

ROADS AND TRAFFIC  
AUTHORITY ANNUAL  
REPORT 2000

# RTA: 2000



**Roads and Traffic Authority**  
[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)



# RTA

integrated solutions

innovation

efficiency

FRONT COVER – FOR THE CORROBOREE 2000 AND THE WALK FOR RECONCILIATION IN MAY 2000, THE RTA CLOSED THE SYDNEY HARBOUR BRIDGE FOR NINE HOURS AND ASSISTED IN CROWD MANAGEMENT OF ABOUT 150,000 PEOPLE (PHOTO COURTESY AAP)

THIS PAGE – CAPTAIN COOK BRIDGE, SANS SOUCI

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# PROFILE OF THE RTA



## HISTORY

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

## RESPONSIBILITIES

We provide road management, design, construction and maintenance solutions for the NSW community within an integrated urban and regional design framework with an emphasis on meeting community, environmental, regulatory and aesthetic needs.

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

We manage the operations, maintenance and enhancement of 17,783km of State Roads, including 3,128km of National Highways. We also manage nearly 3,000km of Regional Roads and Local Roads in the unincorporated area of NSW where there are no local councils. We assist local councils in managing about 18,430km of Regional Roads and, to a limited extent, Local Roads, through funding and other support.

Roads in which we have an interest also take in 4,275 bridges, including major culverts and tunnels, and nine vehicular ferries. We are also responsible for traffic facilities such as traffic lights, roundabouts, signs and linemarking.

## ASSETS

The written down value of the road, bridge and traffic infrastructure we look after is \$44 billion, including the value of land under roads. Property, plant, equipment, private sector provided infrastructure and other non-current assets, including major works in progress, are valued at \$4.3 billion.

## FUNDING

Annual funding for the Roads Program is about \$2.2 billion, derived principally from road user charges.

## OUR PEOPLE

We employ 6,425 staff in more than 200 offices throughout NSW including 130 Motor Registries.

## OUR CUSTOMERS

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

The 4.1 million drivers and the owners of 4.3 million vehicles in NSW generate about 405,000 transactions and 57,000 phone calls a week.



# OUR VISION, MISSION AND PRIORITIES

## OUR VISION

To be recognised by the people of NSW as the leader in providing cost effective, safe and accessible road based transport solutions within an integrated transport system.

## OUR MISSION

In the delivery of the best transport outcomes we will balance the needs of public transport passengers, cyclists, pedestrians, motorists and commercial vehicles by:

- placing our customers' needs first
- working with innovation, openness and integrity
- achieving value for money, and
- being environmentally responsible.

## GOVERNMENT PRIORITIES FOR THE RTA

Our strategies and programs focus on delivering the priorities of the NSW Government in meeting the road transport needs of the community.

### Meeting customer needs

We put in place strategies and policies to:

- develop and maintain fast, reliable passenger and freight transport corridors between regional centres, capital cities and ports
- provide leadership in national land transport reform to deliver efficiency, productivity and safety benefits to NSW
- continue to develop a customer focus, especially in the areas of traffic management, motor registry services and community consultation, and
- facilitate ease of access to essential Government services by providing a suitable spread and range of outlets, including the internet.

### Using funds wisely

We actively pursue the best value for money in the performance of activities and the delivery of services.

## Managing NSW's transport needs

We fulfil our responsibilities by:

- managing and developing the road network in a way that balances the needs of public transport passengers, cyclists, pedestrians, motorists and commercial vehicles, and
- preparing and implementing an integrated transport plan which meets the needs of all road users and which contributes to the achievement of Government air quality targets.

## Key Responsibilities

Our key responsibilities are to:

- enable road users to make more efficient travel decisions by providing timely information about routes and traffic conditions
- maintain roads and bridges in good condition, at minimum whole of life cost
- make New South Wales roads the safest in the world, and
- provide fair and consistent licence administration and penalty structures to promote responsible road use.

## Caring for our environment

We minimise impacts on the natural and built environment both from road use and from our own activities.

## THE JOURNEY AHEAD

*The Journey Ahead 1998–2003* is the RTA's corporate strategic plan, which builds on our achievements of recent years and outlines our vision for the future. It sets the organisation's direction and priorities, and reflects the challenges and initiatives of the NSW Government's *Action for Transport 2010 – An Integrated Transport Plan for NSW*.

This Annual Report includes information on our performance and achievements against *The Journey Ahead 1998–2003*: its objectives, initiatives and performance measures.

# LETTER TO THE MINISTER

The Honourable Carl Scully, MP  
Minister for Transport and Minister for Roads  
Level 34, Governor Macquarie Tower  
1 Farrer Place, Sydney NSW 2000



THE HON. CARL SCULLY, MP

Dear Minister,

I have pleasure in submitting the Annual Report and Financial Statements of the Roads and Traffic Authority for presentation to the Parliament of New South Wales for the financial year ended 30 June, 2000. It has been prepared in accordance with the Annual Reports (Statutory Bodies) Act 1984 and the Public Finance and Audit Act 1983.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'P. Forward'.

Paul Forward  
Chief Executive



THE NEW BULAHDELAH TO  
COOLONGOLOOK FREEWAY



# CHIEF EXECUTIVE'S MESSAGE



PAUL FORWARD, CHIEF EXECUTIVE

The last twelve months have seen a number of significant achievements for the RTA and a sharpening of our focus. We continued to refine the structure of the organisation to better deliver the Government's transport strategies. Our emphasis is firmly based on our core business, clearer accountabilities and delivering results in a cost effective manner.

In 1999/2000, the RTA continued to develop and improve the State's road network, with over \$1.5 billion spent on construction and maintenance in both metropolitan and regional areas.

The RTA's maintenance program was improved with the implementation of a reform package that included the introduction of a road maintenance prequalification scheme for local councils.

The State's heritage legacy and the preservation of the natural environment have been paramount in the network infrastructure programs undertaken by the RTA during the past year. Also, urban design considerations played an increasingly important role.

We worked consistently in 1999/2000 to maximise the efficiency of the road network, promote alternative forms of transport and contribute to the State Government's "whole of government" approach to transport planning.

Undoubtedly the greatest challenge we encountered in 1999/2000 was preparing for the Sydney 2000 Olympic Games and the Paralympic Games. Over the last twelve months and more, the RTA has worked closely with organisations such as the Olympic Roads and Transport Authority, SOCOG, OCA and other State Government agencies to develop comprehensive traffic and pedestrian plans for the Sydney games. The RTA's new Transport Management Centre has played a key role in coordinating major test events, such as New Year's Eve 1999, in preparation for being the nerve centre for the entire Olympic and Paralympic transport network.

Road Safety, and particularly the road toll, remained a critical focus for the RTA. We continued our efforts to further reduce the toll with the release of *Road Safety 2010*, a framework which sets out a strategy to halve the road toll by 2010.

The RTA is well positioned to take advantage of the challenges and opportunities facing us. We have and will continue to sensitively balance the often competing needs of the community, interest groups and individuals, and the competing demands for funding.

I would like to extend my thanks to the Minister for Roads, the Hon. Carl Scully, for his continuing support and encouragement, and also to our other stakeholders and commercial partners for their positive involvement throughout 1999/2000. I would especially extend my thanks to all the staff of the RTA for their loyalty and commitment. Without them, the achievements of the past twelve months would not have been possible.

Paul Forward  
Chief Executive



# MANAGEMENT STRUCTURE

## ROAD SAFETY AND ROAD USER MANAGEMENT

Director  
Sue Sinclair

## ROAD NETWORK INFRASTRUCTURE

Director  
Mike Hannon

## TRAFFIC AND TRANSPORT

Director  
Chris Ford

## CLIENT SERVICES

Director  
David Stuart-Watt

Funder

Purchaser

### ROAD SAFETY AND ROAD USER MANAGEMENT

Reduce the trauma and cost to the community of road deaths and injuries. Ensure that drivers and motorcyclists are eligible, competent and safety-conscious. Ensure that vehicles meet road worthiness, road impact and road emission standards and that they operate safely. Ensure that driver and vehicle transactions are accessible and a high standard of customer service is maintained.

### ROAD NETWORK INFRASTRUCTURE

Maintain State Roads and bridges in good condition at minimum whole-of-life cost. Develop the State Road network focusing on strategic routes. Contribute to the 'Whole of Government' approach to transport planning. Manage National Highway and the Roads of National Importance programs.

### TRAFFIC AND TRANSPORT

Improve the operational performance of the road network through traffic control, driver information systems, management of incidents and integrated route management strategies. Plan and organise public transport infrastructure improvements. Improve pedestrian and cyclist facilities and maintain traffic facility assets.

### CLIENT SERVICES

Act as the RTA's principal agent in managing the provision and procurement of road transport services to ensure best value for money. Provide professional advice in the development and delivery of integrated road transport solutions, specialist technical support, and expert management of programs, projects, assets and the network. Ensure consistency of practice across the State, the integration of programs at the local level, and knowledge of local Government and community needs.



**CHIEF EXECUTIVE  
OFFICER**  
Paul Forward

**ENVIRONMENT AND  
COMMUNITY POLICY**  
General Manager  
Jay Stricker

**OPERATIONS**  
Director  
Ulf Fraser

**FINANCE**  
A/Director  
Noel Hancock

**CORPORATE SERVICES**  
A/Director  
Catherine Herriman

**STRATEGIC PROJECTS**  
Director  
David Thomson

Provider

Corporate Support

WARRINGAH FREEWAY, NORTH SYDNEY

## OPERATIONS

Provide comprehensive road, bridge, traffic and driver and vehicle services across NSW. Act as the RTA's principal service provider and deliver services to agreed levels of time, cost and quality on a commercial basis.

