

9. Transport Cluster

Agency	2010-11 Budget \$m	2011-12 Budget \$m	Variation %
Department of Transport			
Total Expenses	9,033.3	9,796.5	8.4
Capital Expenditure	334.5	366.4	9.6
Roads and Traffic Authority of New South Wales			
Total Expenses	2,947.7	3,140.7	6.5
Capital Expenditure	2,753.4	3,155.0	14.6
Maritime Authority of NSW			
Total Expenses	96.1	130.3	35.6
Capital Expenditure	25.9	24.1	-6.8
Independent Transport Safety Regulator			
Total Expenses	16.6	16.9	1.3
Capital Expenditure	0.1	0.1	...
Office of Transport Safety Investigations			
Total Expenses	2.4	2.3	-4.3
Capital Expenditure .....	...	...	...

Introduction

Purpose

The Government is establishing a new integrated transport authority, Transport for NSW, to coordinate planning and service delivery across all modes of transport. The new authority's work will focus on:

- encouraging greater use of public transport
- providing better, customer-oriented services
- consolidating planning for roads, rail, buses, ferries, taxis and waterways
- developing policies and regulations
- integrating freight strategies and programs to meet the needs of the State's economy, particularly in regional areas.

The Transport portfolio includes the Roads and Traffic Authority of New South Wales (RTA), Rail Corporation NSW (RailCorp), the State Transit Authority, the Country Rail Infrastructure Authority, the Transport Construction Authority, Sydney Ferries, the Maritime Authority of NSW (NSW Maritime), the Port Corporations as well as the Independent Transport Safety Regulator and the Office of Transport Safety Investigations (OTSI).

Under the new structure, the Country Rail Infrastructure Authority and the Transport Construction Authority will cease to exist and their functions will be absorbed by the new integrated authority. Transport for NSW will be responsible for the coordinated delivery of transport services across all modes, and a renewed focus on the customer. The RTA and NSW Maritime will be abolished and a new agency, NSW Roads and Maritime Services, will be formed to build and maintain roads, conduct driving tests, issue licences and registrations and oversee harbours and waterways. Service providers RailCorp, State Transit and Sydney Ferries will focus on front-line service delivery, providing safe, reliable, clean and efficient transport services.

These arrangements will improve the delivery of both public transport services and major transport infrastructure projects.

Results and Services

The new integrated transport authority will be the lead agency for the following NSW 2021 Plan goals.

- Reduce travel times.
- Grow patronage on public transport by making it a more attractive choice.
- Improve customer experience with public transport services.
- Improve road safety.

The Department will work towards the following results.

- The customer is at the centre of everything we do.
- Transport in New South Wales is safe.
- The movement of people and goods is efficient and reliable.
- The availability of transport options is aligned to the community needs and the economy.
- Transport infrastructure meets acceptable standards.
- The impact of transport on the environment is minimised.

Contributing to these results, the Department's key services will be:

- designing and managing new infrastructure projects and programs
- ensuring the safety and security of transport users and staff
- delivering services, including operating and regulating public transport and providing customer information
- planning to integrate modes of transport for efficiency and reliability, including considering land use options, supporting growth areas, pursuing funding and maintaining transport assets.

2011-12 Budget Highlights

In 2011-12, the total expenses for transport will be \$9.8 billion. This covers:

- \$5.1 billion in grants to rail, bus and ferry transport service providers
- \$4.7 billion in grants for roads and maritime services.

Rail Services

Key initiatives will include spending:

- \$264 million to develop the 23-kilometre North West Rail Link to deliver transport services to the area, including \$172 million to buy the necessary land
- \$292 million to continue the \$2.1 billion South West Rail Link to deliver transport infrastructure that caters for the area's growing population, including an 11.4 kilometre twin track extension, two new stations, car parking and a train-stabling facility
- \$103 million to expand light rail in central Sydney and the inner west, integrating it with other forms of transport, and to assess the feasibility of new routes between the CBD and both the University of New South Wales and the University of Sydney
- \$51 million to start building the Wynyard Walk, which will provide a direct link between the Barangaroo development precinct and Wynyard railway station
- \$159 million for the Country Regional Network, including \$57.5 million to re-sleeper tracks, \$10.3 million to renew bridges and \$3.7 million to convert jointed rail to continuous welded track
- \$197.9 million for the Rail Clearways Program to continue construction works for the Liverpool turnback, the Kingsgrove to Revesby quadruplication, the Richmond line duplication and a new platform at Macarthur
- \$105.8 million to improve infrastructure to meet the needs of new Waratah trains
- \$15 million to continue a new stabling facility at Emu Plains and \$10.5 million to continue Wollongong stabling works
- \$152 million to buy and upgrade rollingstock, including \$130 million toward 99 new carriages for outer suburban services, \$15.1 million for rollingstock enhancements and \$7 million for the internal emergency door release program.

Other initiatives will include spending:

- \$7.5 million for a new program to boost Easy Access upgrades and provide accessible rail services, \$22.5 million on programmed Easy Access station upgrades across the CityRail network and \$69 million on station upgrades
- \$16.9 million as part of an increased commitment to \$40 million over four years for Park and Travel Safety improvements
- \$102 million over four years to provide more express rail services
- \$2 million to conduct a study of north coast rail services
- \$12 million on passenger information systems to improve customer communications.

Bus Services

Key initiatives will include:

- purchasing 261 new buses, worth \$118.8 million, including 95 buses for State Transit and 166 for private operators
- spending \$45 million for new bus depots to accommodate growth in the bus fleet
- spending \$7.6 million over four years to increase Nightride bus services
- spending \$9.2 million over four years to continue support for free bus services
- spending \$3 million for studies into a bus rapid transit system for the northern beaches.

Ferry Services

Key initiatives will include:

- continuing the Fixing Sydney Ferries program, by franchising Sydney Ferries, restoring and expanding services, upgrading wharves and looking at fleet replacement
- spending an additional \$7.5 million over four years to improve ferry wharves
- spending \$11.8 million over four years to expand ferry services.

Transport Interchanges and Commuter Car Parks

Key initiatives will include:

- spending \$76 million on interchanges and car parks, including completion of four new car parks and seven interchanges now under construction
- developing a rolling program of upgrades to provide clean, efficient, attractive and safe interchanges and support a seamless end-to-end journey, with more focus on improving customer information, assistance and access.

Ticketing, Concessions and Community Transport

Key initiatives will include:

- spending \$110 million to deliver a fast, convenient and integrated electronic ticketing system for greater Sydney
- providing concession schemes for pensioners, tertiary students, people with disabilities and others using public transport, estimated at \$438 million
- subsidising travel under the School Student Transport Scheme, estimated at \$550 million
- spending an extra \$12 million over four years to boost community transport services and to set up an accreditation scheme for the sector, with funding to community transport organisations in 2011-12 set to rise by 15.5 per cent to \$4.6 million

- spending \$1.6 million over four years to deliver free seniors' photo cards to eligible Seniors Card holders and older people receiving a disability support pension
- spending \$43.3 million for the transport component of the Home and Community Care Program.

Roads and Maritime

The new roads and maritime services agency will build and maintain roads, manage traffic, conduct driving tests, issue licences and registrations and oversee harbours and waterways.

