTA. Justice Jagot held that the procedural and determination requirements of Part 3A had been met and that the approval had been validly granted. Justice Jagot also found that relevant transitional provisions in the regulation were valid.

In 2004 the RTA resumed part of the applicant’s land for the construction of a bypass of the Brunker Highway around Alstonville. The applicant disputed the RTA’s valuation offer and commenced proceedings in the Land and Environment Court in June 2004. During the course of the proceedings, there were significant differences in compensation levels between the parties. The parties’ valuers utilised several methods to provide a range of compensation figures, including the comparable sales approach and the discounted cash flow method. The applicant’s claim for compensation was established at approximately $13 million. The RTA’s valuation evidence was that compensation was in the order of $5 to $6 million. The court appointed its own independent valuation expert, who arrived at a compensation figure of approximately $8 million.

The court ultimately formed its own view as to the correct valuation. The court determined a compensation amount of approximately $9.6 million.

The RTA compulsorily acquired a parcel of land at Kellyville from the applicant for the construction of the North-West Tramway under the Roads Act 1993.

The Valuer-General (VG) initially assessed the compensation payable by the RTA to be $5,082,490 and the RTA proceeded with the acquisition on that basis. The Applicants however disputed this figure and commenced proceedings in the Land and Environment Court (LEC), claiming compensation in the sum of $6,054,600. During the preparation for the hearing, the RTA retained its own valuer who arrived at a compensation amount of $2,400,000, a sum substantially less than the VG’s.
In the week prior to the hearing, the Applicant filed a Notice of Discontinuance with the LEC. The Applicant then purported by letter to accept the original offer made by the RTA on the basis of the VG’s valuation.

The RTA sought an order that the Notice of Discontinuance be set aside or alternatively the RTA be awarded costs on an indemnity basis. The LEC found that although the Notice of Discontinuance was not retracted or retracted the provisions could still be dismissed. The LEC also held that the RTA’s statutory offer of compensation, as determined by the VG, remained open for acceptance even after the Applicant had commenced proceedings objecting against that compensation offer. The Applicant was ordered to pay the RTA’s costs in the proceedings.

Supreme Court


The RTA entered into a contract with John Holland on or about 8 September 2003 for construction work to create an eight kilometre dual carriage and associated bridges in an area to the north of Kiama, NSW.

On 1 June 2006, John Holland lodged an adjudication application under the Building and Construction Industry Security of Payment Act 1999 (NSW) (the “Act”) seeking determination of amounts claimed in a progress claim dated 4 April 2006, including amounts for cost adjustment on previous adjudication determinations in relation to John Holland’s claims for variations for a latent condition and the detonator dump.

Adjudicator O’Sullivan determined that the progress payment due was nil. His view was that $1,194,583.95 was due to the RTA. John Holland challenged the adjudication determination on the basis that the adjudicator failed to consider one of John Holland’s submissions for the claim for cost adjustment. The challenge was heard on 2 November 2006 by Justice Gzell, with judgment on 17 November 2006 dismissing the challenge. Justice Gzell held that Adjudicator O’Sullivan is likely to have considered the submission and any misapprehension as to the submission did not constitute a failure to comply with the obligation to consider an adjudication application.

NSW Court of Criminal Appeal


The RTA appealed by way of a stated case to the NSW Court of Criminal Appeal on a number of questions of law arising from a decision of the District Court on the operation of terms of the Road Transport (Safety and Traffic Management) Act 1999 relating to photographic evidence of speeding offences.

Mr Baldock, the defendant in the Local Court, was convicted on 7 March 2006, of speeding based on photographic evidence produced by an automated speed camera device. Mr Baldock testified in the Local Court, asserting that he was not speeding on the occasion alleged.

Mr Baldock appealed from the Local Court to the District Court of NSW and on 22 August 2006 the District Court upheld Mr Baldock’s appeal. In reaching its decision, the District Court adopted the reasoning of his Honour Justice Adams on the term ‘evidence to the contrary’ in his comments in the NSW Supreme Court decision of RTA v Timothy Michel [2005] NSWSC 194 (22 March 2006). Adopting Justice Adams’ interpretation of the operation of that term, the District Court held that Mr Baldock’s testimony that he was not speeding constituted ‘evidence to the contrary’ which was effective in displacing the evidence of speed provided by the photograph relied on by the prosecution and also the statutory presumptions of accuracy and reliability of the subject approved speed measuring device. The District Court accordingly found Mr Baldock not guilty of the offence.

In the Court of Criminal Appeal, his Honour Chief Justice Spigelman held, with his Honour’s fellow Justices agreeing, that the District Court had erred in finding that testimony of Mr Baldock that he was driving below the applicable speed limit was capable of being evidence to the contrary of a matter shown or recorded on the photograph relied on by the prosecution.

His Honour also held that the District Court erred in holding that the testimony of Mr Baldock that he was driving below the speed limit was not capable of being evidence that the approved speed measuring device relied on by the prosecution was not accurate or not reliable.

In holding that the expression ‘evidence to the contrary’ is directed to evidence concerning the accuracy of the record, not to the accuracy of the speed measured by the speed measuring device, his Honour Chief Justice Spigelman stated: “In my opinion, this interpretation better serves the purpose of protecting the safety of the community by faciliating prosecutions for breach of speed limits in the manner envisaged in the Second Reading Speeches [for the introduction of the relevant provisions] set out above.”

The decision of the Court of Criminal Appeal dispelled uncertainty regarding the approach to reliance on photographic evidence of speeding offences which arose from comments of his Honour Justice Adams regarding the expression ‘evidence to the contrary’ in his Honour’s reasons for judgment in RTA v Michel.

NSW Court of Appeal


In this matter the Plaintiff, Australian National Car Parks Limited (ANCP), a car park operator, sought an order for preliminary discovery pursuant to Rule 5.2 of the Uniform Civil Procedure Rules (UCPR) in the Hornsby Local Court seeking the names and addresses of 294 owners of vehicles. The information sought by ANCP was for the purpose of identifying the drivers of motor vehicles who allegedly parked contrary to the Conditions of Entry displayed in its car parks.

The RTA opposed the making of the preliminary discovery order. It argued that the antecedent ‘reasonable inquiries’ required by Rule 5.2 of the UCPR had not been met and submitted that an application under the Freedom of Information Act 1989 (FOI) legislation would be evidence of having made reasonable inquiries. On 7 April 2006 the Local Court ordered preliminary discovery pursuant to Rule 5.2(3)(b) of the UCPR.

The RTA’s appeal to the NSW Supreme Court against the decision of the Hornsby Local Court was dismissed by his Honour Justice Malpass on 29 November 2006.

The RTA further appealed the matter to the NSW Court of Appeal which heard the appeal on 16 April 2007. The RTA’s appeal to the Court of Appeal was dismissed on 15 May 2007. The Court of Appeal held that the issue of what is reasonable is a question of fact in all the circumstances and the availability of an alternative resort, for example, does not itself make it unreasonable to claim a remedy under the UCPR.

RTA v Peak [2007] NSWSCA 66 (27 March 2007)

The RTA appealed against a decision of the Land and Environment Court (LEC) that determined compensation for a compulsory acquisition of part of a parcel of land for Pacific Highway upgrade works at Nabiac. The effect of the upgrade and acquisition was to move the highway closer to the existing residence on the residual land retained by the owners.

Among other matters, Justice Pain in the LEC relied on the statutory construction of the Act, that the determination of compensation for a compulsory acquisition of part of a parcel of land for Pacific Highway upgrade works at Nabiac. The effect of the upgrade and acquisition was to move the highway closer to the existing residence on the residual land retained by the owners.

In holding that the expression ‘evidence to the contrary’ is directed to evidence concerning the accuracy of the record, not to the accuracy of the speed measured by the speed measuring device, his Honour Chief Justice Spigelman stated: “In my opinion, this interpretation better serves the purpose of protecting the safety of the community by faciliating prosecutions for breach of speed limits in the manner envisaged in the Second Reading Speeches [for the introduction of the relevant provisions] set out above.”

The decision of the Court of Criminal Appeal dispelled uncertainty regarding the approach to reliance on photographic evidence of speeding offences which arose from comments of his Honour Justice Adams regarding the expression ‘evidence to the contrary’ in his Honour’s reasons for judgment in RTA v Michel.

The majority found that Justice Pain had not erred in admitting the applicant’s acoustic evidence, as it was prognostic in nature, and within the broad jurisdiction of the LEC’s jurisdiction to inform itself as it sees fit. The majority found also that the LEC had erred in dismissing the applicant’s claim for relocation costs, and remitted this to the LEC for re-determination.