## FINANCE

Develop and implement policies and practices to provide a contemporary financial and commercial management framework and manage the RTA's finance functions. Lead corporate and finance strategic planning, facilitate business planning and development of performance indicators across the RTA. Monitor, evaluate and report on the financial performance of the RTA in all key result areas.

## ENVIRONMENT AND COMMUNITY POLICY

Develop the RTA's environmental management system and community consultation processes. Provide policy advice and guidance on various environmental and planning issues. Ensure comprehensive environmental impact assessment, community consultation, environmental management and compliance across the RTA.

## CORPORATE SERVICES

Develop and implement strategic human resource plans and policies. Plan and manage the deployment of information technology resources across the RTA. Provide legal and business services to the RTA. Manage internal and external communications, including media relations, communications policy development, Ministerial coordination, the development and implementation of public education campaigns in support of RTA core programs, and the corporate identity of the RTA.

## STRATEGIC PROJECTS

Develop and co-ordinate special projects that impact on the long-term role of the RTA and the road and traffic systems of NSW. This area links the responsibilities of a number of Directorates. Examples of strategic projects include Electronic Toll Collection Systems and Intelligent Transport Systems.

# HIGHLIGHTS



## July

Dual carriageway on the Pacific Highway between Henry Parry Drive & Renwick St, Wyoming, completed (1)

Windale Pedestrian Bridge, part of the West Charlestown Bypass project, opened to pedestrians and cyclists

## August

Northbound carriageway of the Federal Highway at Lake George opened (2)

## September

Transport Management Centre (TMC) opened (3)

Traffic Emergency Patrols commenced full-scale operations in Sydney and surrounds (4)

Action for Bikes 2010 cycling strategy released

> 99/00



## October

Bulahdelah to Coolongolook  
Freeway opened (5)

Roadcrack won the Engineering R&D, Training and Processes category of the 1999 Engineering Excellence Awards (6)

Vehicle Identification Inspection Units commenced operations to identify high risk and suspect vehicles

## November

## Road Safety 2010 strategy released

## New primary school road safety education resource *Move Ahead with Street Sense* launched

Country Road Safety Campaign featuring *Testimonials* television commercial commenced (7)

## December

Eastern Distributor opened in central Sydney (8)

On-line purchasing of number plates commenced

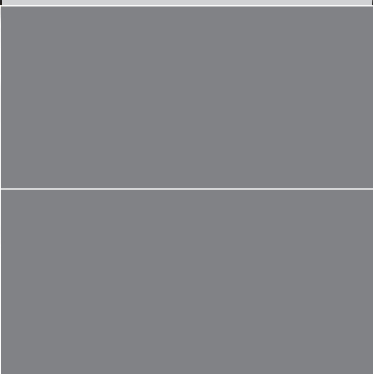
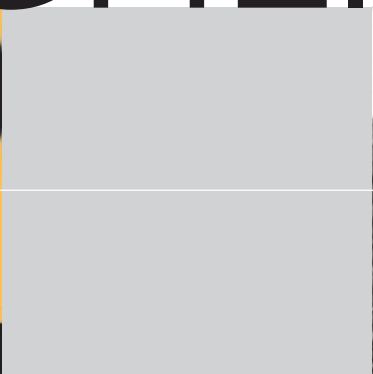
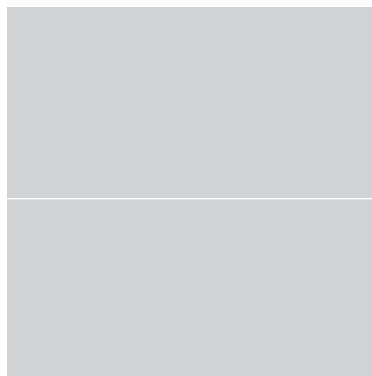
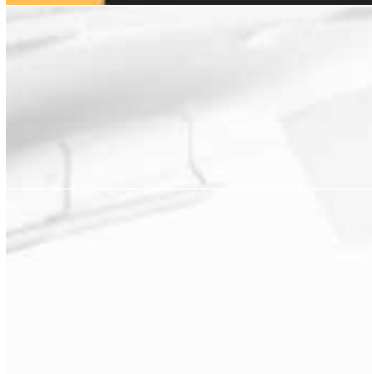
## Australian Road Rules introduced in NSW (9)

## Final stage of Kamilaroi Highway Upgrade in north west NSW officially opened

Fixed digital speed camera  
program introduced in NSW

## Contract to install a new Electronic Tolling System on the Sydney Harbour Bridge and Tunnel signed

# HIGHLIGHTS



## January

Traffic arrangements planned and successfully managed for New Year's Eve/New Year's Day celebrations (10)

Successful implementation of Y2K-compliant business systems

## February

RTA 1999 Environment Report released (11)

Erina Roundabout, at the intersection of The Entrance Rd and Carlton Rd, completed (12)

## March

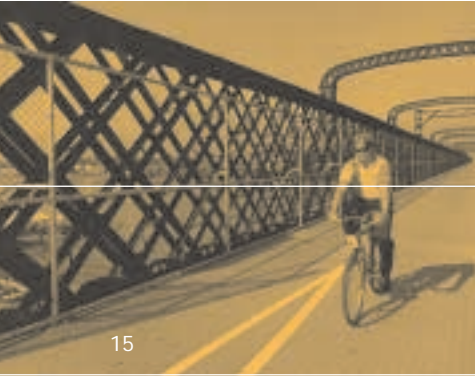
Variable Speed Limit signs in Sydney commenced operation (13)

RTA Big Ride cycling event held (14)

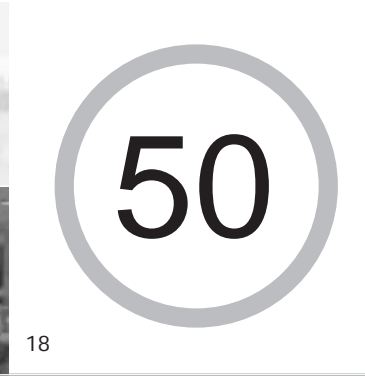
Widening of Cowpasture Road to four lanes between Elizabeth Drive and the Horsley Drive at Bossley Park completed



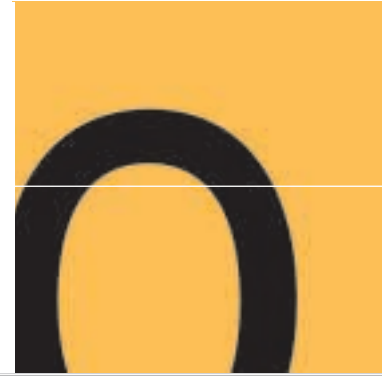
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15



18



17



16



19



## April

Taree Bypass (final stage), Tyndale, Woodburn & Eversons Creek works on the Pacific Highway opened to traffic

Meadowbank Railway Bridge Pedestrian-Cycleway opened (15)

Traffic arrangements planned and managed for World Cup Triathlon and Host City Marathon Olympic Test Events held in Sydney

Unveiling of the ANZAC statue on the ANZAC Bridge (16)

## May

Newcastle Call Centre opened (17)

Traffic arrangements planned and managed for Corroboree 2000 and Walk for Reconciliation across the Sydney Harbour Bridge

First Community Road Safety Forum held in Bathurst

## June

New Graduated Licensing Scheme community information campaign commenced

106 councils introduced 50km speed zones by end of 1999/2000 (18)

5km of new bus lanes and 28km of transit lanes added to the road network by end of 1999/2000 (19)