Key initiatives for the State's roads will include:

- spending more than \$200 million over four years for the Government's congestion and safety package
- committing to match overall additional Australian Government funding for the Pacific Highway of \$468 million to 2013-14, consistent with the term of the current National Partnership Agreement for the Nation Building Program
- fast-tracking the school flashing lights program
- supporting the Youth and Road Trauma Forum
- spending over \$80 million on major upgrades to the Princes Highway, including projects at Gerringong, South Nowra and Bega.

Other initiatives to improve NSW roads include continuing:

- the Pacific Highway upgrade, including completing the Ballina bypass and the Glenugie upgrade and progressing bypasses at Bulahdelah, Kempsey and Woolgoolga and other projects to increase the length of dual carriageway
- the Hume Highway duplication, including completing the Woomargama and Tarcutta bypasses, which are key links in providing a four-lane dual carriageway between Sydney and Melbourne
- the jointly funded \$1.7 billion Hunter Expressway, a new 40-kilometre, four-lane freeway between Newcastle and the Hunter
- the \$550 million M2 upgrade, which will widen the motorway from generally two to three lanes in each direction and provide new ramps for easier access
- the Great Western Highway upgrade in the Blue Mountains, which will widen the highway to four lanes east of Katoomba
- the roll-out of the \$170 million package to improve the safety of all road users
- maintenance work worth over \$1 billion on roads and bridges to retain their structural integrity and value.

Key initiatives for maritime services will include spending:

- \$11.4 million to refurbish commuter wharves in Sydney Harbour under the Wharf Upgrade Program
- \$3.5 million to upgrade charter vessel wharves and redeveloping the Rozelle Bay maritime precinct.

Delivery

Recent Achievements

In 2010-11, key transport achievements included:

- making major progress on the North West Rail Link, including setting up a project office, awarding design tenders, opening a community information centre at Castle Hill, and starting to brief industry and the community
- extending MyZone tickets to the light rail system
- reducing the price of periodic transport tickets
- initiating the franchising of Sydney Ferries to a private operator, to improve customer service
- introducing a one-stop shop for information at Circular Quay, to help customers plan their journeys across all modes
- establishing the School Bus Safety Community Advisory Committee to examine school bus safety in regional and rural New South Wales
- awarding the major contract for the \$62 million Princes Highway upgrade at South Nowra to improve traffic flow, particularly during peak holiday periods
- returning the speed limit to 110 kilometres per hour on most of the Newell Highway
- commencing a statewide audit of speed zones
- starting to implement fully cashless tolling on the M2, to be completed by April 2012.

Rail and Bus Services

Key achievements included:

- putting the first eight-car set of Waratah trains into service on 1 July 2011 (in all, 626 new carriages will replace 498 non-airconditioned carriages and add capacity to the CityRail fleet)
- finishing three Easy Access station upgrades at Burwood, Martin Place and St James stations, to make services and station amenities more accessible and meet various state and federal disability requirements
- funding 565 buses (428 in metropolitan Sydney and 137 in outer metropolitan areas).

Roads and Maritime

Key achievements on the State's roads included:

- upgrading parts of the Pacific Highway, including between Moorland and Herons Creek, at Banora Point and at Ballina, to improve safety and travel times on this key passenger and freight route
- launching the Live Traffic NSW website, real-time F3 travel times and F3 critical alerts, to provide road users with accurate information on network operations
- reducing the road toll to around 5 fatalities per 100,000 people
- completing another 80 projects that target key bottleneck areas, or pinch points, in the road network
- completing the Timber Bridge Partnership Program, which replaced 172 bridges on regional roads
- completing numerous projects in the capital program to improve safety and travel times and to support the economy, such as work on Cowpasture Road, the Bangor Bypass, Main Road 92 (Nowra to Nerriga), the Princes Highway, Avoca Drive, the Central Coast Highway, the Kings Highway, the Great Western Highway and the F5.

Key achievements for maritime services included:

- implementing a three year, \$3 million Safe Boating and Communications Plan, which focuses on skipper responsibility, targets specific demographics and uses both mainstream and emerging media
- improving public boating facilities, including boat ramps, jetties and drop-off points, through the Better Boating Program
- delivering new maritime infrastructure at Rozelle Bay, including large boat repair and dry boat storage facilities
- completing essential maintenance and upgrading on several Sydney Harbour commuter wharves
- ensuring an ongoing sustainable funding base for Marine Rescue NSW through boaters' contributions.

Future Directions

The creation of an integrated transport authority presents major opportunities to improve the efficiency and quality of transport services. Over the next four years, the Government will systematically improve the productivity of all government-funded transport services by:

- improving the quality of strategic and operational planning
- selecting and prioritising projects more appropriately
- reforming processes to meet contemporary standards.

In future years, the new transport authority plans to:

- grow patronage on public transport with reliable, on-time services and increase walking and cycling
- improve customer satisfaction with transport services and give customers more real-time travel information
- improve road safety and reduce fatalities to 4.3 per 100,000 people by 2016
- invest in critical infrastructure by doubling the proportion of container freight movements by rail through the State's ports by 2020
- invest in critical infrastructure to improve road quality in both urban and rural areas
- develop planning policy that encourages job growth in centres close to where people live and accessible by public transport
- reduce travel times by improving the efficiency of Sydney's road network during peak times.

Roads and Maritime

The new roads and maritime services agency will:

- continue upgrading and developing key links in the road network to improve its safety and efficiency
- investigate ways to capitalise on technical innovation and to reinvest commercial returns to offset costs
- investigate maritime incidents to identify safety and compliance issues
- improve the safety of, and access to, commuter ferry wharves
- work with local government and community groups to improve recreational boating facilities across the State through the Better Boating Program.

Performance Information

Result Indicators

Transport in New South Wales is safe

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Result indicators:						
Improve road safety: reduce fatalities ^(a)	no.	6.20	6.20	6.20	5.00	5.00
Bus operator on-road compliance audits completed	no.	5,135	4,840	4,550	5,641	5,641
Taxi operator on-road compliance audits completed	no.	5,936	9,187	6,550	7,471	7,471

(a) This indicator contributes to measuring the NSW 2021 Plan target to reduce fatalities to 4.3 per 100,000 population by 2016.

The movement of people and goods is efficient and reliable

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Result indicators:						
Increasing the share of commuter trips made by public transport to and from:						
Sydney CBD during peak hours ^{(a)(b)}	%	75.5	75.8	76.7	n.a.	77.0
Parramatta CBD during peak hours ^{(a)(c)}	%	38.0	39.6	41.7	n.a.	42.6
Newcastle CBD during peak hours ^{(a)(d)}	%	15.3	14.5	16.4	n.a.	16.5
Wollongong CBD during peak hours ^{(a)(e)}	%	9.0	8.7	10.5	n.a.	10.5
Liverpool CBD during peak hours ^{(a)(f)}	%	15.0	15.7	16.2	n.a.	16.9
Penrith CBD during peak hours ^{(a)(g)}	%	21.1	20.2	22.1	n.a.	22.2
Proportion of total journeys by public transport in the Sydney Metropolitan Region ^{(a)(h)}	%	23.9	24.0	24.9	n.a.	25.0
Provide reliable public transport: ⁽ⁱ⁾						
On time running of peak CityRail trains	%	95.5	96.3	92.0	95.2	92.0
On time departure of Sydney buses	%	96.1	95.8	95.0	95.3	95.0
On time running of Sydney ferries	%	98.1	98.1	99.5	98.5	98.5
Average incident clearance times ⁽ⁱ⁾	mins	35	32	40	40	40

The movement of people and goods is efficient and reliable (cont)

- (a) The 2010-11 Est. Actuals are not provided as they are sourced from the Household Travel Survey, which is yet to be released.
- (b-g) These indicators contribute to measuring the NSW 2021 Plan target: Quality services - Transport. The target is to increase the share of commuter trips made by public transport to and from:
- (b) the Sydney CBD to 80 per cent by 2016.
 - (c) the Parramatta CBD to 50 per cent by 2016.
 - (d) the Newcastle CBD to 20 per cent by 2016.
 - (e) the Wollongong CBD to 15 per cent by 2016.
 - (f) the Liverpool CBD to 20 per cent by 2016.
 - (g) the Penrith CBD to 25 per cent by 2016.
- (h) The target is to increase the proportion of total journeys by public transport in the Sydney metropolitan area to 28 per cent by 2016.
- (i) The reliability targets are set at 92 per cent for trains, 95 per cent for buses and 98.5 per cent for ferries.
- (j) The target is for 98 per cent of incidents on principal transport routes to be cleared, on average, within 40 minutes of being reported.