On 28 February 2006, John Holland lodged an Adjudication Application under the Building and Construction Industry Security of Payment Act 1999 (NSW) seeking determination of an amount due to it as ‘delay costs’ and ‘variation costs’ because of alleged instructions given by the Superintendent between November 2003 and March 2004 affecting works on the North Kiama Bypass project because of the presence of a disused detonator dump (Detonator Dump claim).

On 30 March 2006 Adjudicator Sundercombe determined that the RTA was to pay John Holland the amount of $3,583,794 (the Determination). The Determination comprised $4,845,760.59 for the Detonator Dump claim and $738,033.42, being the amount the RTA proposed paying John Holland in its Payment Schedule.

On 28 March 2006 the RTA commenced proceedings in the Supreme Court of New South Wales to have the Determination declared void. The RTA argued that the Adjudicator failed to consider contrary to law, a submission made by the RTA in its Adjudication Response that the Adjudicator did not have jurisdiction to deal with John Holland’s Adjudication Application (the Jurisdiction Submission). Sections 22(2)(a), (b) and (d) relevantly provide that the adjudicator must consider the following matters:

(a) The provisions of the Act.
(b) The provisions of the contract.
(c) The payment schedule together with all relevant documentation duly made by the respondent in support of the schedule.
(d) The payment schedule together with all relevant documentation duly made by the respondent in support of the schedule.
(e) The evidence put forward by the applicant’s expert to effectively determine a ‘nil’ valuation on the residence in the ‘after’ situation. In effect meant that the RTA had to pay compensation for the full value of the house on the basis that the future noise levels as predicted by the expert rendered the house uninhabitable. The RTA appealed against this determination.

The Court of Appeal held that the Determination was void because the Adjudicator had failed to consider the Jurisdiction Submission. The Court of Appeal held that the Determination was not void. It was held that the Jurisdiction Submission had not been
of a final determination does not modify, restrict or exclude the operation of the SOP Act.

John Holland’s appeal was dismissed with costs. The RTA was entitled to retain both securities.

High Court


The RTA sought special leave to appeal to the High Court from the decision of the NSW Court of Appeal in Leichhardt Council v RTA [2006] NSWCA 353.

The RTA had resumed land owned by Leichhardt Council classified as “community land” under the Local Government Act 1993 (LGA). The land was required to construct the City Westlink. Under the LGA, the Council was prevented from selling community land without first re-classifying it. The acquired land was also subject to a restrictive open space zoning. The Council commenced proceedings in the Land and Environment Court (LEC), disputing the Valuer General’s assessment of compensation under the Land Acquisition (Just Terms Compensation) Act 1991. The LEC determined compensation payable to the Council by applying an 80 per cent reduction by reason of the “community land” restriction under the LGA. In applying the reduction, the LEC relied on established case law. The Council subsequently appealed from this decision to the Court of Appeal.

I. LAND DISPOSAL

The RTA owns property for administrative purposes and acquires property for road construction. Properties that are surplus to requirements are disposed of in accordance with Government policy.

During 2006–07 contracts were brought to account for the sale of 92 properties for a total value of $24.5 million (net of GST). Of these, 19 properties were valued at more than $0.5 million each, with a total value of $14.3 million.

Properties at Auburn and Lilyfield were sold for $1.01 million and $1.551 respectively. A former motor registry at Kogarah was sold for $1.76 million.

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.

25 per cent contributorily negligent, with the remaining 75 per cent of the agreed $1.4 million in damages, apportioned between the RTA at 80 per cent and the Council at 20 per cent.

The RTA and the Council appealed against the findings on negligence and apportionment made by Justice Dunford, to the NSW Court of Appeal. Judgment was handed down by the Court of Appeal on 5 October 2006. The Court of Appeal upheld the Council’s appeal but dismissed the RTA’s appeal (Ipp JA and Tobias JA in the majority, and Handley JA dissenting), with the plaintiff’s contributory negligence increased to 50 per cent. The plaintiff applied for a Sanderson order against the RTA, which would have required the RTA to pay the costs of the Council that had been awarded against the plaintiff. The RTA opposed this application and it was dismissed, with costs against the plaintiff.

The RTA applied for special leave to appeal to the High Court. Special leave was granted on 2 March 2007. The RTA’s appeal (and the plaintiff’s appeal against the Court of Appeal’s increase of his contributory negligence to 50 per cent and its dismissal of his application for a Sanderson costs order) was heard before the High Court (Gleeson CJ, Callinan J, Gummow J, Kirby J and Heydon J) on 23 May 2007. As at 30 June 2007, the High Court had reserved its judgment. The RTA’s appeal was allowed after the end of the reporting period.

14. LAND DISPOSAL

The RTA produces a wide range of publications to assist customers, to promote road safety and new technology, and to fulfil statutory requirements under annual reporting, environmental and freedom of information legislation. Publications on driver licensing, vehicle registration and road safety are available free from motor registries.

Technical and Austroads publications are available for sale from the RTA Information and Reference Services at Pod D Level 1 Octagon Building, 99 Phillip Street, Parramatta (tel 02 8837 0515). The Library’s collection of books, journals, and CD-ROMs includes extensive coverage in the areas of road and bridge engineering, road safety, environment and management.

The following new or substantially revised titles were issued during 2006–07 including through the internet.

- Bicycles and pedestrians
  - Cycling to work: Information for employers and employees.
  - NSW Bike Week Style Guide.
  - NSW Bike Week Event Toolkit.
  - Pedestrian crossing upgrade program: Bayview community update, December 2006.
  - Pedestrian crossing upgrade program: Cowan community update, December 2006.
  - Pedestrian crossing upgrade program: Randwick community update, December 2006.
  - Safe Cycling: A guide to safe cycling.
APPENDICES

Corporate
- Annual Report 2006 and summary brochure.
- Apprenticeship Scheme.
- Building the workforce of the future. Undergraduate Scholarship Scheme.
- Celebrating 75 years RTA Hunter Region 1932-2007.
- Drive your career further. Licensing, Registration and Freight Directorate.
- Protecting your privacy.
- RTA Pesticide use notification plan.
- Take your career to the top. Graduate Recruitment and Development (GRAD) Program.
- Traineeship Scheme.

Driver and vehicle
- A guide to the Driving Test.
- Any colour as long as it’s black. The Black Euro plate.
- BPAY.
- Clean Fleet.
- Clean Fleet Driving towards cleaner air. What you need to know to join the RTA’s Clean Fleet Program. Version 1.1 June 2006.
- Customise your bike plate from just $30* a year.
- Cut the paperwork. e-Safety check.
- Dementia points: Encouraging safe driving.
- Driver Qualification Handbook.
- Driver Qualification test.
- Driving towards cleaner air.
- Getting your driver licence.
- Getting your heavy vehicle drivers licence.
- Getting your motorcycle rider licence.
- Getting your multi-combination drivers licence.
- Guide for international drivers.
- How to prove who you are to the RTA.
- Katoomba motor registry services moving to Blue Mountains City Council.
- Learner driver log book.

Make YR CAR as individual as YOU R!

F3 Freeway to Branxton link: Design changes to the approved project environmental assessment, March 2007.
- F3 Freeway to Branxton link: Modification to the approved project environmental assessment, March 2007.
- F3 Freeway to Branxton link: Socio-economic analysis of design change between Tucker Lane and Black Creek, March 2007.
- F3 Freeway to Branxton link: Stage 3 Research Design and Methodology, March 2007.
- F3 Freeway to Branxton link: Threatened species assessment for proposed design changes, March 2007.
- F3 Freeway to Branxton link: Update additional flora and fauna assessment, March 2007.
- Five Islands Road upgrade community celebrations.
- Five Islands Road upgrade community update, October 2006.
- Grade-separated interchange at Waukeys Drive Review of Environmental Factors, August 2005.
- Great Western Highway upgrade: Lawson 1A community update, June 2007.
- Great Western Highway upgrade: Lawson Section One a community update, November 2006.
- Great Western Highway upgrade: Leura to Katoomba, Section 2 community update, December 2006.
- Great Western Highway upgrade: Woodford to Hazelbrook Oaklands Road rail underpass community update, October 2006.
- Heavy Vehicle bypass Queanbeyan community update.
- Heavy vehicle checking station Mt White southbound.