City West Link Road from Balmain Road to Boomerang Street opened to traffic



Task	How we are measured	What we achieved in 1999/2000
<b>MEETING STATE TRANSPORT NEEDS</b>		
<p>Develop the State Road network focusing on strategic routes to:</p> <ul style="list-style-type: none"><li>– promote economic growth</li><li>– improve road safety</li><li>– encourage greater use of public transport</li><li>– meet environment targets.</li></ul>	<ul style="list-style-type: none"><li>– Achieve 40% dual carriageway along the Pacific Highway by 2003.</li><li>– M5 East Motorway open to traffic in 2002.</li></ul>	<ul style="list-style-type: none"><li>– 22% of dual carriageway completed along Pacific Highway.</li><li>– 91% of major projects (over \$1M) completed were within budget or within 10% over budget.</li><li>– 94% of major projects (over \$1M) completed were within planned duration or within 10% over planned duration.</li><li>– M5 East Motorway on target for 2002 opening to traffic.</li><li>– Eastern Distributor opened to traffic.</li><li>– Continued the Pacific Highway upgrade program with openings of the Bulahdelah to Coolongolook Freeway, completion of the Tyndale Realignment north of Grafton, and the final section of the Taree Bypass. Construction began on the Yelgun to Chinderah Freeway. The improvements so far completed in this program have reduced the journey times between Sydney and Brisbane by over half an hour.</li><li>– Other Country NSW improvements included the Hume Highway Interchange at South Gundagai, the Illalong Deviation on the Burley Griffin Way (MR84), completion of dual carriageway construction on the New England Highway in Tamworth, the sealing of the Kidman Way, and the construction of the Gobba Bridge Deviation.</li><li>– Completed and opened the remaining section of the 602km Kamilaroi Highway to provide a continuous, dependable all weather road to the north west portion of New South Wales.</li><li>– EISs for Cross City and Lane Cove Tunnels progressed on schedule.</li><li>– Completed the improvements to City West Link Road and Heathcote Road.</li><li>– Woronora Bridge on schedule.</li></ul>
<p>Actively contribute to the "Whole of Government" approach to land use and transport planning.</p>	<ul style="list-style-type: none"><li>– Achieve zero growth in Vehicle Kilometres Travelled per capita by 2011.</li></ul>	<ul style="list-style-type: none"><li>– EIS for Liverpool–Parramatta Transitway prepared for August 2000 release.</li><li>– Implementation of real time bus passenger system on Sydney Northern Beaches trial route.</li><li>– Teleworking trial at Gosford conducted and to be extended to other centres, including Penrith.</li></ul>
<p>Maximise the efficiency of moving people and goods by:</p> <ul style="list-style-type: none"><li>– better managing the existing road network.</li><li>– encouraging people to use alternative forms of transport to the motor car (public transport, cycling and walking).</li></ul>	<ul style="list-style-type: none"><li>– Maintain average peak travel speeds in Sydney at existing levels.</li><li>– Increase the proportion of people using Bus and Transit Lanes.</li></ul>	<ul style="list-style-type: none"><li>– Average peak travel speeds at or near 98/99 levels achieved even with increased traffic volumes.</li><li>– Transport Management Centre opened September 1999.</li><li>– 5km of new bus lanes and 28km of transit lanes added to the road network.</li><li>– Commencement of Traffic Emergency Patrols and Traffic Commander operations for Sydney Metropolitan Area and F3 Freeway.</li><li>– Variable Speed Limit Signs along the M4 Motorway commenced operation.</li><li>– Traffic management of various major events including the Walk for Reconciliation, New Year's Eve celebrations, Gay and Lesbian Mardi Gras, Host City Marathon, World Cup Triathlon, and Royal Easter Show.</li><li>– Contract signed for the development and installation of Electronic Tolling systems for the Sydney Harbour Bridge and Tunnel.</li><li>– <i>Action for Bikes – Bike Plan 2010</i> released September 1999.</li><li>– Opening of pedestrian and cycle way on the converted Meadowbank rail bridge.</li><li>– RTA Big Ride from Tweed Heads to Sydney conducted.</li><li>– Support for Walk to Work Day</li></ul>
<p>Actively participate in the National road transport reform process to achieve National laws which improve efficiency, productivity and safety.</p>	<ul style="list-style-type: none"><li>– Reduce the cost to the New South Wales freight industry of vehicles operating across State borders.</li></ul>	<ul style="list-style-type: none"><li>– Changes to NSW road laws under the Australian Road Rules implemented from 1 December 1999.</li><li>– NSW implemented Combined Vehicle Standards to provide uniform construction and equipment standards for all vehicles. This will benefit the community through increased consistency in vehicle dimensions, common basic vehicle safety standards and uniform smoke and noise standards.</li></ul>

# DELIVERING RESULTS

Task	How we are measured	What we achieved in 1999/2000
<b>KEY RESPONSIBILITIES</b>		
Maintain State Roads and bridges to agreed economic, technical and environmental standards.	<ul style="list-style-type: none"> <li>– 88% of State Roads quality rated "good or better".</li> </ul>	<ul style="list-style-type: none"> <li>– 90% of State Roads ride quality rated "good or better".</li> <li>– 36 targeted timber bridges were replaced or restored under the Rebuilding Country Roads Program.</li> <li>– Bulahdelah to Coolongolook project received the International Erosion Control Association Environment Award.</li> <li>– Completed the sealing of the Cobb Highway (SH21) from Booligal to Ivanhoe.</li> <li>– Implemented a road maintenance reform package including the introduction of single invitation contracts and a road maintenance prequalification scheme for local councils.</li> <li>– 1999 RTA Environment Report released.</li> <li>– Roadcrack won the Engineering R&amp;D, Training and Processes category of the 1999 Engineering Excellence Awards.</li> </ul>
Reduce the trauma and cost to the community of road deaths and injuries.	<ul style="list-style-type: none"> <li>– Reduce road fatalities to 500 per annum by 2000.</li> </ul>	<ul style="list-style-type: none"> <li>– At 577 fatalities, the 1999 road toll was the third lowest since 1950.</li> <li>– The "Road Safety 2010" strategy was released in November 1999.</li> <li>– 106 Councils (covering 90% of the NSW population) have adopted 50 km/h urban speed zones.</li> <li>– The Country Road Safety public education campaign was developed and implemented to specifically address the rising road toll in country NSW.</li> <li>– 23 fixed digital speed cameras were erected at sites with high crash rates across the State.</li> <li>– The "Three strikes and you're out" speeding program was established to ensure that owners of heavy vehicles are also accountable for the behaviour of their drivers.</li> <li>– 21 Safe-T-Cam sites operating to monitor and modify behaviour of heavy vehicle drivers and owners.</li> <li>– Conducted a trial of vehicle-alcohol interlock devices aimed at addressing recidivist drink drivers.</li> <li>– Introduced <i>Move Ahead with Street Sense</i>, a new resource for educating Kindergarten-Year 6 children about road safety.</li> <li>– Community Road Safety Forum held in Bathurst to facilitate communication with stakeholders.</li> <li>– 1,162 primary schools participating in Safer Routes to School Program.</li> </ul>
Ensure that drivers and motor cyclists are eligible and competent.	<ul style="list-style-type: none"> <li>– Maintain licensed driver levels above 94% (Australian average).</li> </ul>	<ul style="list-style-type: none"> <li>– Licensed driver levels above Australian average.</li> <li>– The Graduated Licensing Scheme developed for introduction from 1 July 2000.</li> <li>– Passage of Road Transport (Driver Licensing) Amendment Act 1999 which provides for storage of images used to produce drivers licences, proof of age cards and other licences produced by RTA.</li> </ul>
Ensure that vehicles meet roadworthiness, road impact and emission standards and that they operate safely.	<ul style="list-style-type: none"> <li>– Vehicles with serious defects reduced.</li> <li>– Proportion of New South Wales motor vehicles tested against exhaust emission standards.</li> </ul>	<ul style="list-style-type: none"> <li>– Vehicle Identification Inspection Units commenced operations.</li> <li>– A survey of heavy and public passenger vehicles including B-doubles, road trains and buses indicated major defect rates of 4% or less. This result was less than the overall rate of 7% for all vehicle categories in the 1998 survey.</li> <li>– Botany and Penrith vehicle exhaust emission testing facilities operating.</li> </ul>
<b>CUSTOMER SERVICE</b>		
Ensure that drivers and vehicle transaction services are accessible and that the high standard of customer service is maintained.	<ul style="list-style-type: none"> <li>– Maintain "good or very good" Motor Registry customer satisfaction at 90% or above.</li> <li>– Increase the range of RTA services provided at Motor Registries.</li> </ul>	<ul style="list-style-type: none"> <li>– Customer satisfaction rated at "good or very good" by 91% of customers surveyed.</li> <li>– Newcastle Call Centre commenced operations.</li> <li>– Online selection and ordering of number plates from the RTA website implemented.</li> <li>– E-commerce transactions over the internet trialed for selected car dealers, and registration renewal of trailers and some business vehicles.</li> <li>– Driver Knowledge Test question bank published on the RTA website to improve knowledge of road rules, particularly for new drivers.</li> <li>– Successfully implemented Y2K-compliant business systems.</li> </ul>



# FINANCIAL OVERVIEW

## TOTAL ROADS PROGRAM

The amount expended on the 1999/00 roads program was \$2,310 million, compared with the revised budget of \$2,311 million for the year. Accounting adjustments of \$134 million, which relate to an actuarial reduction to the unfunded superannuation liability, reduces the RTA's total expenditure in the year to \$2,176 million. In achieving this result, we met Government commitments to specific initiatives, including Action for Transport 2010, the Pacific Highway Upgrading, Western Sydney Roads, and Rural and Regional Roads Programs.

## FUNDING SOURCES

Of the funding received during the year, State sources contributed some \$1,855 million or 85 percent which was approximately \$61 million more than in 1998/99. The Federal Government contributed \$326 million, or 15 percent of total funding, for National Highways in NSW, roads of national importance, accident blackspot treatments and under the Interstate Road Transport Act, 1985. The Federal Government contribution was approximately \$0.9 million more than the funding provided in 1998/99.

## OUR FINANCIAL PERFORMANCE

A summary of our financial performance in 1999/00, as compared to previous years, is shown in the Table below:

	Notes	Result 96/97	Result 97/98	Result 98/99	Target 99/00	Result 99/00	Target 00/01
Financial Performance Indicators							
Debt Servicing Cost as % of Roads Program		6.8	7.1	5.4	5.3	4.4	5.3
Asset Sales (\$M)	1	16.1	31.5	34.5	35.1	38.7	29.1
Interest Earned							
– Hourglass Facility	2	6.8	5.0	5.0	5.5	5.5	5.5
– Other Institutions		6.6	5.2	5.0	5.4	5.4	5.4

## General Notes

The RTA is a budget dependent agency funded by the State and Federal Governments. Many standard financial ratios are therefore not applicable.