The availability of transport options is aligned to the needs of the community and the economy

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Result indicators:						
School Student Transport Scheme beneficiaries	thous	495	495	495	495	495
Community transport organisations meeting service quality measures	%	93.8	92.5	92.5	92.5	92.5
Timetabled accessible bus services provided by contracted bus operators ^(a)	%	n.a.	n.a.	n.a.	46.2	48.0

(a) New result indicator in 2010-11. Results in prior years not available.

Transport infrastructure meets acceptable standards

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Result indicators:						
Improve the quality of urban and rural roads	%	89.0	90.0	90.0	91.3	91.3
Pavement durability: average rate of cracking on State roads (per cent rated good)	%	76.0	77.0	78.0	78.0	78.0
Carriageway kilometres of high roughness on sealed State roads ^(a)	km	541	541	541	587	595
Carriageway kilometres of narrow sealed width (<7 metres) high trafficked rural State roads	km	1,643	1,550	1,500	1,493	1,423
New replacement buses to meet maximum average fleet age ^(b)	no.	n.a.	n.a.	n.a.	198	197

(a) Forecast based on the effects of the prevailing wet environment, particularly in low trafficked roads in rural areas.

(b) New result indicator in 2010-11. Data was not forecast in prior years. Represents STA and privately operated bus fleets.

The impact of transport on the environment is minimised

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Result indicators:						
Increase walking and cycling:						
Increase the mode share of walking trips ^(a)	%	22.5	22.5	n.a.	n.a.	23.2
Increase the mode share of bicycle trips ^(b)	%	n.a.	1.8	2.1	n.a.	2.1
Total of fleet that are 'Green' buses ^(c)	%	24	49	39	58	65

(a) This indicator contributes to measuring the NSW 2021 Plan target to increase the mode share of walking trips made in the Greater Sydney region, at a local and district level, to 25 per cent by 2016.

(b) This indicator contributes to measuring the NSW 2021 Plan target to more than double the mode share of bicycle trips made in the Greater Sydney region, at a local and district level, by 2016.

(c) Fleet refers to STA businesses operating the four Metropolitan Bus Service contracts in the Sydney metropolitan area. A 'green' bus meets emission control standards of a least EURO 3 (diesel and compressed natural gas).

Service Group Statements

Transport Infrastructure and Development

Service description: This service group covers developing and building new infrastructure along with enhancing the existing public transport system and the road network.

Linkage to results: This service group contributes to a transport system that maximises benefits for the community and the economy by working towards a range of intermediate results that include:

- enhancing the existing transport network to move more people and goods
- prioritising investment of ongoing works to maintain the condition and value of transport assets
- designing, delivering and managing new transport infrastructure projects and programs and optimising safety and security
- implementing intelligent transport systems and integrated ticketing for public transport
- working collaboratively across government agencies, local government and private sector to respond to growing transport infrastructure demands.

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Service measures:						
Major roadworks completed within 10 per cent of planned duration	%	92	90	90	87	90
Major roadworks completed within 10 per cent of authorised cost	%	92	90	90	100	90
Transit lane length	km	86	80	75	75	75
Bus lane length	km	127	133	142	147	156
Employees:	FTE	n.a.	n.a.	n.a.	n.a.	91

The Department of Transport, in its current form, began operating as a principal department on 4 April 2011. Employees include assigned staff from organisations within the Transport cluster.

Transport Infrastructure and Development (cont)

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Financial indicators:			
Total Expenses Excluding Losses	3,799,606	3,123,009	3,974,341
Total expenses include the following:			
Employee related	1,898	8,903	14,867
Other operating expenses	1,088	1,413	1,273
Grants and subsidies	3,793,844	3,110,224	3,954,855
Roads and Traffic Authority - Capital and Operating Grants	2,237,726	2,009,294	2,426,979
South West Rail Link	406,395	56,395	437,471
Rail Corporation - Capital Grant - North West Rail Link	...	...	92,000
Rail Corporation - Capital Grant ^(a)	853,607	863,301	696,089
Light Rail Expansion ^(b)	55,000	...	103,000
Capital Expenditure	334,502	346,818	366,449

(a) A further \$312 million is available from Budget grants from prior years.

(b) Expenditure in 2010-11 was brought to account as a capital expenditure by Department of Transport.

Integrated Transport Service Delivery

Service description: This service group covers the delivery of a range of transport services, from operation, coordination and regulation of public transport, to transport service contracts, pricing and ticketing and customer information services. This also includes delivering more specialised services to better connect local communities and helping disadvantaged groups. This service group seeks to implement initiatives to increase safe road use behaviour to ensure that drivers and riders are eligible, competent and identified, vehicles are roadworthy and meet emissions standards and a high standard of customer service is maintained.

Linkage to results: This service group contributes to a transport system that maximises benefits for the community and the economy by working towards a range of intermediate results that include:

- providing efficient and comfortable transport services
- ensuring that road network, principal transport routes and freight movements are connected
- making transport information available and easily accessible
- ensuring that transport in New South Wales is safe through transport regulation, compliance and enforcement frameworks
- ensuring that the impact of transport on the environment is minimised.

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Service measures:						
Heavy vehicle inspections	thous	100	104	107	104	104
Enhanced enforcement hours	thous	178.8	203.5	230.5	212.7	215.0
Licensed drivers and riders	mill	4.72	4.77	4.84	4.89	4.93
Registered vehicles	mill	5.33	5.44	5.56	5.59	5.70
Total service cost (registration and licensing and other services) per weighted transaction ^(a)	\$	6.60	6.40	6.04	6.18	6.48
M5 cashback claims ^(b)	thous	764	747	600	457	481
M5 cashback claims paid ^(b)	\$m	107	98	85	62	68
CityRail services passenger journeys	mill	304.8	302.3	311.3	311.4	320.6
Sydney Ferries passenger journeys	mill	14.3	14.3	14.8	14.5	14.7
Metropolitan bus services passenger boardings	mill	207.0	189.7	207.0	191.9	193.6
Bus feedback compliments received per 100,000 passengers	no.	1.0	1.7	1.6	1.6	1.7
Bus feedback complaints received per 100,000 passengers	no.	20.70	16.20	20.50	16.20	12.00
Taxi feedback complaints resolved within benchmark	%	94.0	83.9	90.0	70.0	90.0
Customers using transport information services	mill	11.6	21.4	12.8	30.2	35.1
Calls and enquiries resolved on first contact ^(c)	%	n.a.	n.a.	n.a.	98.0	98.5

Integrated Transport Service Delivery (cont)

Employees: FTE n.a. n.a. n.a. n.a. 678

- (a) This indicator has been revised to reflect the structure for delivering registration, licensing and other services. Costs and weighted transactions for areas that specifically focus on service delivery through face-to-face, telephone and internet channels are included in the calculation.
- (b) Tolls on the M4 ended in February 2010. 2008-09 and 2009-10 figures include claims for the M4. 2010-11 figures include residual claims for the M4.
- (c) New service measure in 2010-11. Historical data not available. Includes complaints, compliments, suggestions and complex queries.