Infrastructure
- $500 cash back to heat your home – RTA Solid fuel heater buy back program.
- Air quality improvement plan: Air filtration in the M5 East Tunnel fact sheet.
- Air quality improvement plan: Discharging air from the M5 East Tunnel fact Sheet 2.
- Air quality improvement plan: Jet fan installation in the M5 East Tunnel fact sheet.
- Air quality improvement plan: Modifications to the M5 East Motorway fact sheet.
- Air quality improvement plan: Overview of Air Quality Improvements for the M5 East Tunnel Fact Sheet 1.
- Auburn pedestrian bridge replacement project community update, November 2006.
- Bangor Bypass Stage I, Six Monthly Traffic Study for Mena Road community update.
- Banora Point Upgrade: Preferred concept question and answer sheet, September 2006.
- Bexley to Cup and Saucer Creek cycleway community update, May 2007.
- Bridge over Main Canal at Yenda community update, July 2006.
- Cahill Expressway maintenance work community update, April 2007.
- Camden Valley Way and Ruby Road intersection upgrade at Leppington community update, August 2006.
- Celebrate North West Sydney’s New T-way.
- Coogang upgrade of the Newell Highway community update, June 2006.
- Coopernook to Herons Creek Pacific Highway upgrade community update, November 2006.
- Economic and Social Impacts One Year Report on the Karuah bypass Pacific Highway.
- Elderslie Bridge maintenance works community update, April 2007.
- F3 Freeway to Branxton link community update, March 2007.
- F3 Freeway to Branxton link reports (CD-ROM).
- F3 Freeway to Branxton link Submissions Report, June 2007.
- F3 Freeway to Branxton link, March 2007.

Environment
- Oral History: Developments in Concrete Pavements (CD-ROM).
- RTA Oral History Program: Rememberance Driveway and the VC Rest Areas (CD-ROM set).
- Road and Fleet Services: Environmental handbook for road and bridge works.

Heavy vehicle
- Applying for Higher Mass Limits in NSW.
- Drugs and heavy vehicle drivers (roadside drug testing).
- Expansion of Higher Mass Limits access in New South Wales.
- Fact sheet – Single steer axle mass limit increase to 6.5 tonnes.
- NSW Quad Axle Semi-Trailer Pilot Scheme.
- RTA Fact Sheet: Mobile cranes (up to 5-axles) towing a trailers.
- Truck Rest Stop Locations: Hume Highway.

Elderslie Bridge maintenance works community update, April 2007.
- F3 Freeway to Branxton link community update, March 2007.
- F3 Freeway to Branxton link reports (CD-ROM).
- F3 Freeway to Branxton link Submissions Report, June 2007.
- F3 Freeway to Branxton link, March 2007.
- Infrastructure
- • $500 cash back to heat your home – RTA Solid fuel heater buy back program.
- • Air quality improvement plan: Air filtration in the M5 East Tunnel fact sheet.
- • Air quality improvement plan: Discharging air from the M5 East Tunnel fact Sheet 2.
- • Air quality improvement plan: Jet fan installation in the M5 East Tunnel fact sheet.
- • Air quality improvement plan: Modifications to the M5 East Motorway fact sheet.
- • Air quality improvement plan: Overview of Air Quality Improvements for the M5 East Tunnel Fact Sheet 1.
- • Affords Point duplication community update, February 2007.
- • Auburn pedestrian bridge replacement project community update, November 2006.
- • Bangor Bypass Stage I, Six Monthly Traffic Study for Mena Road community update.
- • Bangor Bypass Stage 2 community update, September 2006.
- • Banora Point Upgrade: Preferred concept question and answer sheet, September 2006.
- • Bexley to Cup and Saucer Creek cycleway community update, May 2007.
- • Bridge over Main Canal at Yenda community update, July 2006.
- • Cahill Expressway maintenance work community update, April 2007.
- • Camden Valley Way and Ruby Road intersection upgrade at Leppington community update, August 2006.
- • Celebrate North West Sydney’s New T-way.
- • Coogang upgrade of the Newell Highway community update, June 2006.
- • Coopernook to Herons Creek Pacific Highway upgrade community update, November 2006.
- • Economic and Social Impacts One Year Report on the Karuah bypass Pacific Highway.
- • Elderslie Bridge maintenance works community update, April 2007.
- • F3 Freeway to Branxton link community update, March 2007.
- • F3 Freeway to Branxton link reports (CD-ROM).
- • F3 Freeway to Branxton link Submissions Report, June 2007.
- • F3 Freeway to Branxton link, March 2007.
· Hume Highway duplication from south of the Olympic Highway to Table Top feedback form, May 2007 community information session.
· Hume Highway duplication from Woomargama to Table Top community update, May 2007.
· Hume Highway duplication package; Sturt Highway to Table Top community update, July 2006.
· Karuah Bypass Economic and social impacts. The one-year report, November 2005.
· Karuah Bypass environmental impact audit report, September 2007.
· Kiama Bypass additional access ramps community update, July 2006.
· Kiama Bypass: additional access ramps review of environmental factors, July 2006.
· King Georges Road maintenance works community update, November 2006.
· Kingsway Road maintenance works community update, October 2006.
· Lane Cove Tunnel surface traffic arrangements community update, December 2006.
· Leichhardt Road maintenance works community update, November 2006.
· Manne Road Bridge duplication over the M4 motorway community update, January 2007.
· Murray River crossing between Euston Robinvale community update, October 2006.
· Narellan Road Extension – Camden Valley Way intersection to The Northern Road, Narellan community update, August 2006.
· New pedestrian bridge over Princes Highway at Dwyer Avenue, Blakehurst community update, November 2006.
· Noise monitoring for the site of the proposed M5 East pilot filtration plant Q&A community update, January 2007.
· Noise Wall Design Guidelines.
· Northern Distributor extension community update, April 2007.
· Northern Distributor Extension: Modifications to approved project community update, November 2006.
· Oak Flats to Dunmore community update, July 2006.
· Pacific Highway upgrade: Ballina Bypass community update (internet).
· Pacific Highway upgrade: Brunswick Heads to Yelgun History of the Brunswick River Crossing (postcard).
· Pacific Highway upgrade: Brunswick Heads to Yelgun Project Landscaping – Regenerating Native Vegetation (postcard).
· Pacific Highway upgrade: Glen Road to Burns Road, Ourimbah Stage 2 community update, December 2006.
· Pacific Highway upgrade: Glen Road to Burns Road, Ourimbah Stage 3 Review of Environmental Factors Volume 1 and 2, December 2006.
· Pacific Highway upgrade: Glen Road to Burns Road, Ourimbah Stage 2 Review of Environmental Factors (CD-ROM).
· Pacific Highway: Wyong Options study community update, October 2006.
· Pacific Highway: Wyong Options study summary, October 2006.
· Princes Highway and Lawrence Hargrave Drive, Bulli Pass proposed intersection reconstruction community update, November 2006.
· Princes Highway safety improvements: Forest Road, South Nowra to Falls Road, Falls Creek community update, May 2007.
· Property access to private property for investigation of road projects (fact sheet).
· Questions and answers about noise monitoring community update, March 2007.
· Rainbow Street maintenance work, Randwick community update, November 2006.
· Road tunnel fire safety design guidelines Part 1: Fire Safety Design, Concept design.
· Road tunnel fire safety design guidelines Part 2: Fire Safety Design, Development of a Scope of Work and Technical Criteria.
· Road tunnel fire safety design guidelines Part 3: Fire Safety Design, Development.
· Split Bridge widening community update, August 2006.
· St Albans Bridge over the MacDonald River community update, November 2006.
· Submissions report: Kiama bypass – additional access ramps.
· Sturt Highway to Tarcutta duplication of the Hume Highway community update, March 2007.
· Swansea Bridge essential maintenance community update, June, July, August and September 2006.
· Swansea Bridge future options community update.
· The Great Western Highway Upgrade: Lawson Section One A Ferguson Avenue to Bass Street Review of Environmental Factors Volume 1, Main Report May 2007.
· Third Crossing of the Hunter River at Maitland Main Volume: Review of Environmental Factors, December 2006.
· Third Crossing of the Hunter River at Maitland, July 2006.
· Tugun Bypass fact sheet: Flora.
· Tugun Bypass fact sheet: Noise and vibration.
· Tugun Bypass fact sheet: Tunnel Construction.
· Tugun Bypass fact sheet: Tunnel Construction – Bentonite Plant.
· Upgrading Avoca Drive: Sun Valley Road to Bayside Drive, Green Point community update, December 2006.
· Upgrading of Middle Creek and Pokolbin Creek bridges: Wine Country Drive Pokolbin community update, November 2006.
· Upgrading the Pacific Highway: Ballina Bypass improvements to the concept design report community update, May 2007.
· Upgrading the Pacific Highway: Ballina bypass progress update no 3, November 2006.
· Upgrading the Pacific Highway: Banora Point Upgrade Concept, October 2006 (community update).
· Upgrading the Pacific Highway: Banora Point Upgrade Preferred Concept Report, October 2006 (report and CD-ROM).
· Upgrading the Pacific Highway: Tintenbar to Ewingsdale Preferred Route community update, January 2007.
· Upgrading the Pacific Highway: Kempsey to Eugai community update, January 2007.
· Upgrading the Pacific Highway: Kempsey to Herons Creek Submissions Report, June 2006.
· Upgrading the Pacific Highway: Riverstone to Toowoomba preferred route, October 2006 (report and CD-ROM).
· Upgrading the Pacific Highway: Bonville upgrade community update, December 2006.
· Upgrading the Pacific Highway: Coffs Harbour Highway Planning strategy letter to residents, August 2006 (community update).
· Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Aquatic Ecology Assessment.
· Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Geotechnical.
· Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Hydrology and Hydraulics and Water Quality Assessment.
· Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Social Economic Impact Assessment.
· Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Preliminary Aboriginal Archaeology Assessment.
· Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Social Economic Impact Assessment.
· Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Statutory Planning and Land Use Issues.
· Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Strategic Noise Assessment.
· Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Terrestrial Flora and Fauna Assessment.
· Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Traffic Assessment.
· Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Urban Design, Landscape and Visual Assessment.
· Upgrading the Pacific Highway: Herons Creek to Stills Road.
· Upgrading the Pacific Highway: Kempsey to Eugai community update, January 2007.
· Upgrading the Pacific Highway: Kempsey to Herons Creek Submissions Report, June 2006.
· Upgrading the Pacific Highway: Riverstone to Toowoomba preferred route, October 2006 (report and CD-ROM).
· Upgrading the Pacific Highway: Tintenbar to Ewingsdale Preferred Route display.
· Upgrading the Pacific Highway: Tintenbar to Ewingsdale Preferred Route community update, September 2006.
· Upgrading the Pacific Highway: Tintenbar to Ewingsdale Study Area Review, May 2006.
· Upgrading the Pacific Highway: Wells Crossing to Iluka Road Preferred route, September 2006.
· Upgrading the Pacific Highway: Wells Crossing to Iluka Road Preferred route and working papers, September 2006 (CD-ROM).
· Upgrading the Pacific Highway: Wells Crossing to Iluka Road Preferred Route Options Submissions Report, September 2006.
· Upgrading the Pacific Highway: Wells Crossing to Iluka Road Preferred Route Report, September 2006.
· Upgrading the Pacific Highway: Woodburn to Ballina update no 5, October 2006.
· Upgrading the Pacific Highway: Woodburn to Ballina, October 2006.
· Upgrading the Pacific Highway: Woodgoolga to Wells Crossing Aquatic Flora and Fauna Assessment.
· Upgrading the Pacific Highway: Woodgoolga to Wells Crossing Geotechnical.
· Upgrading the Pacific Highway: Woodgoolga to Wells Crossing Hydrology and Hydraulics.
· Upgrading the Pacific Highway: Woodgoolga to Wells Crossing Indigenous Heritage Impact Assessment.
· Upgrading the Pacific Highway: Woodgoolga to Wells Crossing Non-indigenous Heritage Impact Assessment.
· Upgrading the Pacific Highway: Woodgoolga to Wells Crossing Planning and Zoning.
· Upgrading the Pacific Highway: Woodgoolga to Wells Crossing Road Safety Initiative.
· Upgrading the Pacific Highway: Woodgoolga to Wells Crossing Road Safety Plan.
· Upgrading the Pacific Highway: Woodgoolga to Wells Crossing Terrestrial Flora and Fauna Assessment.
· Upgrading the Pacific Highway: Woodgoolga to Wells Crossing Urban Design, Landscape and Visual Assessment.
· Upgrading the Pacific Highway: Woodgoolga to Wells Crossing Water Quality.
· Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Preliminary Traffic Assessment.
· Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Social Effects.
· Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Terrestrial Flora and Fauna Assessment.
· Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Urban Design, Landscape and Visual Assessment.
· Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Water Quality.
· Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Preliminary Traffic Assessment.
· Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Preliminary Traffic Assessment.
· Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Social Effects.
· Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Terrestrial Flora and Fauna Assessment.
· Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Urban Design, Landscape and Visual Assessment.
· Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Water Quality.