1. Sale of surplus real properties including those acquired for roadworks, and which are no longer required. All dollar amounts reported in nominal terms.
2. Target represents benchmark rate as advised by Treasury Corporation.



FEDERAL EXCISE DUTIES

Following a High Court decision in August 1997 that declared State-based franchise fees invalid, arrangements were entered into between the States and the Federal Government to increase excise duty on fuel imposed by the Federal Government. The increase in duty on fuel was paid to the States, less an administration fee. During the year \$616 million was received, which excluded rebates paid by State Treasury from gross Federal excise payments. This arrangement ceases as part of the Federal Government Tax Reform Package commencing 1 July 2000.

In accordance with an amendment enacted to the Road Improvement (Special Funding) Act in 1998, 44.5 percent of funds received from the Federal Government under the above arrangements, less certain rebates paid by the State, were made available for the '3x3' program.

GOODS AND SERVICES TAX (GST)

The legislation passed on 8 July 1999, as part of the Federal Government's tax reform package requires business enterprises with a turnover exceeding \$50,000 a year to be registered for GST purposes. The official commencement date is 1 July 2000 although under certain transitional arrangements announced by the Australian Taxation Office, some contracts entered into before this date to provide goods and services may be subject to GST.

We will be affected by the introduction of the GST in a similar manner to most other business enterprises that are registered for GST purposes. In many instances we will be required to adjust our business processes and systems to account for the GST. However, under the Inter-Government Agreement there are provisions to exclude particular RTA fees and charges from the GST. The mechanism by which this is achieved is Division 81, titled A New Tax System (Goods and Services Tax) (Exempt Taxes, Fees and Charges) Determination 2000 (No.2). The Federal Treasurer's determination exempts the fees and charges on the Division 81 listing from being subject to GST.

A project team was created as part of the RTA's preparation for implementing the GST.

The project team presented GST information sessions in corporate and regional offices to representatives of all Directorates and technical sessions were also delivered to administrative staff to create an awareness of tax invoice processing requirements.

Figure 1 – Source of Funds 1999/00 \$2,176M

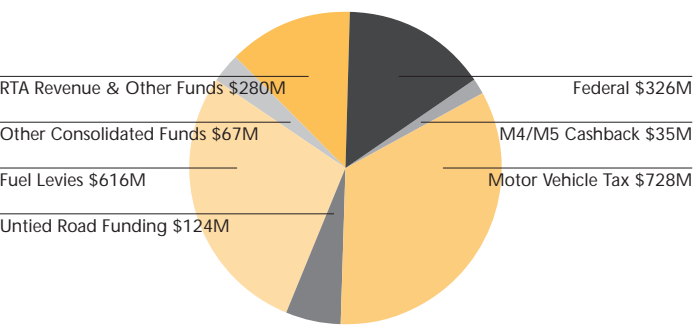
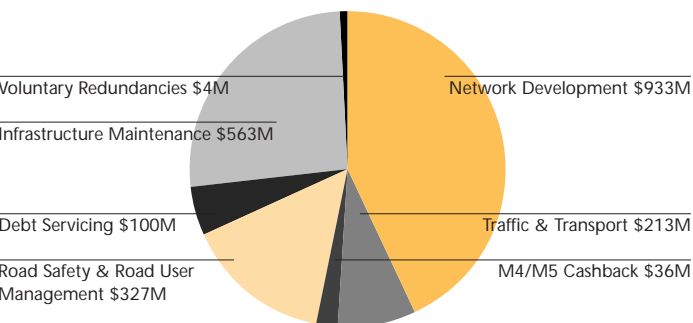


Figure 2 – Expenditure 1999/00 \$2,176M





# ENSURING TRANSPORT EFFICIENCY



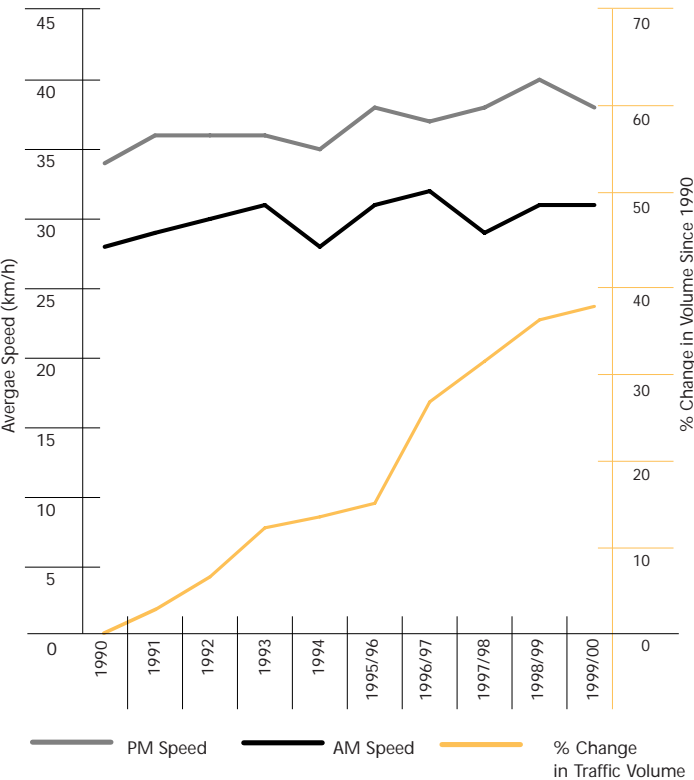


> THE MAIN CONTROL ROOM OF THE RTA  
TRANSPORT MANAGEMENT CENTRE,  
OPENED IN SEPTEMBER 1999



# ENSURING TRANSPORT EFFICIENCY

Figure 3 – Speed and traffic volume trends for seven major routes to and from Sydney



Maximise the efficiency of moving people and goods by:

- better managing the existing road network
- encouraging people to use alternative forms of transport to the motor car (public transport, cycling and walking).

There is an ever-growing demand on existing roads and traffic facilities as our economy grows and more drivers and vehicles use the road system. In response, we have put an increasing emphasis on continually improving the management and use of the existing network. A key challenge for transport efficiency is to encourage people to use their cars less and opt for the use of public transport, bicycles and walking.

### KEEPING THE TRAFFIC FLOWING

Improvements in 1999/00 focussed on:

- maintaining consistent travel times for motorists, particularly during peak hours, by reducing congestion and delays
- minimising disruption to traffic flow by responding more efficiently to incidents, and
- helping road users navigate the road system more effectively.

### More consistent travel times

During 1999/00 our programs succeeded in maintaining consistency of peak travel times on the State Road network in Sydney. For the overall metropolitan network, average speeds in 1999/00 were 36km/h for the AM peak and 39km/h for the PM peak, which were similar to speeds over the last four years.

On the seven major routes to and from the Sydney CBD, average speeds in 1999/00 were 31km/h for the AM peak and 38km/h for the PM peak. The trends in the average speeds for these major routes are compared with the increase in traffic volumes on these routes in Figure 3.

Despite traffic volume growth over the past ten years of 38 percent, the average peak speeds on the seven major routes are consistent with previous years.



## Reducing traffic disruptions

The management of unplanned incidents and planned community events that occur on NSW roads is an issue of key importance to the community and the NSW Government. Because of the extra activities and major events scheduled for the lead-up to the Sydney 2000 Olympic and Paralympic Games we placed greater emphasis on this area during the year.

### TRANSPORT MANAGEMENT CENTRE

Our Transport Management Centre (TMC) was opened in September 1999 and is providing innovative and integrated management of the State's road network. It is designed to take a whole-of-Government approach to meeting road based transport needs, including public transport, by placing key operators and the Police Service side-by-side.

The TMC will also provide a command capability for managing the transport task of the Sydney 2000 Olympic and Paralympic Games as well as other major events leading up to, and beyond, 2000.

The main role of the TMC is to ensure the road network is available to run to its capacity and this is achieved by managing unplanned incidents and special events, disseminating information and optimising the operation of traffic systems. It is the hub for identifying and directing the response to incidents such as crashes, breakdowns and spills, passing on information through radio reporters and variable message signs, fine tuning coordinated traffic signals and controlling other traffic operations.

Some key initiatives for the management of road incidents for the year included:

- appointment of Traffic Commanders to assume primary responsibility for traffic management around incident scenes on major roads
- establishment of 24 hour-a-day, 7 day-a-week Traffic Emergency Patrol service for motorists along major routes in Sydney and on the F3 Freeway
- development of a Driver Aid Scheme of Variable Message Signs (VMS) and cameras on the F3 Freeway
- installation of 45 Variable Speed Limit (VSL) signs on the M4 Motorway to allow displayed speed limits to be adjusted in response to prevailing traffic conditions
- implementation of 30 new VMS across the Sydney metropolitan area
- further expansion of closed circuit television coverage across Sydney, and
- attachment of a Police Liaison Officer, and two support officers to the Transport Management Centre, to further assist the working relationship between the two agencies.

### OLYMPIC ROADS & TRANSPORT AUTHORITY (ORTA)

ORTA was established by the State Government in 1997 to coordinate all transport during the Sydney 2000 Olympic and Paralympic Games, including roads, public transport and pedestrian and cyclist movement in Sydney.

The RTA has a key role to play in ORTA's plans by providing and managing the road system (including route and traffic management) which will transport the Olympic and Paralympic Family, spectators and Games workforce to Sydney Olympic Park, Homebush, and the many other Olympic venues around Sydney. As well, the RTA is responsible for ensuring that the daily non-Games travellers have maximum access to the road network.