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	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Financial indicators:			
Total Expenses Excluding Losses	3,634,092	3,591,933	3,781,512
Total expenses include the following:			
Employee related	27,019	93,208	98,589
Other operating expenses	7,714	18,904	24,087
Grants and subsidies	3,479,720	3,362,548	3,519,094
Roads and Traffic Authority - Capital and Operating Grants	523,716	369,591	394,450
Rail Corporation - Contract services and Concessions	1,592,382	1,550,224	1,572,423
Private Buses (Metropolitan and Outer Metropolitan) - contract services and concessions	348,665	416,057	448,302
Private Buses (Rural and Regional) - contract services and concessions	355,391	353,272	362,195
State Transit Authority - contact service and concessions	310,476	324,792	375,478
Sydney Ferries - contract services and concessions	84,679	84,989	93,210
Rail Infrastructure Corporation - Country Regional Network	155,288	155,288	159,329
Taxi Transport Subsidy Scheme	25,756	25,715	26,356
Community Transport Funding (including HACC)	43,089	51,414	47,899
Other expenses	22,396	23,074	24,767

Integrated Transport Planning and Management

Service description: This service group covers planning for integration between transport modes to deliver a more efficient and reliable customer experience. It also includes the development of strategic policy to influence land use planning, coordinates strategies to address future growth and transport demands of the community and industry. This service group seeks to ensure safe, reliable movement of people and goods on the arterial road network and manage the primary arterial network to retain the value and quality of the infrastructure as a long-term renewable asset.

Linkage to results: This service group contributes to a transport system that maximises benefits for the community and the economy by working towards a range of intermediate results that include:

- ensuring that road network and public transport system plans are aligned with other travel modes, connection points and improve accessibility
- consulting with the community, partners and stakeholders on transport projects, programs and services
- optimising the movement of people and freight, and incident management systems
- ensuring the road network has been maintained to the required condition and value
- maximising safety of the road environment
- balancing transport decisions against land use options including the impact of transport on the environment
- supporting new growth areas with appropriate transport solutions and
- identifying and pursuing appropriate funding options for mode-specific plans and regional plans.

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Service measures:						
Crash related treatments (including State and Australian Government funded treatments) ^(a)	no.	156	134	178	177	239
Maintenance and reconstruction expenditure on State roads per kilometre of roadway	\$000	47	49	50	50	50
Average annual rate of rebuilding of sealed roads ^(b)	%	0.8	1.0	1.0	1.0	1.0
Employees:	FTE	n.a.	n.a.	n.a.	n.a.	737

(a) This indicator includes traffic signals, safety barrier installation and other measures to improve road safety. More complex but fewer projects were undertaken in 2009-10.

(b) This indicator consists of contributions from both the major new infrastructure program and the maintenance rehabilitation and reconstruction programs. The combination from major projects has been estimated at an average of 0.3 per cent each year. The actual contribution from major projects may vary from year to year.

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Integrated Transport Planning and Management

	2010-11		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Financial indicators:			
Total Expenses Excluding Losses	1,599,566	1,933,463	2,022,909
Total expenses include the following:			
Employee related	18,793	84,726	87,561
Other operating expenses	3,595	9,630	10,468
Grants and subsidies	1,577,001	1,838,930	1,924,685
Roads and Traffic Authority - Capital and Operating Grants	1,571,977	1,830,406	1,915,161

Cluster Grant Funding

Service description: This service group covers the provision of grant funding to agencies within the Transport cluster. This includes funding to Independent Transport Safety Regulator and Office of Transport Safety Investigations.

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Financial indicators:			
Total Expenses Excluding Losses	17,726
Total expenses include the following:			
Grants and subsidies	17,726
Independent Transport Safety Regulator	15,539
Office of transport Safety Investigations	2,187

Financial Statements

Operating Statement

	2010-11		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Expenses Excluding Losses			
Operating expenses -			
Employee related*	47,710	186,837	201,017
Other operating expenses	12,397	29,947	35,828
Depreciation and amortisation	42,495	41,338	52,453
Grants and subsidies*	8,850,565	8,311,702	9,416,360
Finance costs	57,701	55,507	66,063
Other expenses	22,396	23,074	24,767
Total Expenses Excluding Losses	9,033,264	8,648,405	9,796,488
Less:			
Revenue			
Sales of goods and services	10,775	40,979	20,740
Investment income	2,665	5,689	5,736
Retained taxes, fees and fines	2,101	2,160	2,042
Grants and contributions	44,377	52,203	47,458
Other revenue	3,855	...	3,696
Total Revenue	63,773	101,031	79,672
Other gains/(losses)	...	(500)	...
Net Cost of Services	8,969,491	8,547,874	9,716,816

Recurrent Funding Statement

	2010-11		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Net Cost of Services	8,969,491	8,547,874	9,716,816
Recurrent Services Appropriation	8,964,222	8,595,254	9,712,165

Capital Expenditure Statement

	2010-11		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Capital Expenditure	334,502	346,818	366,449
Capital Works and Services Appropriation	3,979	3,979	218,595

* These numbers include amounts incurred by the Department of Transport in respect of staff assigned from RTA and RailCorp (\$63 million 2010-11 Est. Actual and \$101 million 2011-12 Budget).

Balance Sheet

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Assets			
Current Assets			
Cash assets	19,350	70,118	68,350
Receivables	15,346	119,337	78,165
Total Current Assets	34,696	189,455	146,515
Non Current Assets			
Receivables	343	585	365
Property, plant and equipment -			
Land and building	...	55,606	228,602
Plant and equipment	982,571	884,370	983,684
Infrastructure systems	40,946	38,398	83,398
Intangibles	6,775	17,938	14,624
Other	...	32,707	36,402
Total Non Current Assets	1,030,635	1,029,604	1,347,075
Total Assets	1,065,331	1,219,059	1,493,590
Liabilities			
Current Liabilities			
Payables	29,274	153,882	117,664
Borrowings at amortised cost	28,000	44,942	30,000
Provisions	4,018	6,596	4,294
Other	...	2,784	...
Total Current Liabilities	61,292	208,204	151,958
Non Current Liabilities			
Borrowings at amortised cost	952,985	836,869	951,312
Other	45	45	45
Total Non Current Liabilities	953,030	836,914	951,357
Total Liabilities	1,014,322	1,045,118	1,103,315
Net Assets	51,009	173,941	390,275
Equity			
Accumulated funds	51,009	173,941	390,275
Total Equity	51,009	173,941	390,275