Road safety
· 2007 Local Government Road Safety Conference.
· A guide to using motorised wheelchairs.
· A Practical Guide to Addressing Road Safety Issues Around Schools.
· Choose right buckle right.
· Donald Street at Swan Street, Hamilton community update, October 2006.
· ‘Drop off and Pick up’ initiative.
· Getting home late from Newcastle CBD, drinking kills driving skills.
· Helping learner drivers become safer drivers: Are you supervising a learner driver? (brochure)
· Helping learner drivers become safer drivers: Are you supervising a learner driver? (planner for driving practice)
· In the driver’s seat: the nature of authority Stage 6 technical direction.
· Increased penalties for school zones commencing 21 May 2007.
· Licence conditions and restrictions: Learner and provisional licences, September 2006.
· Primary School catalogue 2006.
· Random roadside drug testing.
· Road safety implications of utility pole placement, April 2007.
· Road safety issues around schools information for parents 2007.
· Road safety – a guide for parents and carers of children 0-5 years.
· Road traffic crashes in NSW. Statistical Statement year ended 31 December 2005.
· Roads and drug testing.
· Secondary: The NSW road safety education program catalogue for principals and teachers.
· Truck rest area locations, Newell Highway.
· Vehicle inspectors bulletin 52: Exemption from registration for light vehicle driven for inspection or testing.
· Vehicle inspectors bulletin 65: Safety recall LPG pressure relief valve.
· Vehicle inspectors bulletin 68: Registration of new campervans and motor homes Rev 2, October 2006.
· Vehicle inspectors bulletin 71: Inspection of used imported buses for registration in NSW.
· Vehicle inspectors bulletin 73: Seatbelts missing from Toyota Coaster buses manufactured between July 1992 and June 2004 Rev 1, October 2006.
· Vehicle inspectors bulletin 74: Inspection procedures for brakes controls.
· Vehicle standards information 39: Spray suppression devices for heavy vehicles.

Vehicle standards information 52: Certification of new trailers up to and including 4.5 tonnes aggregate trailer mass, September 2006.

Vehicle standards information 52: Certification of new trailers up to and including 4.5 tonnes aggregate trailer mass, November 2006.

Traffic
· A Guide to the Delegation to Council for the regulation of traffic.
· A Guide to the Delegation to Council for the Regulation of Traffic (including the operation of Traffic Committees) technical direction.
· Artarmon: Your ideas for local street improvements following the opening of Lane Cove Tunnel community update, October 2006.
· Cammeray and Neutral Bay: Your ideas for local street improvements following the opening of Lane Cove Tunnel community update, October 2006.
· Crows Nest Street at Howe Street, Lambton intersection improvements community update, May 2007.
· Getting around by bike! You need the RTA cycleways maps.
· Hillsborough Road industrial area intersection improvements community update, December 2006.
· Land use information: Check list private developers.
· Land use information: Notes for private developers.
· Land use information: Private developers project management procedures.
· Lane Cove and Chatswood: Your ideas for local street improvements following the opening of Lane Cove Tunnel community update, October 2006.
· Musons Parade and Dane Drive, Gosford Proposed intersection upgrade community update, July 2006.
· Proposed two-way bus flow George Street, Parramatta community update, December 2006.
· Public Transport Information and Priority System.
· Ryde and Gladesville: Your ideas for local street improvements following the opening of Lane Cove Tunnel community update, October 2006.
· Seaforth Oval access, Wakehurst Parkway community update, January 2007.
· Seaforth Oval access, Wakehurst Parkway community update, April 2007.

17. REPORTING OF RTA CONTRACTS WITH THIRD PARTIES

On 1 January 2007 the Freedom of Information Amendment (Open Government, Disclosure of Contracts) Act 2006 (FOI) was approved. Following the introduction of the amendment to the Act, the Premier’s Memorandum No 2007-01 was also issued. The Act and the memorandum outline the requirements for the disclosure of certain information on Government contracts and tenders (including panels) with the private sector.

As a result the Chief Executive issued Corporate Policy PN 004, Contract reporting requirements under the Freedom of Information Act 1989 together with Guidelines for contract reporting requirements under the NSW Freedom of Information Act 1989.

Specific information is required for contracts where the value exceeds $150,000. The Records Access Unit arranges for details of these contracts to be placed on the RTA’s internet site under the category ‘Doing Business With Us’. All contracts that are required to be disclosed will be published on the Department of Commerce E-Tender web site.