Other State departments and agencies working with ORTA are Department of Transport, State Rail Authority, State Transit Authority, Bus 2000 and NSW Taxi Council.

### SPECIAL EVENTS AND 2000 OLYMPIC AND PARALYMPIC GAMES

Traffic Management Operation Plans were completed for all Sydney 2000 Olympic and Paralympic Games venues, routes and road events.

The Royal Easter Show at Homebush Bay in April 2000 was an official test event for the Games. It provided further opportunity for the RTA and ORTA to work together to develop transport options for Homebush Bay, such as regional bus services, and special event clearways and parking schemes, while still catering for the other road users in the area. Some 275,600 spectators used regional buses during the 2000 Easter Show.

Similar arrangements were trialed during events at Stadium Australia at Homebush Bay, including the 1999 NRL Grand Final and Bledisloe Cup matches with near capacity crowds. We were also involved in planning and operations for sporting and cultural test events at the other Homebush Bay venues and preparation for Olympic venues across Sydney, including special event traffic arrangements for major events held in the Moore Park precinct at the Sydney Cricket Ground and Sydney Football Stadium. The on-road Olympic events such as the Marathon and Triathlon were successfully trialed. We also played a significant role in the planning of the Olympic Torch Relay throughout NSW.

### NEW YEAR'S EVE 1999

The success of the traffic and transport arrangements for the 1999 New Year's Eve celebrations was a major achievement for the RTA and the other agencies involved. The planning for Corroboree 2000 and the Walk for Reconciliation across the Sydney Harbour Bridge which took place in May 2000 involved



VARIABLE MESSAGE SIGNS CONTROLLED FROM THE TMC INFORM MOTORISTS OF CHANGING TRAFFIC CONDITIONS

closing the Bridge to traffic for some nine hours and assisting in crowd management of about 150,000 people. The success of this event demonstrated our ability to handle the challenges of major community events.

### ELECTRONIC TOLLING

The RTA is installing a new Electronic Tolling System on the Sydney Harbour Bridge and is working with the Sydney Harbour Tunnel company to install it for the tunnel. A contract for the installation of this system was signed in December 1999 with Abigroup/Q-Free and a staged trial of all aspects of operation is continuing. The system will make it easier for motorists to pay the toll and ease congestion around the tollbooths.

In March 2000 a field trial demonstrated that Melbourne tags could be read by the system being installed on the Harbour Bridge. This is a major milestone in achieving interoperability for tolling systems within Australia. This was a vision of the Australian Transport Council in 1998 when it adopted a standard for Electronic Tolling in Australia. Other tollways are working with the RTA to make their systems compatible.

### IMPROVED SIGNPOSTING

In partnership with Tourism NSW and the NSW Council of Tourist Associations, we continued to play a lead role in the development of new tourist signposting strategies. Emphasis was on new Visitor Information Network signposting ('i' signs) and State border and tourism region 'welcome' signs.

Signposting was also a major feature of the transport preparations for the Sydney 2000 Olympic and Paralympic Games. We developed, designed and installed an estimated 15,000 guidance and regulatory signs for venues, Olympic family and regional bus routes, special event clearways, special event parking arrangements, park and ride schemes, and bus and rail interchanges.

#### **PUBLIC TRANSPORT**

In line with the Government's integrated transport objectives outlined in *Action for Transport 2010*, we are committed to improving priority for buses along major road corridors, on cross regional bus routes and to transport interchanges, through a program of improvements to public transport infrastructure. Bus priority measures target impediments to efficient bus operation and include bus lanes, transit lanes, priority traffic signals and bus bays along existing major bus corridors as well as rapid bus-only transitways.

In 1999/00, the program achieved:

- an increase in the total length of transit lanes by over 28km
- an increase in the total length of bus lanes by over 5km
- provision of a comprehensive Sydney CBD bus priority scheme, including red colouring of dedicated bus lanes to make them easily visible to motorists
- implementation of a package of bus priority works, associated with the opening of the Eastern Distributor
- upgrading of signposting and linemarking on every transit lane in the Sydney metropolitan area
- progress on the Liverpool to Parramatta Transitway
- improved bus stop facilities throughout rural NSW,
- public education campaigns encouraging the use of public transport, and
- a trial of bus passenger information systems on the Northern Beaches.

The red colouring of the George Street bus lane in the city has led to reductions in illegal usage by up to 70 percent.

#### **SHARING THE ROAD**

For some years we have been running public education campaigns under the theme *The Road is There to Share* to promote a better understanding of traffic facilities and the rights of different road users. This program continued in 1999/00.

This year, public education campaigns were largely associated with the introduction of uniform Australian Road Rules, including new rules for roundabouts and giving way to buses pulling out from the kerb. Themes of other public education campaigns included promoting buses as a mode of travel, introducing the new variable speed limit signs and generally reinforcing messages on sharing the road with buses, bicycles and pedestrians.

#### **CYCLISTS**

Cycling is an economic and efficient means of travel, as well as being healthy and environmentally friendly. In NSW, there are nearly 2 million bicycles with almost half of all households having at least one bicycle.

We are committed to promoting facilities for cyclists and making it safer to cycle. In September 1999, the Government released *Action for Bikes – BikePlan 2010*, a four-point plan designed to improve the bike network, make it safer to cycle, improve personal and environmental health and raise community awareness of the benefits of cycling.

*Action for Bikes – BikePlan 2010* sets out a costed 10-year plan for the provision of cycle facilities and for the promotion of cycling. It includes commitment for the RTA to build off-road cycleways wherever practicable when new roads are built and to create off-road cycleways wherever possible.

#### **More and better cycling networks**

In Sydney, eight cycleway projects which form part of the principal bicycle network were fully funded by the RTA and we assisted councils on a dollar-for-dollar basis with a further 40 local cycleway projects.

Major cycleways completed included:

- conversion of the old railway bridge from Meadowbank to Rhodes to a pedestrian and cyclist path
- construction of a pedestrian and bicycle path ramp from Victoria Road to the ANZAC Bridge
- stage I of the Homebush to Sydney CBD cycleway, and
- concept design of Homebush Bay to Fairfield cycleway.

In rural and regional NSW, 100 cycleway projects were completed during the year including:

- *Swansea*: Channel Street Stage I cycleway, Sandgate Road Cycleway at Newcastle
- *West Charlestown*: bypass cycleway
- *Minnamurra to Dunmore*: cycleway
- *Gwynneville to North Wollongong*: cycleway
- *Nyngan*: extension of cycleway
- *Grafton*: cycleway from bridge to Charles Street
- *Tamworth*: Calala Lane cycleway, and
- *Wagga Wagga*: cycleway.

## Australian Road Rules for Cyclists

In December 1999, the new Australian Road Rules introduced several changes to cycling rules, including permitting children under 12 years of age to ride on footpaths and allowing cyclists to turn right from left-hand lanes at multi-lane roundabouts. The new rules were promoted through a statewide public education campaign.

## Special events and promotions

We sponsored a number of bicycle events including:

- *Bike Week* which encourages the use of bicycles and promotes safe cycling
- the *RTA Big Ride* which celebrated its 10th anniversary with a 1,100km trip from Tweed Heads to Sydney, and
- *RTA Cycle Sydney* which encourages new cyclists, including families, to cycle in Sydney.

## PEDESTRIANS

During the year we worked on a number of initiatives to improve pedestrian movement and safety.

One major initiative known as Pedestrian Access and Mobility Plans (PAMPs) continued in partnership with local councils to improve planning for pedestrians. It involved drawing up plans for a specific locality, which recognised the particular needs of

commuters, school children, the elderly, people with disabilities, recreational walkers and tourists. The plans identified existing facilities and determined where access and mobility needed to be improved.

PAMPs have been developed for Marrickville, North Sydney, Bankstown, Burwood, Canterbury and Hurstville. Other plans are being developed in Auburn, Blacktown, Blue Mountains, Campbelltown, Fairfield, Liverpool, Penrith, Strathfield and Willoughby.

We supported the Pedestrian Council of Australia, which facilitated the 1999 Pedestrian Summit and *Walk to Work Day* 1999. These activities encourage walking as a travel option and educate the community to reconsider travel choices and reduce car use.

Other programs for pedestrians included:

- pedestrian bridge program funded by commercial advertising with priority given to providing bridges near schools
- installation of tactile push buttons and kerb ramps to assist pedestrians with visual and mobility impairments
- installation of traffic signals and construction of pedestrian crossings at various locations
- implementation of school zones to enhance pedestrian amenity and safety at 130 sites, and
- appointment of supervisors at an extra 19 school crossing sites.

## Traffic in local streets

Our partnership with local councils is the cornerstone of local street environment initiatives which promote the management and reduction of through-traffic in mainly high pedestrian concentration areas, such as residential and town centres. Measures to improve the amenity of these streets included traffic calming treatments such as roundabouts and slow points. Projects completed in 1999/00 included:

- *Balmoral*: The Esplanade
- *Rydalmere*: Kirby Street, and
- *Morpeth*: Main Street.

## TELEWORKING

Following the successful 1998/99 trial of the West Gosford telecentre established for our staff who live on the Central Coast and commute to either Sydney or Newcastle, we expanded teleworking opportunities for other staff. The centre provides opportunities for staff to work for part of the time closer to home. Plans are also underway to establish a second telecentre at Penrith for staff living in western Sydney and the Blue Mountains areas.