Cash Flow Statement

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Cash Flows From Operating Activities			
Payments			
Employee related	45,377	179,051	203,834
Grants and subsidies	8,850,565	8,311,369	9,416,360
Finance costs	57,701	55,507	66,063
Other	122,975	48,797	180,186
Total Payments	9,076,618	8,594,724	9,866,443
Receipts			
Sale of goods and services	10,775	40,979	20,740
Interest	2,665	5,186	5,867
Other	134,659	87,992	177,039
Total Receipts	148,099	134,157	203,646
Net Cash Flows From Operating Activities	(8,928,519)	(8,460,567)	(9,662,797)
Cash Flows From Investing Activities			
Purchases of property, plant and equipment	(3,979)	(39,255)	(218,595)
Other	...	(9,643)	...
Net Cash Flows From Investing Activities	(3,979)	(48,898)	(218,595)
Cash Flows From Financing Activities			
Repayment of borrowings and advances	(39,135)	(38,180)	(48,352)
Net Cash Flows From Financing Activities	(39,135)	(38,180)	(48,352)
Cash Flows From Government			
Recurrent appropriation	8,964,222	8,598,038	9,712,165
Capital appropriation	3,979	3,979	218,595
Cash transfers to Consolidated Fund	...	(3,796)	(2,784)
Net Cash Flows From Government	8,968,201	8,598,221	9,927,976
Net Increase/(Decrease) in Cash	(3,432)	50,576	(1,768)
Opening Cash and Cash Equivalents	22,782	19,542	70,118
Closing Cash and Cash Equivalents	19,350	70,118	68,350
Cash Flow Reconciliation			
Net cost of services	(8,969,491)	(8,547,874)	(9,716,816)
Non cash items added back	40,973	44,750	51,147
Change in operating assets and liabilities	(1)	42,557	2,872
Net Cash Flow From Operating Activities	(8,928,519)	(8,460,567)	(9,662,797)

Introduction

Purpose

The Roads and Traffic Authority of New South Wales (RTA) aims to deliver a safe, sustainable and efficient road transport system. It manages, operates, maintains and develops the road network, regulates road use and educates road users.

The RTA, a statutory authority, operates under the *Transport Administration Act 1988*.

The Government is currently establishing a new integrated transport authority, Transport for NSW, to coordinate planning and service delivery across all modes of transport. A new agency, NSW Roads and Maritime Services, will combine the functions of the RTA and NSW Maritime.

The Department of Transport funds most of the RTA's activities and these are covered in the Department's section.

Service Group Statements

Transport Infrastructure and Development

Service description: This service group includes the development of new infrastructure along with enhancement of the existing road network.

Linkage to results: This service group contributes to a transport system that maximises benefits for the community and the economy by working towards the following intermediate results:

- enhancing the existing transport network to move more people and goods
- prioritising investment of ongoing works to maintain the condition and value of transport assets
- designing, delivering and managing new transport infrastructure projects and programs optimising safety and security
- working collaboratively across government agencies, local government and the private sector to respond to growing transport infrastructure demands.

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Employees:	FTE	1,348	1,313	1,336	634	601

	-----2010-11----- Budget \$000	Est. Actual \$000	2011-12 Budget \$000
Financial indicators:			

Total Expenses Excluding Losses	7,679	7,730	5,298
Total expenses include the following:			
Employee related	...	6,522	4,704
Other operating expenses	7,679	1,208	594

Capital Expenditure	2,296,241	2,030,444	2,451,467
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Integrated Transport Service Delivery

Service description: This service group seeks to implement initiatives to increase safe road use behaviour to ensure: that drivers and riders are eligible, competent and identified; vehicles are roadworthy and meet emission standards; and a high standard of customer service is maintained.

Linkage to results: This service group contributes to a transport system that maximises benefits for the community and the economy by working towards the following intermediate results:

- providing efficient and comfortable transport services
- ensuring that road network, principal transport routes and freight movements are coordinated
- ensuring that the impact of transport on the environment is minimised.

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Employees:	FTE	2,443	2,257	2,444	2,696	2,570

	2010-11		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Financial indicators:			

Financial indicators:			
Total Expenses Excluding Losses	584,795	572,597	600,604
Total expenses include the following:			
Employee related	290,859	224,807	242,401
Other operating expenses	263,907	321,098	328,765
Grants and subsidies	14,711	24,451	26,466
Other expenses	1,003	699	757
Capital Expenditure	34,493	40,795	48,366

Integrated Transport Planning and Management

Service description: This service group seeks to ensure safe, reliable movement of people and goods on the arterial road network and retain the value and quality of the infrastructure as a long-term renewable asset.

Linkage to results: This service group contributes to a transport system that maximises benefits for the community and the economy by working towards the following intermediate results:

- ensuring that road network and public transport system plans are aligned with other travel modes and connection points and improve accessibility
- optimising the movement of people and freight and incident management systems
- maintaining the road network to the required condition and value
- maximising the safety of the road environment.

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Employees:	FTE	4,034	4,375	4,065	4,101	4,339
				———2010-11——— Budget \$000	Est. Actual \$000	2011-12 Budget \$000

Financial indicators:

Total Expenses Excluding Losses				2,355,229	2,467,088	2,534,769
Total expenses include the following:						
Employee related				275,961	328,068	319,765
Other operating expenses				858,251	741,833	809,017
Grants and subsidies				194,975	349,087	455,088
Other expenses				...	194	272
Capital Expenditure				422,675	513,167	655,120

Financial Statements

Operating Statement

	2010-11		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Expenses Excluding Losses			
Operating expenses -			
Employee related	566,820	559,397	566,870
Other operating expenses	1,129,837	1,064,139	1,138,376
Depreciation and amortisation	946,127	960,317	870,456
Grants and subsidies	209,686	373,538	481,554
Finance costs	94,230	89,131	82,386
Other expenses	1,003	893	1,029
Total Expenses Excluding Losses	2,947,703	3,047,415	3,140,671
Less:			
Revenue			
Sales of goods and services	425,913	429,748	438,195
Investment income	6,488	14,794	14,650
Grants and contributions*	4,387,386	4,350,936	4,922,120
Other revenue	100,107	167,617	177,383
Total Revenue	4,919,894	4,963,095	5,552,348
Gain/(loss) on disposal of non current assets	...	6,887	...
Other gains/(losses)	(1,000)	(498)	(1,000)
Net Cost of Services	(1,971,191)	(1,922,069)	(2,410,677)

Recurrent Funding Statement

	2010-11		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Net Cost of Services	(1,971,191)	(1,922,069)	(2,410,677)

Capital Expenditure Statement

	2010-11		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Capital Expenditure	2,753,409	2,584,406	3,154,953

* These numbers exclude amounts incurred by the RTA in respect of staff assigned to the Department of Transport (\$31.5 million in 2010-11 Estimated Actual and \$38 million in 2011-12 Budget). The amounts have been reported in Department of Transport.