To date the total value of reported contracts for the current financial year, less any material variations with the private sector, exceeds $1.48 billion.

Any inquiries can be directed to the Privacy and Contract Reporting Coordinator on (02) 9218 3667.

Cost of this Annual Report
The total external cost of producing this report will be about $121,000 which includes $55,000 for design, $16,000 for printing and $50,000 for project management, document development and editing services. Final invoices have not yet been received at time of publication so estimates have been based on revised quotes.

No summary brochure or CD-ROM versions of the report have been produced this year.


16. PAYMENTS TO CONSULTANTS
Details of the amount paid to consultants in 2006–07 are provided below.

The RTA defines consultants in terms of the Department of Premier and Cabinet’s ‘Guidelines for the Engagement and Use of Consultants’ issued in July 2004.

TABLE 26. CONSULTANTS GREATER THAN $30,000

<table>
<thead>
<tr>
<th>Project description</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Probity audits SCAT PAPL Replacement project</td>
<td>Deloitte Touche Tomatsu</td>
<td>$199,358</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$199,358</td>
</tr>
</tbody>
</table>

TABLE 27. CONSULTANTS LESS THAN $30,000

<table>
<thead>
<tr>
<th>Total number of engagements</th>
<th>Total cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>$70,718</td>
</tr>
</tbody>
</table>

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

18. ACCOUNTS PAYMENT PERFORMANCE

### TABLE 28. AGEING OF AMOUNTS UNPAID AT MONTH END

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Current &lt;90 days overdue</th>
<th>30-60 days overdue</th>
<th>60-90 days overdue</th>
<th>&gt;90 days overdue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sep 06</td>
<td>$35,185,297.50</td>
<td>$2,356,789.66</td>
<td>$195,678.65</td>
<td>$73,656.10</td>
</tr>
<tr>
<td>Dec 06</td>
<td>$53,493,429.67</td>
<td>$3,896,554.32</td>
<td>$344,998.50</td>
<td>$110,505.60</td>
</tr>
<tr>
<td>Mar 07</td>
<td>$64,814,847.25</td>
<td>$1,277,335.90</td>
<td>$60,545.17</td>
<td>$103,954.44</td>
</tr>
<tr>
<td>Jun 07</td>
<td>$50,545,054.85</td>
<td>$1,850,985.64</td>
<td>$1,704,395.02</td>
<td>$491,416.68</td>
</tr>
</tbody>
</table>

ACCOUNTS PAYABLE PAYMENT PERFORMANCE

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Target %</th>
<th>Actual %</th>
<th>$ Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sep 06</td>
<td>99.1</td>
<td>99.10</td>
<td>231,719,535.37</td>
</tr>
<tr>
<td>Dec 06</td>
<td>95.77</td>
<td>95.77</td>
<td>224,476,686.00</td>
</tr>
<tr>
<td>Mar 07</td>
<td>97.27</td>
<td>97.27</td>
<td>238,163,291.00</td>
</tr>
<tr>
<td>Jun 07</td>
<td>89.13</td>
<td>89.13</td>
<td>223,328,993.00</td>
</tr>
</tbody>
</table>

Overall performance for the financial year is ahead of the performance target.

The Imaging and Intelligent Character Recognition Technology in Accounts Payable implemented in the Sydney Business Service Centre has increased processing efficiency. Opportunities to further utilise the technology are being explored.

19. FUNDS GRANTED TO NON-GOVERNMENT COMMUNITY ORGANISATIONS

### TABLE 29.

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Recipient organisation</th>
<th>Grant</th>
<th>Program area as per Budget Paper</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drink Drive program 22 May 2006</td>
<td>Program through the CSU bar and uni radio station 2MCE-FM radio station</td>
<td></td>
<td>$3500</td>
<td>Road Safety/Licensing and Vehicle Management</td>
</tr>
<tr>
<td>Heritage Festival</td>
<td></td>
<td></td>
<td>$30,000</td>
<td>Road Network Maintenance</td>
</tr>
<tr>
<td>Roadside Environment Committee</td>
<td>Financial support providing for an Executive Officer, committee costs, research and annual award scheme</td>
<td>Roadside Environment Committee</td>
<td>$96,500</td>
<td>Road Network Infrastructure Maintenance</td>
</tr>
<tr>
<td>Bicycle NSW Portfolio Partners Sydney Spring Cycle</td>
<td>Promoting cycling</td>
<td>Bicycle NSW</td>
<td>$130,000</td>
<td>Network Management</td>
</tr>
<tr>
<td>NSW Big Ride</td>
<td>Promoting safe cycling in regional NSW</td>
<td>Bicycle NSW</td>
<td>$121,000</td>
<td>Network Management</td>
</tr>
<tr>
<td>Walk Safety to School Day</td>
<td>Promoting safe pedestrian behaviour</td>
<td>Pedestrian Council of Australia</td>
<td>$30,000</td>
<td>Network Management</td>
</tr>
<tr>
<td>NSW Bike Week</td>
<td>Promoting cycling and bicycle safety awareness statewide</td>
<td>Various community groups across NSW</td>
<td>$160,000</td>
<td>Network Management</td>
</tr>
<tr>
<td>Catch ya later Condo December 06 – April 2007</td>
<td>Contribution towards alternative transport scheme for Condobolin</td>
<td>Condobolin Liquor Accord</td>
<td>$6900</td>
<td>Road Safety/Licensing and Vehicle Management</td>
</tr>
<tr>
<td>Berrigan Races November 2006</td>
<td>Drink Drive resources and advertising and promotion of alternate transport</td>
<td>Berrigan Golf and Bowling Club</td>
<td>$1000</td>
<td>Road Safety/Licensing and Vehicle Management</td>
</tr>
<tr>
<td>Finley Driver Reviver March 2007</td>
<td>Folding table for Driver Reviver volunteers (Finley Community Help Group)</td>
<td>Finley Community Help Group</td>
<td>$80</td>
<td>Road Safety/Licensing and Vehicle Management</td>
</tr>
<tr>
<td>Cootamundra Driver Reviver February 2007</td>
<td>Whitegoods for Driver Reviver Van</td>
<td>SES Cootamundra (Invoice direct to Claude Long’s Radio)</td>
<td>$450</td>
<td>Road Safety/Licensing and Vehicle Management</td>
</tr>
<tr>
<td>Wallumbilla Driver Reviver Jan 2007</td>
<td>Van lights &amp; wiring of Driver Reviver trailer</td>
<td>SES Wallumbilla (Invoice direct to Brad Lister)</td>
<td>$238.20</td>
<td>Road Safety/Licensing and Vehicle Management</td>
</tr>
<tr>
<td>Ardlethan Driver Reviver Jan 2007</td>
<td>Paint repair to Driver Reviver Van</td>
<td>Jeff Cornford Hardware for Ardlethan Driver Reviver</td>
<td>$65.71</td>
<td>Road Safety/Licensing and Vehicle Management</td>
</tr>
<tr>
<td>Youth injury prevention</td>
<td>Research and resource development</td>
<td>Youthsafe</td>
<td>$400,000</td>
<td>Road Safety Branch</td>
</tr>
<tr>
<td>Youth driver awareness</td>
<td>Driving skills for year 11 students</td>
<td>Rotary Youth Driver Awareness</td>
<td>$65,000</td>
<td>Road Safety Branch</td>
</tr>
</tbody>
</table>
In kind support
The RTA also provided in kind support as part of the RTA’s SpeedBlitz Blues sponsorship. More than 200 tickets to the sold-out mobile Ashes Test Series were given to charity organisations including Make-A-Wish, Starlight Children’s Foundation and CanTeen.

Banners were provided on the Sydney Harbour Bridge for the following charitable events:

· International Day of Disability.
· Jeans for Genes Day.
· Pink Ribbon Days.
· SIDS and Kids NSW.
· Salute Army.

20. PRIVACY MANAGEMENT PLAN

The RTA reports on requests, allegations and complaints submitted under the Privacy and Personal Information Protection Act, 1998 (Privacy Act) and the Health Records and Information Privacy Act 2001 (HRIPA).

Following is the analysis of information regarding the Records Access Unit’s involvement in Privacy Act issues during the financial year 2006–07. The information has been collated as required under Section 31 (3) of the Privacy Act.

Statement of action taken by the RTA and results of reviews.

Section 31(3)(a);(b) the Privacy Act requires the RTA to provide a statement of the action taken in complying with the requirements of the Act. The RTA is also required to supply statistical details of any review conducted by it or on its behalf under Part 5 of the Act.