The telecentres are models for the NSW Government Telecentre Program currently being established by the NSW Premier's Department. We continued to provide information on teleworking to business, commuters, other Government departments and agencies and the community through our website ([www.rta.nsw.gov.au/telework](http://www.rta.nsw.gov.au/telework)).

We continued to assist ORTA in its promotion of teleworking as an alternative to commuting during the Sydney 2000 Olympic and Paralympic Games. This included responding to enquiries from businesses seeking assistance in setting up teleworking programs and alternative office sites (satellite offices/telecentres) for the Games period.

## CAR POOLING

We undertook market research to investigate the potential for providing car parking facilities for commuters who live on the Central Coast and who informally car pool to and from Sydney each day. Key findings were:

- the majority of people start their journey between 5am and 6am
- 92 percent use their own vehicle to get to the car park
- on average, each vehicle carries three people including the driver
- the majority car pool five days a week
- surfaces and security are the main problems with car parks, and
- with the exception of Kariong, the majority are satisfied with location of car parks.

## WORKING WITH OTHERS

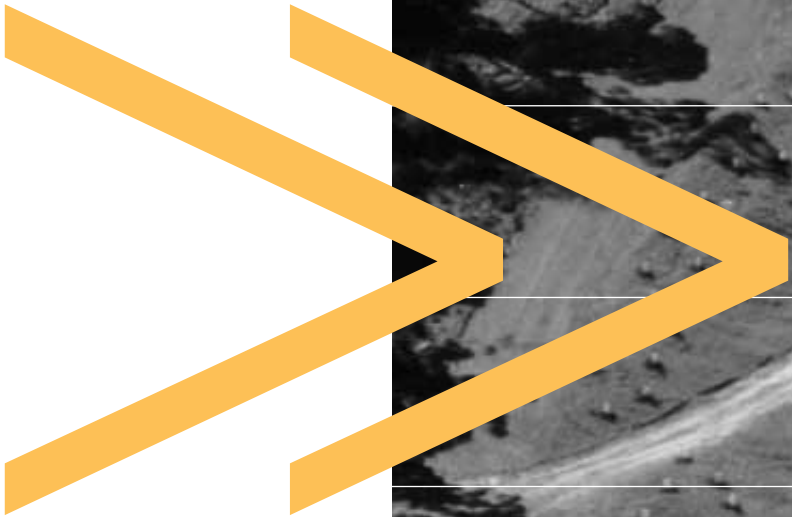
Although we have the lead role in managing traffic, we do not work alone. In 1999/00, we:

- continued to work in partnership with local councils in managing the road network, delivering traffic and transport programs, and meeting local community needs
- consulted with major community groups representing different road users, ensuring traffic management solutions balanced often conflicting requirements, and
- conducted ongoing research into community expectations and satisfaction with traffic facilities and services.





# DEVELOPING THE ROAD NETWORK







> THE \$140 MILLION BULAHDELAH TO COOLONGOLOOK FREEWAY, NORTH OF NEWCASTLE, OPENED IN OCTOBER 1999



# DEVELOPING THE ROAD NETWORK

Develop the State Road network focussing on strategic routes to:

- promote economic growth
- improve road safety
- encourage greater use of public transport
- meet environmental targets.

By providing an efficient road network for both passenger and freight requirements, the RTA makes a vital contribution to the economic development of NSW and to the NSW Government's *Action for Transport 2010*. Launched in 1998, this ten year strategic plan outlines the transport and road initiatives NSW needs to take into the new millennium.

Improvements to the road network impact directly on the more efficient movement of produce which, in turn, enables industry to be more efficient, reduces costs and leads to job creation. During the year, in consultation with the Department of Urban Affairs and Planning and other regulatory authorities, we continued developing the following projects:

## Cross City Tunnel

The Cross City Tunnel will comprise twin, two-lane tunnels which link the Kings Cross tunnel with the Western Distributor. The project is estimated to cost \$400 million and will be electronically tolled. By removing the east-west traffic from the surface road network, the environmental quality of central Sydney will be improved, travel times reduced and accessibility within central Sydney greatly improved. The network of bus lanes will be also extended.

During 1999/2000 there was extensive consultation over design options and an Environmental Impact Statement (EIS) was prepared for release in August 2000. Subject to satisfactory environmental assessment, work will commence in 2001 and be completed in 2004.

## Transitways

One of the strategies proposed in *Action for Transport 2010* is a network of rapid bus-only transitways for western Sydney. The first of these transitways to be constructed will be the Liverpool to Parramatta transitway (LPT) which will enhance travel choice and reduce travel times for the 500,000 people who live in the Liverpool, Fairfield, Holroyd and Parramatta Local Government areas. It will link major residential areas with the employment zones of Smithfield and Wetherill Park.

The LPT will be 30km long and is estimated to cost \$200 million. During 1999/00 an Environmental Impact Statement (EIS) was drafted and concept plans prepared. The EIS will be released in August 2000.

Expressions of interest for the operation of the network have been evaluated and, subject to satisfactory environmental assessment, construction will be completed in 2003. Further work on the *Western Sydney Transitway Network Overview Report* is underway and is expected to be released in 2001.

## Western Sydney Orbital

The proposed Western Sydney Orbital (WSO) will comprise about 39km of new divided carriageway motorway including major grade separated interchanges at 15 locations between the M5 and the Hume Highway at Prestons, and the M2 at West Baulkham Hills. It will be part of the National Highway system through Sydney and, as such the Federal Government is responsible for funding its construction and maintenance. Estimated cost of the project is \$1.2 billion.

The WSO will be the final link in Sydney's high standard orbital road network, connecting all of Sydney's motorways (M5, M4 and M2) and providing high standard access to and from all parts of Sydney as well as linking all major employment and residential areas. It will bypass 56 sets of traffic signals and save up to one hour in travel time between Liverpool and Pennant Hills.

The proposal will encourage further investment in new industries due to potential savings in transport costs, create up to 1,200 jobs during construction, and, by lowering transport costs, encourage more jobs in western Sydney. The Environmental Impact Statement is being prepared in consultation with the Federal Government.

Some 200,000 newsletters on the proposed WSO were distributed in Arabic, Chinese, Croatian, Greek, Japanese, Korean, Serbian, Spanish, Turkish, and Vietnamese. An 1800 information line was provided using the same ten languages.

## Lane Cove Tunnel

The Lane Cove Tunnel project will link the M2 with the Gore Hill Freeway and complete a missing motorway link connecting the north west sector of Sydney with the CBD. It will be 3.4km long and is estimated to cost \$550 million. The project is proposed to consist of twin, two-lane tunnels and will be electronically tolled. It includes widening the Gore Hill Freeway to provide transit lanes to improve bus travel. North facing ramps at Falcon Street on the Warringah Freeway will also form part of the project.

An overview report on the Lane Cove-Gore Hill corridor which examined the impact of the proposed tunnel on the corridor was released in December 1999.

Travel times for motorists and bus passengers will be significantly reduced. Less traffic will use Epping Road and the Local Road network. Pedestrian safety will also improve. An Environmental Impact Statement (EIS) will be released in early 2001 and subject to approval, construction is planned to begin in 2002.

### IMPROVING ACCESS WITHIN SYDNEY

During 1999/2000 several major road projects were completed and opened to traffic, and others were under construction.

#### Eastern Distributor

In December 1999 the Eastern Distributor was opened to traffic as a toll road. Together with the widening of Southern Cross Drive it provided motorway conditions between the Sydney Harbour Tunnel and Sydney airport. It forms an eastern segment of the Sydney Orbital. In addition to providing congestion-free access to the airport from the City centre and the north shore, the Eastern Distributor has rejuvenated the environment of East Sydney, Darlinghurst and Surry Hills.

#### M5 East Motorway

Work on this \$750 million project, the largest infrastructure road project to be built to date under an RTA contract, is on schedule to open mid-2002. The new 10km four-lane dual carriageway will run from the existing M5 at King Georges Road, Beverly Hills, to General Holmes Drive at Sydney Airport.

The construction of the 4km long tunnel between Bexley Road and Marsh Street began in June 1999 and the 0.5km long tunnel under the Cooks River in September 1999. A 3.3km section for a cycleway around the western side of Sydney Airport was opened in December 1999.

The completed M5 East Motorway will provide a fast, reliable freight link between the growing industrial areas in South Western Sydney, Sydney Airport and Port Botany. It will reduce noise and traffic on local streets, particularly from heavy vehicles, and improve road safety.

#### City West Link

The section of the City West Link between Balmain Road and Dobroyd Parade, Haberfield was substantially completed in 1999/2000. Involving complex construction above the railway at Lilyfield, and a new bridge over the Hawthorne Canal, the link provides a new arterial road from the west to the City Centre via the new Anzac Bridge.

#### Woronora Bridge

Construction is continuing on schedule on a new four lane bridge over the Woronora River at Woronora. With upgraded approach roads, the bridge will replace the old two lane low-level bridge and its hairpin bend approaches, which are notorious for traffic delays and for large vehicles becoming stuck. The communities on both sides of the river will no longer be subject to such delays when the new bridge opens to traffic later in 2000.