Balance Sheet

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Assets			
Current Assets			
Cash assets	55,522	296,649	325,907
Receivables	125,494	145,785	131,950
Inventories	11,758	12,498	12,779
Assets held for sale	26,320	44,469	44,469
Total Current Assets	219,094	499,401	515,105
Non Current Assets			
Receivables	25,893	16,988	20,462
Other financial assets	104,430	104,431	111,547
Property, plant and equipment -			
Land and building	3,384,001	3,254,377	3,437,868
Plant and equipment	205,661	186,534	219,232
Infrastructure systems	93,106,584	59,245,724	63,460,352
Intangibles	27,995	45,876	45,036
Other	484,413	665,242	818,657
Total Non Current Assets	97,338,977	63,519,172	68,113,154
Total Assets	97,558,071	64,018,573	68,628,259
Liabilities			
Current Liabilities			
Payables	512,795	732,586	789,154
Borrowings at amortised cost	150,052	136,121	143,263
Provisions	270,552	279,908	287,334
Other	144,052	136,292	139,573
Total Current Liabilities	1,077,451	1,284,907	1,359,324
Non Current Liabilities			
Borrowings at amortised cost	1,015,936	1,067,029	942,191
Provisions	486,955	632,005	610,270
Other	331,424	354,458	340,654
Total Non Current Liabilities	1,834,315	2,053,492	1,893,115
Total Liabilities	2,911,766	3,338,399	3,252,439
Net Assets	94,646,305	60,680,174	65,375,820
Equity			
Reserves	46,556,557	30,960,340	33,141,440
Accumulated funds	48,089,748	29,719,834	32,234,380
Total Equity	94,646,305	60,680,174	65,375,820

Cash Flow Statement

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Cash Flows From Operating Activities			
Payments			
Employee related	537,205	545,500	552,861
Grants and subsidies	177,929	329,052	396,354
Finance costs	93,472	87,227	81,450
Other	1,508,738	1,421,827	1,509,210
Total Payments	2,317,344	2,383,606	2,539,875
Receipts			
Sale of goods and services	385,604	397,857	401,587
Interest	6,442	14,680	14,730
Other	4,768,056	4,649,584	5,339,893
Total Receipts	5,160,102	5,062,121	5,756,210
Net Cash Flows From Operating Activities	2,842,758	2,678,515	3,216,335
Cash Flows From Investing Activities			
Proceeds from sale of property, plant and equipment	43,186	31,562	36,760
Purchases of property, plant and equipment	(2,724,150)	(2,479,534)	(3,099,062)
Other	(5,044)	18	(6,242)
Net Cash Flows From Investing Activities	(2,686,008)	(2,447,954)	(3,068,544)
Cash Flows From Financing Activities			
Repayment of borrowings and advances	(155,179)	(117,941)	(118,532)
Net Cash Flows From Financing Activities	(155,179)	(117,941)	(118,532)
Net Increase/(Decrease) in Cash	1,571	112,620	29,259
Opening Cash and Cash Equivalents	53,951	184,029	296,649
Closing Cash and Cash Equivalents	55,522	296,649	325,908
Cash Flow Reconciliation			
Net cost of services	1,971,191	1,922,069	2,410,677
Non cash items added back	883,412	652,020	796,991
Change in operating assets and liabilities	(11,845)	104,426	8,667
Net Cash Flow From Operating Activities	2,842,758	2,678,515	3,216,335

Financial Statements

Operating Statement

	2010-11		2011-12 Budget \$000
	Budget \$000	Est. Actual \$000	
Revenue			
Sales of goods and services	56,598	67,844	84,546
Investment income	4,153	5,368	4,212
Retained taxes, fees and fines	41,750	42,776	44,118
Grants and contributions	...	259	2,000
Other revenue	1,314	2,836	1,366
Total Revenue	103,815	119,083	136,242
Less:			
Expenses Excluding Losses			
Operating Expenses -			
Employee related	39,486	43,931	44,543
Other operating expenses	31,007	34,227	38,016
Depreciation and amortisation	10,710	14,681	14,906
Grants and subsidies	7,372	6,094	7,958
Finance costs	7,522	8,112	24,922
Total Expenses Excluding Losses	96,097	107,045	130,345
Gain/(loss) on disposal of non current assets	(62)	(1,542)	(62)
Other gains/(losses)	1,495	1,641	1,749
SURPLUS/(DEFICIT) BEFORE DISTRIBUTIONS	9,151	12,137	7,584
Distributions -			
Dividends and capital repatriations	4,000	4,000	4,000
SURPLUS/(DEFICIT) AFTER DISTRIBUTIONS	5,151	8,137	3,584

Balance Sheet

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Assets			
Current Assets			
Cash assets	35,261	32,120	24,907
Receivables	9,755	32,810	33,679
Other financial assets	35,679	43,740	43,740
Inventories	173	143	143
Total Current Assets	80,868	108,813	102,469
Non Current Assets			
Receivables	99,616	29,246	28,045
Investment properties	129,458	132,289	132,289
Property, plant and equipment -			
Land and building	123,138	111,053	109,951
Plant and equipment	22,034	20,080	21,649
Infrastructure systems	834,555	1,377,460	1,387,135
Intangibles	1,114	978	800
Other	141	480	480
Total Non Current Assets	1,210,056	1,671,586	1,680,349
Total Assets	1,290,924	1,780,399	1,782,818
Liabilities			
Current Liabilities			
Payables	8,451	15,348	19,105
Borrowings at amortised cost	1,487	20,595	20,505
Provisions	20,485	21,280	21,147
Other	34,290	38,879	38,881
Total Current Liabilities	64,713	96,102	99,638
Non Current Liabilities			
Borrowings at amortised cost	65,141	25,130	23,533
Provisions	18,032	19,711	18,396
Other	342,162	219,220	217,431
Total Non Current Liabilities	425,335	264,061	259,360
Total Liabilities	490,048	360,163	358,998
Net Assets	800,876	1,420,236	1,423,820
Equity			
Reserves	509,789	889,122	889,122
Accumulated funds	291,087	531,114	534,698
Total Equity	800,876	1,420,236	1,423,820

Cash Flow Statement

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Cash Flows From Operating Activities			
Receipts			
Sale of goods and services	55,299	46,725	84,612
Interest	2,895	5,368	4,212
Other	60,100	158,399	56,245
Total Receipts	118,294	210,492	145,069
Payments			
Employee related	37,747	44,470	44,781
Grants and subsidies	7,372	6,094	7,958
Finance costs	7,522	8,112	24,922
Other	42,751	115,299	45,801
Total Payments	95,392	173,975	123,462
Net Cash Flows From Operating Activities	22,902	36,517	21,607
Cash Flows From Investing Activities			
Proceeds from sale of property, plant and equipment	970	7,480	970
Purchases of property, plant and equipment	(25,706)	(23,407)	(23,998)
Other	(165)	(272)	(105)
Net Cash Flows From Investing Activities	(24,901)	(16,199)	(23,133)
Cash Flows From Financing Activities			
Repayment of borrowings and advances	(1,341)	(22,244)	(1,687)
Dividends paid	(4,000)	(4,000)	(4,000)
Net Cash Flows From Financing Activities	(5,341)	(26,244)	(5,687)
Net Increase/(Decrease) in Cash	(7,340)	(5,926)	(7,213)
Opening Cash and Cash Equivalents	42,601	39,160	32,120
Reclassification of Cash Equivalents	...	1,114	...
Closing Cash and Cash Equivalents	35,261	32,120	24,907
Cash Flow Reconciliation			
Surplus/(deficit) for year before distributions	9,151	12,137	7,584
Non cash items added back	8,850	11,597	12,942
Change in operating assets and liabilities	4,901	12,783	1,081
Net Cash Flow From Operating Activities	22,902	36,517	21,607

Introduction

Purpose

The Independent Transport Safety Regulator (ITSR) facilitates the safe operation of transport services. It promotes safety as a key objective for transport services.

ITSR promotes and enforces transport safety legislation and advises government and industry on transport safety emerging issues.