In order to comply with the Act, the RTA has reviewed its first Privacy Management Plan and the second edition is on its website to ensure it is available to clients. The RTA also continues to:

· Identify and consider the requirements of the Act such as principles, codes, public register provisions and internal reviews.
· Identify collections of personal information for which the RTA is responsible.
· Ensure measures are in place to provide an appropriate level of protection for personal information.
· Establish mechanisms to ensure RTA staff are aware of their obligations under the Act and appropriately trained to apply the information protection principles. The RTA is currently developing a communications strategy, which will incorporate privacy responsibilities and be rolled out to all RTA staff.

Part of the role of the Records Access Unit is to address the RTA’s responsibilities under the Privacy Act. The Privacy and Contract Reporting Coordinator is responsible for processing any allegations that improper use has been made of personal information. Under the Act, such allegations are termed, Reviews of Conduct.

The Privacy Act requires the Reviews of Conduct to be finalised within 60 days.

Reviews carried over from 2005–06
Nil.

Reviews for 2006–07
Sixteen Reviews of Conduct were instigated between 1 July 2006 and 30 June 2007. The details are:

Privacy review 06–07/01
On 13 July 2006 a customer sought a review, believing the RTA breached his privacy when a local council with access to RTA records released his personal details to a third party for the purpose of a parking fine.

Following the RTA investigation of access gained to the records involved, it was determined there had been a legitimate access by council under their law enforcement legislation. On 18 August 2006 the complainant was advised of the RTA’s determination. The customer did not lodge an appeal.

Privacy review 06–07/02
On 20 July 2006 a customer sought a review, believing the RTA breached his privacy by disclosing a copy of his driving record to a third party without his authority. A copy of his record was given to him by his solicitor.

A review was conducted and the RTA determined the record was produced in answer to a subpoena issued by the Family Court. On 25 July 2006 the customer was informed of the RTA’s determination. The customer was satisfied with RTA determination and did not lodge an appeal.

Privacy review 06–07/03
On 19 June 2006 a customer sought a review believing the RTA had disclosed his personal details to an insurance company that had mailed him marketing material in addition to supplying a green slip.

A review was conducted and the RTA determined there had been no unauthorised disclosure. However, the insurance company was warned about the inappropriate use of personal information supplied for green slip purposes.

On 5 September 2006 the results of the investigation were relayed to the customer and he decided he would withdraw the complaint.

Privacy review 06–07/04
On 14 August 2006 a customer sought a review alleging the RTA Contact Centre had disclosed his personal details to a third party without his authority. The RTA’s policy is to either confirm or deny the name and address details of a registered operator when supplied by a prospective purchaser; the RTA advises customers it will do this as part of its Privacy Notice on registration forms. Privacy NSW is aware of this practice and agrees with the need for prospective purchasers to be able to confirm who is the registered operator of a motor vehicle.

An investigation and interviews were conducted with the employee concerned. No breach of the Privacy Act occurred. On 12 October 2006 the customer was informed of the RTA’s determination. The customer did not lodge an appeal.

Privacy review 06–07/05
On 20 August 2006 a customer sought a review believing the RTA had disclosed her personal details to an insurance company that the Police Force had accessed the customer’s details. An investigation was carried by the Police Integrity Commission. The access was found to be legitimate.

On 17 October 2006 the customer was informed of the RTA’s determination. The customer did not lodge an appeal.

Privacy review 06–07/06
On 23 August 2006 a customer sought a review alleging the RTA disclosed his personal information to a third party without his authority.

A preliminary investigation was carried out to determine if any unauthorised access had occurred. No unauthorised access was detected.

On 28 August 2006 the customer was informed of the result of the investigation and decided not to further the complaint. A letter was sent to the customer detailing the results and confirming his request not to further the matter.

Privacy review 06–07/07
On 14 November 2006 an RTA employee sought a review alleging the RTA had disclosed her personal information to an external third party without her authority.

A review of conduct found no breach of privacy. A determination that the RTA had not breached the Privacy Act was forwarded to the complainant.

On 1 February 2007 the employee was informed of the RTA’s determination. The employee appealed to the Administrative Decisions Tribunal (ADT). A planning meeting was held with all parties at the ADT. The matter has been adjourned indefinitely at the request of the appellant, on medical grounds.

Privacy review 06–07/08
On 21 November 2006 an RTA employee sought a review alleging the RTA breached her privacy when the convener of a selection committee contacted referees supplied by the employee.

A review was conducted and determined the information did not constitute “personal information” within the terms of the Privacy Act. The RTA relied on section 4(3)(j) of the Privacy Act which concerns suitability for employment in the public sector.

On 10 April 2007 the RTA’s determination was forwarded to the complainant. The employee appealed to the ADT.

A planning meeting was held with all parties at the ADT. The matter has been adjourned indefinitely at the request of the appellant on medical grounds.

Privacy review 06–07/09
On 24 November 2006 a customer sought a review alleging the RTA disclosed his personal information to a third party without his consent.

A review was conducted and there was found to be no unauthorised disclosures. There was no breach of the Privacy Act.

On 24 November 2006 the customer was informed of the result of the investigation and decided not to further the complaint.

Privacy review 06–07/10
On 4 December 2006 an RTA employee sought a review alleging the RTA had faxed to the RTA stayed on the fax machine overnight. A review was conducted and the circumstances investigated.

This matter had previously been investigated as an internal grievance and a determination conveyed to the employee.

On 5 April 2007 the RTA informed the employee of the RTA’s determination. The employee appealed to the ADT. A planning meeting was held with all parties at the ADT. The employee appealed to the ADT.

Privacy review 06–07/11
On 3 March 2007 a customer sought a review alleging the RTA had disclosed his personal information to a third party without his authority.

A review was conducted and it was revealed the information referred to by the complainant was not personal information, and therefore, was not covered under the Privacy Act.

On 3 April 2007 the complainant was informed of the RTA’s determination. The complainant was satisfied with the result and did not appeal.
Privacy review 06–07/12
On 13 March 2007 a customer sought a review believing his personal information had been accessed improperly and without his consent. An investigation was conducted and no improper access was detected. On 19 April 2007 the complainant was informed of the results of the investigation and decided not to continue with the matter. A letter was forwarded confirming his decision.

Privacy review 06–07/13
On 31 May 2007 a customer sought a review alleging his privacy had been breached when his employer had accessed his licence demerit points via the RTA’s internet site. This access was conducted without his consent. A review is currently underway.

Privacy review 06–07/14
On 6 June 2007 a customer sought a review believing his employer had accessed his RTA demerit points records via the internet without his consent. A review is currently underway.

Privacy review 06–07/15
On 18 June 2007 an employee sought a review alleging the RTA had disclosed personal and health information to an unauthorised RTA employee.

A review is currently underway.

Privacy review 06–07/16
On 25 June 2007 an employee sought a review alleging the RTA had disclosed her personal and health information to an external third party without her consent. The complainant also claimed the RTA had also referred her to HealthQuest without her consent.

A review is currently underway.

21. RESEARCH AND DEVELOPMENT
The Research and Development (R&D) program identifies and develops innovative solutions to materials, products, equipment, systems and processes to achieve business improvements.

In 2006–07 more than $2.2 million was devoted to the R&D program which fosters work throughout the RTA but principally in technology areas. Work with external partners is also undertaken.

The RTA’s Technology and Innovation Committee oversees the R&D program and provides advice to the Executive on the direction and level of investment in R&D and on the strategic direction and management of technology and innovation in the RTA. The committee acts as a central point of reference to review the use of current technology, emerging technology and innovation along with any implications for the RTA.

Projects under the program were focused around the technical areas of pavements, geotechnology and road and bridge technology. Research was also conducted into road safety.

The RTA also contributes to R&D work by Austroads, see the Value for Money chapter.

Projects undertaken in 2006–07 in each technology area are detailed below:

Pavements
- Improving the RTA’s capability to more accurately forecast the future structural condition of pavements.
- Study on the effect of Heavy Vehicles on RTA Asphalt Pavements (using modeling and laboratory testing) including simulating increased tyre pressures and larger vehicles.
- Development of a computer model to simulate reduced moisture damage in asphalt.
- Trialing of crumb rubber asphalt in the Hunter Region.
- Specification development for Thin Noise Absorbing Asphalt Surfacing.
- Australian Research Council (ARC) Linkage Project with UNSW to provide ‘An integrated approach to modelling granular materials in a pavement system’.
- Study towards the implementation and assessment of high texture durable asphalt.
- Research and laboratory testing on the use of power station ash in road pavements.
- Development of Durable Sprayed Seals for High Stress locations.
- Determination of allowable CaO content in blended recycled concrete for use as roadbase.
- Dual binder stabilisation of flexible pavements.
- Review of sand sources for concrete and asphalt (four year project).
- Reduced moisture damage in asphalt.