#### Windsor Road/Old Windsor Road

Construction continued on upgrading Old Windsor Road with the following works scheduled:

- upgrading of Old Windsor Road from Seven Hills Road to Schofields Road/Windsor Road to a four-lane divided road
- upgrading of Windsor Road to a four-lane divided road from Schofields Road to Garfield Road
- construction of a high level flood evacuation route across South Creek at Windsor, in conjunction with Department of Land and Water Conservation
- provision of new traffic signals at a number of intersections on Windsor and Old Windsor Roads
- completion of works on the Windsor Road intersection at Schofields Road and on the Old Windsor Road at Sunnyholt Road and Balmoral Road, and
- upgrading of Windsor Road to a four-lane divided road from Roxborough Park Road to Showground Road.

#### Cowpasture Road

In March 2000 the widening of Cowpasture Road to four lanes was completed between Elizabeth Drive and The Horsley Drive at Bossley Park. In a rapidly developing part of south western Sydney, this widening has provided safe access to and from local residential side streets, as well as an important north-south route for commercial traffic.

#### Elizabeth Drive

As an important bus route and access road between the growing suburbs of south western Sydney and the town centres of Liverpool and Cabramatta, Elizabeth Drive has been widened between Cowpasture Road and Cabramatta Road.

### IMPROVING ACCESS BETWEEN CITIES AND REGIONS

We are undertaking programs on five of the major routes that link the greater metropolitan area and regional NSW.

#### Princes Highway

Our goal is to provide four lanes from Sydney to Kiama by 2010 as outlined in the State's *Action for Transport 2010*. Works underway include the Oak Flats interchange and preconstruction work for the North Kiama Bypass. New ramps to and from Helensburgh are under construction.

#### F5/Hume Highway

Investigations into the provision of additional on/off ramps on this National Highway in the Campbelltown area are underway.

#### Great Western Highway

In August 1998, the NSW Premier announced a \$360 million program for the provision of four lanes from Penrith to Katoomba and other works to the west of Katoomba. Subsequently, the Federal Minister for Transport and Regional Services committed an additional \$100 million to the route as a Road of National Importance. Works currently underway are at Linden Bends and Faulconbridge. Advanced planning is underway for Leura to Katoomba, Shell Corner, Medlow Bath bridge replacement, Soldiers Pinch and Hartley Vale.



TUNNELLING WORK IN PROGRESS ON THE M5 MOTORWAY EXTENSION

#### New England Highway

Our goal is to provide 80 percent dual carriageway between Newcastle and Muswellbrook by 2010. Planning for the Muswellbrook bypass is well advanced and further consultations were held over options in the vicinity of Allandale for the F3 to Branxton link. The progress of these works is dependant upon the level of funding provided by the Federal Government as part of the National Highway Program.

#### Federal Highway

The third stage of the Federal Highway upgrade at Lake George was opened in August 1999. This 12km stretch of northbound carriageway along the scenic shores of Lake George, completes 24km of road works that began in 1996. The completion of the Federally funded Lake George project was a major step in the provision of dual carriageway conditions from the Hume Highway to the ACT and provides motorists with improved travel times and road safety benefits.



Rebuilding Country Roads Program (RCRP)

Under *Action for Transport 2010*, the RTA is committed to spending at least \$100 million a year on this program, with \$117 million spent in 1999/00. The program aims to:

- support the rural industry and underpin export competitiveness by focussing road investments towards the needs of the road transport industry, including its role in providing efficient rail transport, and
- ensure country roads are wide and strong enough for legal travel as well as being available for travel in a safe, reliable, consistent manner without undue delays, especially during prolonged periods of wet weather or flooding.

The program involves major works to renew road and bridge infrastructure to the latest standards, rather than simply patching roads that were built to previous standards. Roads and bridges that are important to rural industry are being restored or replaced. It illustrates the State Government's long term commitment to rural areas by investing for the next generation of country industries and communities.

The first stage of the RCRP includes the \$129 million Country Timber Bridge Program. 140 timber bridges are being replaced or restored. Thirty six were completed by 30 June 2000.

Kamilaroi Highway

On 13 February 1999, the 602km Kamilaroi Highway was officially proclaimed by the Minister for Roads, with the final 64km sealed link being completed in December 1999. The project was a team effort with funding provided by the State Government, the sealing program managed by the RTA, and the work carried out by the Walgett and Brewarrina Councils.

The highway, named after the Kamilaroi Aboriginal people of north western NSW, now provides a dependable all weather road to the north west portion of NSW for local residents, the trucking industry and the tourist industry.

UPGRADING THE PACIFIC HIGHWAY

In January 1996 the Pacific Highway Reconstruction Program Agreement was signed by the Federal and NSW Governments. It involves Federal financial assistance for improvements to the Pacific Highway from July 1996 to June 2006.

The ten-year agreement requires the NSW Government to maintain its existing commitment of \$100 million a year to the Pacific Highway for major projects, maintenance and minor works, plus an additional \$120 million a year funded equally by the NSW and Federal Governments (\$60 million each).

The \$2.2 billion program has already achieved some important milestones during its first four years, with 14 major projects and 16 additional projects opened to traffic, construction currently underway at 9 sites and 16 projects being planned.

The NSW Government is committed to developing the whole Pacific Highway as a dual carriageway route. *Action for Transport 2010*, released in December 1998, confirms this commitment and the NSW Government is looking to the Federal Government to match the NSW commitment by continuing the existing joint funding arrangement beyond 2006.

Major highlights of the upgrade program during 1999/2000 included:

- August 1999 environmental approval for Brunswick Heads to Yelgun project to proceed
- September 1999 display of Environmental Impact Statement for Bangalow to St Helena
- October 1999 completion of the Bulahdelah to Coolongolook Freeway
- December 1999 commencement of construction of Coolongolook to Wang Wauk
- December 1999 display of Environmental Impact Statement for Karuah bypass
- February 2000 commencement of studies for upgrade at Bulahdelah
- March 2000 commencement of construction of Yelgun to Chinderah Freeway
- March 2000 environmental approval for Bonville Deviation project to proceed

- March 2000 commencement of construction of Tandys Lane upgrade
- March 2000 display of Environmental Impact Statement for Cooperbrook to Moorland
- April 2000 completion of the final section on the Taree Bypass, and
- June 2000 completion of the Tyndale Realignment, north of Grafton.

Bulahdelah to Coolongolook Freeway opened

The \$140 million Bulahdelah to Coolongolook Freeway, north of Newcastle, was officially opened in October 1999, two months ahead of schedule. The 22km dual carriageway project is the biggest single stage of the \$2.2 billion Pacific Highway upgrading program completed to date.

The project bypasses over 60 bends, including two of the most notorious highway blackspots at Wootton and O'Sullivan's Gap. In the last 10 years the old section of highway saw 658 accidents in which 35 people died and 402 were injured.

The new freeway now provides a safer, easier journey for the 11,000 vehicles that travel the route each day.

The project also included extensive environmental initiatives including:

- landscaping with more than 85,000 native trees and shrubs
- construction of five green-thighed frog underpasses and extensive biological studies of the species
- 18 fauna underpasses and 30km of 'floppy top' fencing to direct animals to underpasses and prevent them accessing the highway, and
- preservation of Aboriginal artefacts.

The project also included nine bridges, four arch structures and two cattle and machinery underpasses. It has two fully equipped rest areas and 21 car pull-over spots to encourage motorists to break their journey and *Stop. Revive. Survive.* to prevent driver fatigue.

Yelgun to Chinderah Freeway

A \$2 million road safety package was put in place on the Burringbar Range, south of Murwillumbah, after a spate of serious and fatal accidents identified parts of the road as blackspots.

The Yelgun to Chinderah Freeway, which commenced this year will completely bypass the Burringbar Range bringing enormous benefits in terms of improved safety and travel times for motorists passing through the scenic Tweed Valley. It will be the biggest project undertaken in the \$2.2 billion 10 year Pacific Highway upgrading program. The new freeway, which will be built at a cost of \$348 million will be a major engineering achievement and will include:

- 28.6km divided dual carriageway separated by medians up to 11m wide
- 59 bridges over creeks, roads and drains
- 3 major road interchanges/ intersections, and
- a tunnel under Cudgen Road.

A number of features have also been included to make sure local fauna and flora are protected. These include fauna over/under passes, seed collection and germination of local species for future landscaping and soil erosion and sediment controls. Archaeological site management and koala studies have also been included.



## PROGRAMS WITH ECONOMIC RETURNS

During the year, our Road Network Development Program expenditure was nearly \$750 million (including State and Federal funding) on major construction projects of over \$1 million each. This expenditure continued to provide the community benefits at least three times greater than its cost – the fourth consecutive year this has been achieved. Figure 4 illustrates the distribution of project benefit/cost ratios from project funding over the past four years.

More than 75 percent of our 1999/00 construction funding has been spent on projects with benefits amounting to more than twice the cost.