ITSR, a statutory authority, operates under the *Transport Administration Act 1988*.

Results and Services

ITSR works towards the following results.

- Organisations involved in railway and bus operations have management systems that effectively manage safety risk and promote a continuously improving safety culture.
- Highly regarded and sought after safety advice.
- Continuous improvement in transport safety regulatory frameworks.

Contributing to these results, ITSR's key service involves providing accreditation, monitoring compliance, promoting safety, enforcing rail safety law, supporting the safety regulation of bus services and advising the Government and industry on how the performance of public network assets affects safety.

2011-12 Budget Highlights

In 2011-12, ITSR's key initiatives will include spending:

- \$12.8 million to ensure railway organisations comply with rail safety law and to advise the Department of Transport on bus safety regulation
- \$4 million to promote and advise on safety to ensure transport operators are aware of better safety management practices in Australia and overseas.

Delivery

Recent Achievements

In 2010-11, ITSR's key achievements included:

- rigorously monitoring the safety management practices and performance of rail operators, with a focus on track worker safety
- engaging with major operators on asset management, including trialling an asset management assurance toolkit with RailCorp
- successfully prosecuting for rail safety-related fatalities and drug and alcohol offences
- giving more safety advice to state and national governments, including specialist input to improve level crossing risk assessment
- having significant input into the national reforms, developing a national rail safety law and establishing a national regulator
- publishing ITSR's annual Rail Safety Industry Report.

Future Directions

In future years, ITSR plans to:

- work with operators on track worker safety, asset management, contractor management and rail safety compliance
- provide specialist safety reports and advice to state and national agencies
- monitor and advise the Government and the public on progress with implementation of recommendations from independent rail, bus and ferry accident reports
- work with Transport for NSW to transition bus safety regulation to ITSR
- work with government bodies to ensure that having a single national rail safety regulator does not diminish safety.

Performance Information

Result Indicators

Organisations involved in railway operations have management systems that provide for effective safety risk management and promote a continuously improving safety culture

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Result indicators:						
Fatalities on the NSW rail network (passenger & employee): ^(a)	no.	2	2	n.a.	1	n.a.
Incidents on the NSW rail network per million train kilometres:						
Running line derailment ^(b)	no.	0.6	0.8	n.a.	0.6	n.a.
Running line collision between trains	no.	0.2	0.1	n.a.	0.1	n.a.
Level crossing occurrences: road vehicle collision	no.	0.1	0.1	n.a.	0.2	n.a.
Recommendations from independent investigation rail accident reports closed ^(c)	%	79	74	n.a.	81	n.a.
Annual Safety Performance Reports received by ITSR from rail operators identifying self-improvement safety initiatives ^(d)	%	67	52	n.a.	76	n.a.

(a) Due to nature of the accidents, forecast data cannot be predicted for any of the indicators.

(b) Note that a correction has been made to previously reported trend data which stated 0.2 for 2008-09 Actuals.

(c) This indicator reflects ITSR's role in ensuring that major investigations on rail accidents recommending safety improvements are acted upon. It measures the implementation of the Office of Transport Safety Investigations, the Australian Transport Safety Bureau and Coronial Inquiry reports.

(d) This indicator reflects whether industry is meeting its safety reporting requirements and demonstrating an improving safety culture through self-initiated actions.

Highly regarded and sought after safety advice

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Result indicators:						
Participants who agreed or strongly agreed that ITSR's seminar helped them better manage rail safety	%	85	97	90	88	0

ITSR surveys its seminar participants to ensure that information provided is meaningful and to inform future seminars.

Continuous improvement in transport safety regulatory frameworks

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Result indicators:						
Recommendations from independent investigations into rail, bus and ferry accidents closed	%	82	80	n.a.	80	n.a.

ITSR works with the Department of Transport and the Maritime Authority of NSW to ensure recommendations on safety for all transport utilities (rail, bus and ferry) arising from independent investigation reports are monitored and acted upon. It is not possible to forecast future closure.

Service Group Statements

Transport Safety Regulation

Service description: This service group delivers accreditation, compliance monitoring and enforcement of rail safety legislative requirements, including audits, inspections, investigations and prosecutions and under delegation from Department of Transport supports safety regulation of bus operators including monitoring and advisory accountabilities. Service group delivery also includes monitoring of responses to recommendations of independent safety investigation reports across the rail, bus and ferry modes, collection and analysis of safety occurrence data, provision of safety advice to Government and industry, and information for the community about transport safety performance. It also covers ITSR's leadership role working with safety regulators to facilitate improvements to transport safety regulatory frameworks.

Linkage to results: This program is aligned to the following three key results under ITSR's revised results logic:

- organisations involved in railway and bus operations have management systems that provide for effective safety risk management and improving safety culture
- highly regarded and sought-after safety advice
- continuous improvement in transport safety regulatory frameworks.

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Service measures:						
Compliance activities completed (audits, inspections, investigations) ^{(a) (b)}	no.	336	450	n.a.	234	n.a.
Statutory notices issued (Prohibition, Improvement, Penalty, Notice to Produce) ^(b)	no.	24	147	n.a.	137	n.a.
Safety advices issued to Government ^(c)	no.	n.a.	93	132	172	n.a.
Employees: ^(d)	FTE	77	75	80	75	82

(a) Previously this service measure was reported as two separate service measures.

(b) Future data cannot be forecast due to the nature of the regulatory function.

(c) ITSR began collecting data on its advice function in 2009-10. This function has existed since ITSR's inception. Future data cannot be forecast due to the nature of the data.

(d) Employee numbers are restated due to merging of service groups.

	2010-11		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Financial indicators:			
Total Expenses Excluding Losses	16,634	13,678	16,850
Total expenses include the following:			
Employee related	13,059	11,341	13,176
Other operating expenses	2,178	1,931	2,348
Other expenses	1,030	114	1,030
Capital Expenditure	50	73	50

Financial Statements

Operating Statement

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Expenses Excluding Losses			
Operating expenses -			
Employee related	13,059	11,341	13,176
Other operating expenses	2,178	1,931	2,348
Depreciation and amortisation	367	292	296
Other expenses	1,030	114	1,030
Total Expenses Excluding Losses	16,634	13,678	16,850
Less:			
Revenue			
Sales of goods and services	13	127	31
Investment income	62	125	142
Grants and contributions	...	91	15,539
Total Revenue	75	343	15,712
Net Cost of Services	16,559	13,335	1,138

Recurrent Funding Statement

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Net Cost of Services	16,559	13,335	1,138
Recurrent Services Appropriation	15,441	13,260	...