Rigid pavements
- OECD Long-Life Cementitious Surfacing Project.
- Development of Porous Concrete Surface (also known as No Fines Concrete).
- Continued research on the use and specification of manufactured sands as an alternative material in asphalt and Portland concrete.
- Laboratory testing on the use of recycled glass in concrete pavements, gutters and kerbs.
- Refine ride quality models for concrete pavements.

Bridges
- Robotic Grit Blaster for Steel Bridges – Proof of Concept successfully completed with University of Technology, Sydney (In 2007–08 progressing with Prototype development).
- Study on the effects of salt water on submerged Bridge Piles.
- Networked Sensing Systems and their applicable to Bridges.
- Investigation of Fibre Optic Sensing Technology for Bridges and Geotechnical applications.
- Finalise previous research work on RTA bridge deck expansion joints survey, associated BIS database module, assessment of joint types and joint selection guidelines.
- Development of accelerated test for rating Sulfate and Acid Sulfate resistance of concrete.
- Investigation of the properties of AAR affected pre-stressed bridge deck beams.
- Identify the effects of chlorides on AAR reactivity and complete rapid chloride test.

Geotechnical
- Engineering and Geotechnical review on the use of shale in Engineering Structures.
- Behaviour of Tunnels in Sedimentary Rocks in the Sydney Basin.
- Strategic sourcing of road construction materials for the RTA, especially in western NSW.

Environment
- Acoustic attributes of profile line marking.
- Continuation of the project on the impacts of bridges on estuarine environments. The first stage of the project, an assessment of the site immediately after construction has been completed. Stage two, an assessment of the site two years post construction is currently underway.
- Continuation of the Koala Monitoring project continued at Bonville. This involves long-term investigation of the interaction of koalas and roads.

Other
- Crash test wire rope safety barrier in combination with a kerb.
- Design work in preparation for live crash testing of sign structures.

In order to process research on a number of longer-term enhancements to SCATS capabilities, the RTA also entered into a collaborative research and development agreement with National ICT Australia Limited (NICTA). As NICTA is in part funded by the federal and State governments (Department of State and Regional Development) this collaborative approach with NICTA comes at no financial cost to the RTA other than the resource costs for RTA Traffic Systems staff working with the NICTA researchers. The three areas of research that NICTA is pursuing in collaboration with RTA Traffic Systems include:
- Research into new vehicle detection systems including the potential for measuring traffic demand and queue length by analysing images captured using video cameras.
- Research of new approaches to improve traffic signal control efficiency that take advantage of modern computing technology and new information processing techniques which includes investigating the potential for enhancing the flexibility and efficiency of control algorithms for individual and groups of intersections.
- Research into the potential of longer-term use of wireless mesh networks to replace conventional cable based SCATS communication systems.
### APPENDICES – RTA Annual Report 2007

#### 22. DRIVER AND VEHICLE STATISTICS

**TABLE 30. OFFENCE TOTALS BY REGION 2005–06**

<table>
<thead>
<tr>
<th>Item</th>
<th>Sydney</th>
<th>Northern</th>
<th>Hunter</th>
<th>Western</th>
<th>Southern</th>
<th>South west</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Defect notices</td>
<td>23,829</td>
<td>5827</td>
<td>9917</td>
<td>6472</td>
<td>17,354</td>
<td>5652</td>
<td>69,051</td>
</tr>
<tr>
<td>Penalty infringement notices</td>
<td>2127</td>
<td>1866</td>
<td>2609</td>
<td>593</td>
<td>7948</td>
<td>1766</td>
<td>16,909</td>
</tr>
<tr>
<td>Breaches (weight and other)</td>
<td>1260</td>
<td>1524</td>
<td>3684</td>
<td>79</td>
<td>4537</td>
<td>185</td>
<td>11,269</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>97,229</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TABLE 31. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2007 BY YEAR OF MANUFACTURE**

<table>
<thead>
<tr>
<th>Year of manufacture</th>
<th>No. of vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-1960</td>
<td>8795</td>
</tr>
<tr>
<td>60-64</td>
<td>8691</td>
</tr>
<tr>
<td>65-69</td>
<td>17,568</td>
</tr>
<tr>
<td>70-74</td>
<td>57,233</td>
</tr>
<tr>
<td>75-79</td>
<td>113,694</td>
</tr>
<tr>
<td>80-84</td>
<td>200,639</td>
</tr>
<tr>
<td>85-89</td>
<td>471,986</td>
</tr>
<tr>
<td>90-94</td>
<td>723,461</td>
</tr>
<tr>
<td>95-99</td>
<td>1,157,882</td>
</tr>
<tr>
<td>2000-04</td>
<td>1,518,289</td>
</tr>
<tr>
<td>2005</td>
<td>348,182</td>
</tr>
<tr>
<td>2006</td>
<td>329,194</td>
</tr>
<tr>
<td>2007</td>
<td>123,524</td>
</tr>
<tr>
<td><strong>Unknown</strong></td>
<td>37</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>5,078,633</td>
</tr>
</tbody>
</table>

**TABLE 32. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2007 BY VEHICLE TYPE**

<table>
<thead>
<tr>
<th>Vehicle type</th>
<th>No. of vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger vehicles</td>
<td>2,939,118</td>
</tr>
<tr>
<td>Off-road passenger vehicles</td>
<td>441,986</td>
</tr>
<tr>
<td>Small buses</td>
<td>32,056</td>
</tr>
<tr>
<td>Buses</td>
<td>11,974</td>
</tr>
<tr>
<td>Mobile homes</td>
<td>8883</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>131,906</td>
</tr>
<tr>
<td>Light trucks</td>
<td>647,116</td>
</tr>
<tr>
<td>Heavy trucks</td>
<td>79,222</td>
</tr>
<tr>
<td>Prime movers</td>
<td>15,939</td>
</tr>
<tr>
<td>Light plant</td>
<td>5256</td>
</tr>
<tr>
<td>Heavy plant</td>
<td>9605</td>
</tr>
<tr>
<td>Small trailers</td>
<td>500,809</td>
</tr>
<tr>
<td>Trailers</td>
<td>254,312</td>
</tr>
<tr>
<td>Other vehicles</td>
<td>124,344</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>5,078,633</td>
</tr>
</tbody>
</table>

**TABLE 33. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2007 BY VEHICLE USAGE**

<table>
<thead>
<tr>
<th>Vehicle usage</th>
<th>No. of vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private</td>
<td>5,489,597</td>
</tr>
<tr>
<td>Pensioner concession</td>
<td>613,334</td>
</tr>
<tr>
<td>Primary producer concession</td>
<td>95,803</td>
</tr>
<tr>
<td>Business general</td>
<td>735,555</td>
</tr>
<tr>
<td>Taxi</td>
<td>6306</td>
</tr>
<tr>
<td>Public bus and coach</td>
<td>9808</td>
</tr>
<tr>
<td>FIRS</td>
<td>3896</td>
</tr>
<tr>
<td>Other vehicle usages</td>
<td>124,344</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>5,078,633</td>
</tr>
</tbody>
</table>

**TABLE 34. NSW LICENSED DRIVERS AND RIDERS AS AT 30 JUNE 2007**

<table>
<thead>
<tr>
<th>By sex</th>
<th>No. of licence holders</th>
<th>% of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Female</td>
<td>2,201,701</td>
<td>48.1</td>
</tr>
<tr>
<td>Male</td>
<td>2,371,351</td>
<td>51.9</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,576,052</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

* Including cases where licence holders’ sex was not recorded.

<table>
<thead>
<tr>
<th>By age group</th>
<th>No. of licence holders</th>
<th>% of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>60,309</td>
<td>1.3</td>
</tr>
<tr>
<td>17</td>
<td>72,403</td>
<td>1.6</td>
</tr>
<tr>
<td>18-25</td>
<td>596,282</td>
<td>13.0</td>
</tr>
<tr>
<td>26-29</td>
<td>318,762</td>
<td>7.0</td>
</tr>
<tr>
<td>30-39</td>
<td>908,445</td>
<td>19.8</td>
</tr>
<tr>
<td>40-49</td>
<td>917,967</td>
<td>20.1</td>
</tr>
<tr>
<td>50-59</td>
<td>782,808</td>
<td>17.1</td>
</tr>
<tr>
<td>60-69</td>
<td>526,151</td>
<td>11.6</td>
</tr>
<tr>
<td>70-79</td>
<td>298,423</td>
<td>6.5</td>
</tr>
<tr>
<td>80+</td>
<td>91,689</td>
<td>2.0</td>
</tr>
<tr>
<td><strong>Unknown</strong></td>
<td>3</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,576,052</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

**Note:** The total number of licences on issue exceeds the total number of licensed drivers and riders, because people who hold two licence classes (to drive and ride) are counted twice.