Capital Expenditure Statement

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Capital Expenditure	50	73	50

Balance Sheet

	-----2010-11-----		2011-12 Budget \$000
	Budget \$000	Est. Actual \$000	
Assets			
Current Assets			
Cash assets	2,339	3,032	2,847
Receivables	190	442	241
Total Current Assets	2,529	3,474	3,088
Non Current Assets			
Property, plant and equipment - Plant and equipment	153	188	183
Intangibles	308	400	159
Total Non Current Assets	461	588	342
Total Assets	2,990	4,062	3,430
Liabilities			
Current Liabilities			
Payables	1,434	862	777
Provisions	1,263	1,209	1,563
Other	...	582	...
Total Current Liabilities	2,697	2,653	2,340
Total Liabilities	2,697	2,653	2,340
Net Assets	293	1,409	1,090
Equity			
Accumulated funds	293	1,409	1,090
Total Equity	293	1,409	1,090

Cash Flow Statement

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Cash Flows From Operating Activities			
Payments			
Employee related	12,360	11,018	12,012
Other	3,708	2,160	4,017
Total Payments	16,068	13,178	16,029
Receipts			
Sale of goods and services	13	127	31
Interest	62	107	175
Other	500	280	16,270
Total Receipts	575	514	16,476
Net Cash Flows From Operating Activities	(15,493)	(12,664)	447
Cash Flows From Investing Activities			
Purchases of property, plant and equipment	(50)	(73)	(50)
Net Cash Flows From Investing Activities	(50)	(73)	(50)
Cash Flows From Government			
Recurrent appropriation	15,441	13,842	...
Cash transfers to Consolidated Fund	...	(277)	(582)
Net Cash Flows From Government	15,441	13,565	(582)
Net Increase/(Decrease) in Cash	(102)	828	(185)
Opening Cash and Cash Equivalents	2,441	2,204	3,032
Closing Cash and Cash Equivalents	2,339	3,032	2,847
Cash Flow Reconciliation			
Net cost of services	(16,559)	(13,335)	(1,138)
Non cash items added back	1,166	884	1,115
Change in operating assets and liabilities	(100)	(213)	470
Net Cash Flow From Operating Activities	(15,493)	(12,664)	447

Introduction

Purpose

The Office of Transport Safety Investigations (OTSI) investigates transport accidents and incidents. Its work covers rail, bus and ferry passenger transport and rail freight.

OTSI, an independent statutory office, operates under the *Transport Administration Act 1988*.

Results and Services

OTSI works towards the following result: the risk of accidents in rail freight and public transport is reduced.

Contributing to this result, OTSI's key service involves investigating safety incidents in order to mitigate risks.

2011-12 Budget Highlights

In 2011-12, OTSI's key initiatives will include spending:

- \$20,000 on new computer hardware and software to aid investigations and support an evidence management system
- \$15,000 to train investigators in analysis methods, cognitive interviewing, blood-borne pathogens and critical incident stress management.

Delivery

Recent Achievements

In 2010-11, OTSI's key achievements included:

- providing coronial support for a fatal bus incident in which it sought to have the Australian Design Rules amended so people could no longer take risks on the outside of moving buses
- analysing three bus fires to give findings on causes and propagation, including the use of non-flammable materials in fittings and finishes
- investigating international standards for tunnel safety and fire suppression systems and comparing them with Australian standards and application in New South Wales.

Future Directions

In future years, OTSI plans to:

- promote transparency in incident reporting through industry briefings about its investigative process
- recommend measures to reduce operating delays caused by damage to rail infrastructure and rolling stock
- conduct systemic investigations to improve the safety, efficiency and reliability of public transport services.

Performance Information

Result Indicators

Reduced risk of accidents in public transport and rail freight in New South Wales

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Result indicators:						
Agreement by parties to Statement of Facts ^(a)	%	100	100	100	98	100
Confidential Safety Information and Reporting Scheme referrals actioned ^(b)	%	100	100	100	100	100
Implementation of OTSI recommendations ^(c)	%	75	80	75	85	90

(a) Measures the level of agreement to the published statement of facts relating to an incident being investigated.

(b) Measures action taken on breach of safe working practice incidents, when confidentially reported by transport workers.

(c) Measures the level of acceptance by operators that OTSI's recommendations will improve safe working within public transport.

Service Group Statements

Investigation and Risk Mitigation Analysis

Service description: This service group covers the mandated function of independently investigating safety incidents that occur in public transport and rail freight in New South Wales.

Linkage to results: This service group contributes to reduced risk of accidents in public transport and rail freight in New South Wales, by carrying out risk mitigation analysis and investigations associated with all public transport and rail freight incidents. OTSI liaises with all industry participants, including the regulators, to prepare reports and recommendations.

	Units	2008-09 Actual	2009-10 Actual	2010-11 Forecast	2010-11 Est. Actual	2011-12 Forecast
Service measures:						
Notifiable incidents reported	no.	1,769	2,173	2,500	2,479	2,500
Incident investigations conducted	no.	8	12	12	12	15
Confidential Safety Information and Reporting Scheme investigations conducted	no.	16	23	30	23	25
Employees:	FTE	11	11	11	11	11
				-----2010-11----- Budget \$000	Est. Actual \$000	2011-12 Budget \$000
Financial indicators:						
Total Expenses Excluding Losses				2,444	2,439	2,340
Total expenses include the following:						
Employee related				1,725	1,818	1,763
Other operating expenses				461	471	461
Other expenses				100	...	100
Capital Expenditure				20	18	20

Financial Statements

Operating Statement

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Expenses Excluding Losses			
Operating expenses -			
Employee related	1,725	1,818	1,763
Other operating expenses	461	471	461
Depreciation and amortisation	158	150	16
Other expenses	100	...	100
Total Expenses Excluding Losses	2,444	2,439	2,340
Less:			
Revenue			
Sales of goods and services	1	2	3
Investment income	6	6	6
Grants and contributions	...	...	2,187
Total Revenue	7	8	2,196
Net Cost of Services	2,437	2,431	144

Recurrent Funding Statement

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Net Cost of Services	2,437	2,431	144
Recurrent Services Appropriation	2,142	2,141	...

Capital Expenditure Statement

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Capital Expenditure	20	18	20
Capital Works and Services Appropriation	20	...	...

Balance Sheet

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Assets			
Current Assets			
Cash assets	121	179	104
Receivables	8	31	21
Total Current Assets	129	210	125
Non Current Assets			
Property, plant and equipment - Plant and equipment	34	31	40
Intangibles	4	5	...
Total Non Current Assets	38	36	40
Total Assets	167	246	165
Liabilities			
Current Liabilities			
Payables	68	80	74
Provisions	180	233	209
Total Current Liabilities	248	313	283
Total Liabilities	248	313	283
Net Assets	(81)	(67)	(118)
Equity			
Accumulated funds	(81)	(67)	(118)
Total Equity	(81)	(67)	(118)

Cash Flow Statement

	-----2010-11-----		2011-12
	Budget \$000	Est. Actual \$000	Budget \$000
Cash Flows From Operating Activities			
Payments			
Employee related	1,626	1,685	1,695
Other	616	481	626
Total Payments	2,242	2,166	2,321
Receipts			
Sale of goods and services	1	2	3
Interest	6	6	6
Other	60	30	2,257
Total Receipts	67	38	2,266
Net Cash Flows From Operating Activities	(2,175)	(2,128)	(55)
Cash Flows From Investing Activities			
Purchases of property, plant and equipment	(20)	(18)	(20)
Net Cash Flows From Investing Activities	(20)	(18)	(20)
Cash Flows From Government			
Recurrent appropriation	2,142	2,141	...
Capital appropriation	20	...	...
Net Cash Flows From Government	2,162	2,141	...
Net Increase/(Decrease) in Cash	(33)	(5)	(75)
Opening Cash and Cash Equivalents	154	184	179
Closing Cash and Cash Equivalents	121	179	104
Cash Flow Reconciliation			
Net cost of services	(2,437)	(2,431)	(144)
Non cash items added back	249	253	109
Change in operating assets and liabilities	13	50	(20)
Net Cash Flow From Operating Activities	(2,175)	(2,128)	(55)