<table>
<thead>
<tr>
<th>By licence class</th>
<th>No. of licences</th>
<th>% of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>4,032,264</td>
<td>80.4</td>
</tr>
<tr>
<td>LR</td>
<td>78,325</td>
<td>1.6</td>
</tr>
<tr>
<td>MR</td>
<td>114,785</td>
<td>2.3</td>
</tr>
<tr>
<td>HR</td>
<td>211,444</td>
<td>4.2</td>
</tr>
<tr>
<td>HC</td>
<td>120,631</td>
<td>2.4</td>
</tr>
<tr>
<td>MC</td>
<td>16,152</td>
<td>0.3</td>
</tr>
<tr>
<td>P</td>
<td>438,846</td>
<td>8.8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5,012,420</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

**Note:** The total number of licences on issue exceeds the total number of licensed drivers and riders, because people who hold two licence classes (to drive and ride) are counted twice.

### 23. INSURANCE

**Principal arranged insurance**

The RTA continues to provide principal arranged insurances, via its broker, AON. The program covers the RTA, its contractors and sub contractors, for all construction and maintenance related contracts for contract works and third party liability.

**Treasury managed fund**

The Treasury Managed Fund (TMF) is a NSW Government arranged pool (operated by the NSW Treasury), which provides insurance cover for the RTA for workers compensation, motor vehicle, property damage, legal liability, fidelity guarantee and travel. The RTA Injury Management and Claims Services won the TMF award for best practice injury management within the TMF.

**Workers compensation**

The RTA’s frequency of claims has decreased from 7.1 per 100 employees in 2005–06 to 6.4 per 100 employees in 2006–07. The deposit premium for 2006–07 is $7.4 million which is a reduction of $4.4 million from 2005–06. In February 2007 the RTA received a hindsight rebate of $4.2 million based on the three year and five year hindsight premium and claims. This saving of $8.6 million is due to strategic targeting and a systematic approach to claims management, return to work initiatives and preventative measures. The hindsight adjustment is not included in the graph.

**Motor vehicle**

Marginal increases have occurred in the 2006–07 year number of claims per 100 vehicles rising to 12.6. Premium has increased by 2.2 per cent in 2006–07 when compared to 2005–06.

**Property**

The 2006–07 premium decreased by 13.4 per cent compared to 2005–06. This decrease is due to a reduction in the volume of reported claims.

**Liability**

The 2006–07 premium decrease by 26.4 per cent compared to 2005–06. This reduction is due to changes in the large claim threshold and the actuarial model used by the Treasury Managed Fund.
APPENDICES

24. COMPLIANCE INDEX

The following lists the compliance of this report with the relevant legislative requirements set out in the NSW Treasury checklist at www.treasury.nsw.gov.au/annfaq/checklist.pdf.

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Letter of submission</td>
<td>Inside cover</td>
</tr>
<tr>
<td>Applications for extension of time</td>
<td>n/a</td>
</tr>
<tr>
<td>Charter</td>
<td>7, 196</td>
</tr>
<tr>
<td>Aims and objectives</td>
<td>7, 14</td>
</tr>
<tr>
<td>Access</td>
<td>1, 225</td>
</tr>
<tr>
<td>Management and structure</td>
<td>5, 9, 168, 172</td>
</tr>
<tr>
<td>Summary review of operations</td>
<td>6, 24-93</td>
</tr>
<tr>
<td>Funds granted to non-government community organisations</td>
<td>213</td>
</tr>
<tr>
<td>Legal change</td>
<td>196</td>
</tr>
<tr>
<td>Economic or other factors</td>
<td>19, 21, 28, 44, 59</td>
</tr>
<tr>
<td>Management and activities</td>
<td>4, 9, 19</td>
</tr>
<tr>
<td>Research and development</td>
<td>216</td>
</tr>
<tr>
<td>Human resources</td>
<td>84, 180</td>
</tr>
<tr>
<td>Consultants</td>
<td>211</td>
</tr>
<tr>
<td>Equal employment opportunity</td>
<td>120</td>
</tr>
<tr>
<td>Disability plans</td>
<td>187</td>
</tr>
<tr>
<td>Land disposal</td>
<td>203</td>
</tr>
<tr>
<td>Promotion</td>
<td>203</td>
</tr>
<tr>
<td>· Publications</td>
<td></td>
</tr>
<tr>
<td>· Overseas visits</td>
<td>188</td>
</tr>
<tr>
<td>Consumer response</td>
<td>196</td>
</tr>
<tr>
<td>Guarantee of service</td>
<td>20, 79</td>
</tr>
<tr>
<td>Payment of accounts</td>
<td>212</td>
</tr>
<tr>
<td>Time for payment of accounts</td>
<td>212</td>
</tr>
<tr>
<td>Risk Management and insurance activities</td>
<td>16, 219</td>
</tr>
<tr>
<td>Disclosure of controlled entities</td>
<td>n/a</td>
</tr>
<tr>
<td>Disclosure of subsidiaries</td>
<td>n/a</td>
</tr>
<tr>
<td>Automobile affairs priorities statement and plan</td>
<td>185</td>
</tr>
</tbody>
</table>

Requirement                                     | Page        |
| Additional matters for inclusion                | 7, 25, 38, 164 |
| Code of conduct                                 | 16          |
| After balance date events                       | 1           |
| Total external costs of the report              | 211         |
| Non-printed formats                             | 1, 211      |
| Internet address                                |             |
| Investment performance                          | 21, 95-159  |
| Liability management performance                | 21, 95-159, 219 |
| Exemptions                                       | n/a         |
| Performance and numbers of executive officers   | 172         |
| Freedom of Information Act                      | 185         |
| Implementation of price determination           |             |
| Privacy management plan                         | 214         |
| Heritage management                             | 71          |
| Departures from Subordinate Legislation Act     | 196         |
| Government Energy Management Policy             | 79          |
| Electronic service delivery                     | 80          |
| Credit card certification                       | 16          |
| Requirements arising from employment arrangements | n/a     |
| Public availability of annual report            | 211         |
CONTACT DETAILS

MOTOR REGISTRY ENQUIRIES
13 22 13 (8.30am – 5pm Monday to Friday, 8.30am – noon Saturday)

CURRENT TRAFFIC INFORMATION
13 2 701 (24 hours)

TO REPORT TRAFFIC CONDITIONS AND SIGNAL FAULTS
13 1 700 (24 hours)

TECHNICAL ENQUIRIES FOR VEHICLE REGULATIONS
1300 137 302 (8.30am – 5pm Monday to Friday)

INTERNATIONAL CALLERS (OUTSIDE AUSTRALIA)
61 2 4925 1805 (8.30am – 5pm Monday to Friday, 8.30am – noon Saturday AEST)

Head office
Centennial Plaza
260 Elizabeth St Surry Hills 2010
PO Box K198 Haymarket 1240
Telephone 131 782
Facsimile 02 9218 6286
DX 13 Sydney

Sydney region
27-31 Argyle St Parramatta 2150
PO Box 973 Parramatta CBD 2124
Telephone 131 782
Facsimile 02 8849 2949
DX 28555 Parramatta

Hunter
59 Darby St Newcastle 2300
Locked Bag 30
Telephone 131 782
Facsimile 02 4924 0344
DX 7813 Newcastle

Northern
31 Victoria St Grafton 2460
PO Box 576
Telephone 131 782
Facsimile 02 6640 1301
DX 7610 Grafton

Southern
Level 4, 90 Crown St Wollongong 2520
PO Box 477 Wollongong East 2520
Telephone 131 782
Facsimile 02 4227 3705
DX 5178 Wollongong

South West
1 Simmons St Wagga Wagga 2650
PO Box 484
Telephone 131 782
Facsimile 02 6938 1183
DX 5407 Wagga Wagga

Western
55 Currajong St Parkes 2870
PO Box 334
Telephone 131 782
Facsimile 02 6861 4160
DX 20256 Parkes

Transport Management Centre
25 Garden St Everleigh 1430
PO Box 1625
Strawberry Hills 2012
Telephone 02 8936 1400
Facsimile 02 8936 1425