## ON TIME AND WITHIN BUDGET

During the year, 28 major projects with individual project costs of more than \$1 million each were completed. Total expenditure on these projects was \$517 million. Project time and budget performance summaries are shown in the following table:

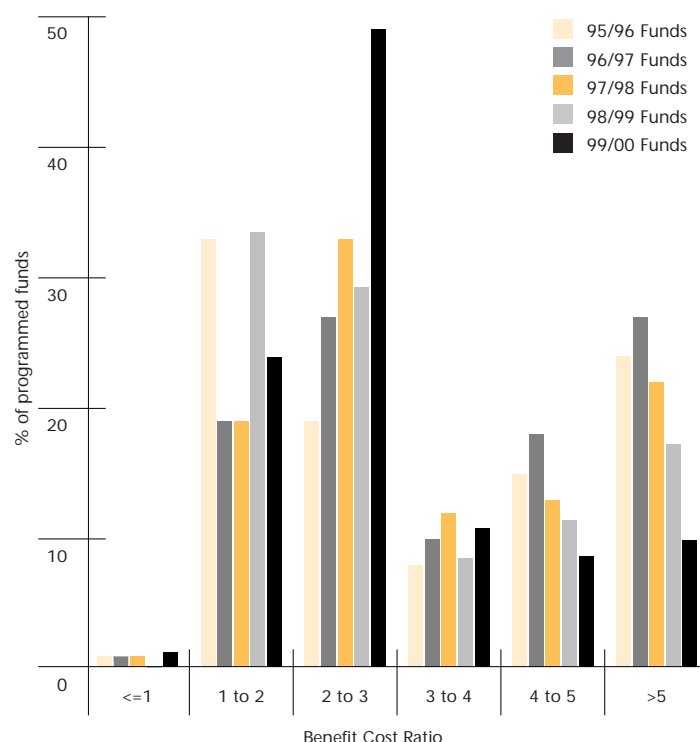
## CONTRACT MANAGEMENT

As an outcome of the cooperative approach developed through the NSW Construction Policy Steering Committee (CPSC) we continued to support industry development to improve productivity.

There was continued focus on improving the management of occupational health and safety and improving the environmental responsiveness of the construction industry. Opportunities were identified to make greater use of information technology to improve productivity. Our model specifications and test methods are freely available on the internet and our offices have direct access to Australian Standards through the Standards Australia online facility.

In line with Government policy, new requirements for the management of industrial relations were introduced through the *Building and Construction Industry Security of Payment Act 1999 (NSW)*.

Figure 4 – Return on Construction Expenditure



## PROJECT TIME AND BUDGET PERFORMANCE

Project delivery	Number of projects	Total expenditure \$ million	% of projects weighted by project
<b>cost</b>			
Completed within budget or within 10% over budget	22	473	91
Completed within planned duration or within 10% over planned duration	17	487	94



# MAINTAINING ROADS AND BRIDGES



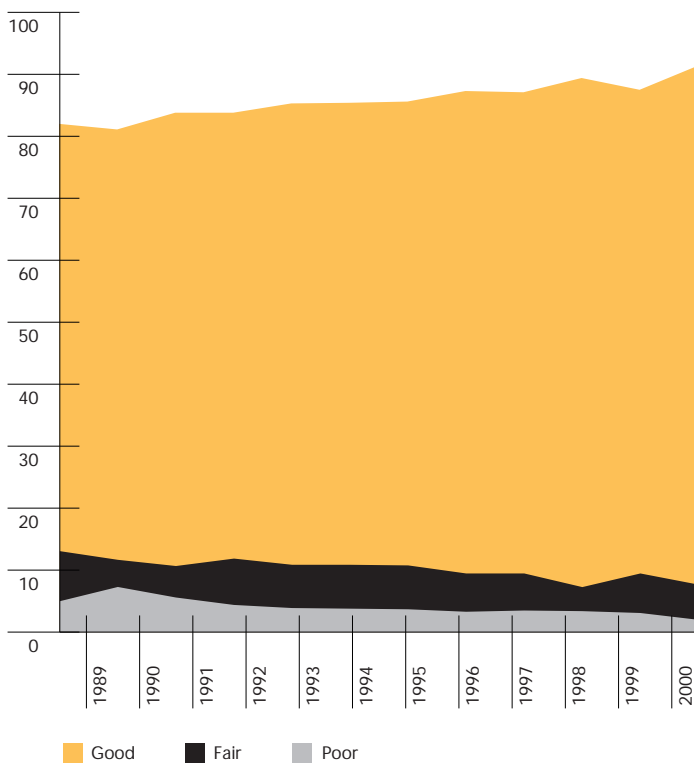


> THE STONework ON THE SYDNEY HARBOUR BRIDGE IS CLEANED USING AN ABSEILING TECHNIQUE



# MAINTAINING ROADS AND BRIDGES

Figure 5 – Ride Quality % on State Roads (including National Highways)



Maintain State Roads and bridges to agreed economic, technical and environmental standards.

The NSW road network is a significant public asset which must be continually maintained to ensure reliability, safety and to retain its value. Our responsibilities are far reaching and include spending more than \$610 million a year maintaining:

- 17,783km of State Roads which carry 70 percent of all traffic in NSW
- traffic facilities such as traffic lights, roundabouts, signs and linemarking
- 4,275 bridges and major culverts on State, Regional and Local Roads
- 2,919km of Regional and Local Roads in the unincorporated area, and
- 9 vehicular ferries.

We also:

- resurface about 10 percent of all NSW roads annually, and
- assist local councils manage 18,430km of Regional Roads.

## KEEPING THE NETWORK IN GOOD ORDER

In 1999/00 roads with significant economic importance and high vehicle use were targeted for improvement via the Rebuilding Country Roads Program in line with our objective to make road conditions throughout the State suit the particular use of roads and transport routes.



## PAVEMENTS

'Ride quality' (a measure of the roughness of travel over road surfaces) is a primary indicator of road conditions and customer needs. During 1999/00, ride quality on National and State Roads recovered after a slight fall in that year as a result of substantial flooding in NSW during 1998/99. The recovery reflects the \$119 million program of disaster repairs. Rating of ride quality as 'good' exceeded 90% for the first time. (Figures 5, 6, 7)

The level of service on key National Highways and State funded corridors has become much more consistent over the past five years.

'Pavement durability' is a measure of road surface cracking. We achieved a level of 77.3% 'good', an improvement on the previous year. (Figure 8)

## BRIDGES

Deficient bridges cause a negative impact on freight transport. Currently nine out of 4,127 (0.2 percent) bridges on State Roads are considered deficient, see Figure 9.

Deficient bridges are those that are:

- washed away and closed to traffic
- load and/or speed limited, or
- supported by undertrussing, bailey bridging or replaced with emergency bridging.

The NSW Government's \$129 million Country Roads Timber Bridge Replacement Program which will restore or replace where necessary 140 country timber bridges has reduced the number of deficient bridges on State Roads from 16 to nine during 1999/00, and will continue to reduce bridge deficiencies. Thirty six bridges were completed by 30 June 2000.

## ROADCRACK

Our multi-award winning RoadCrack technology, developed in partnership with the CSIRO over the past five years, has been an outstanding success and paid dividends, both in terms of road maintenance repairs and commercial success. In 1999 RoadCrack won the NSW Engineering Excellence Award presented by the Institution of Engineers Australia's Sydney Division, the Institution's National AusIndustry Innovation Award and the CSIRO Medal for Excellence in Research.

RoadCrack comprises sophisticated computer equipment installed into a 6-tonne truck with a lap top computer providing information to the operator. The vehicle, which can operate at up to 100km/h, gives instant feedback on the surface condition of a range of road surfaces. Cracks as small as 1mm in width can be detected and classified as either transverse, longitudinal or 'crocodile' in pattern.

RoadCrack has been accessed by three other States, most notably South Australia where the RTA completed about 10,000km of their road network survey for 1999. Expressions of interest to commercialise the technology are being assessed.

Figure 6 – Roughness on Major Country State Roads

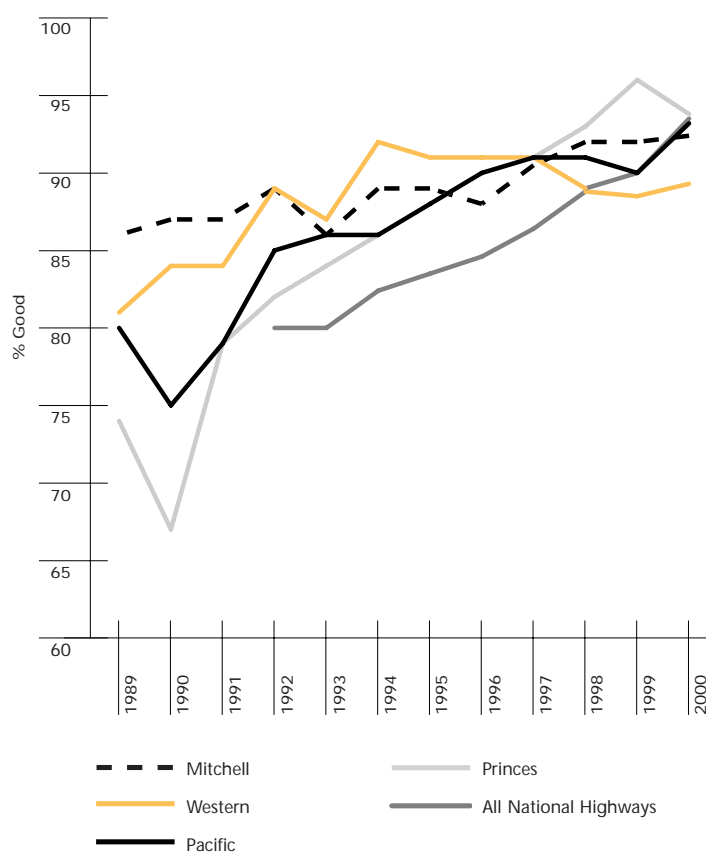
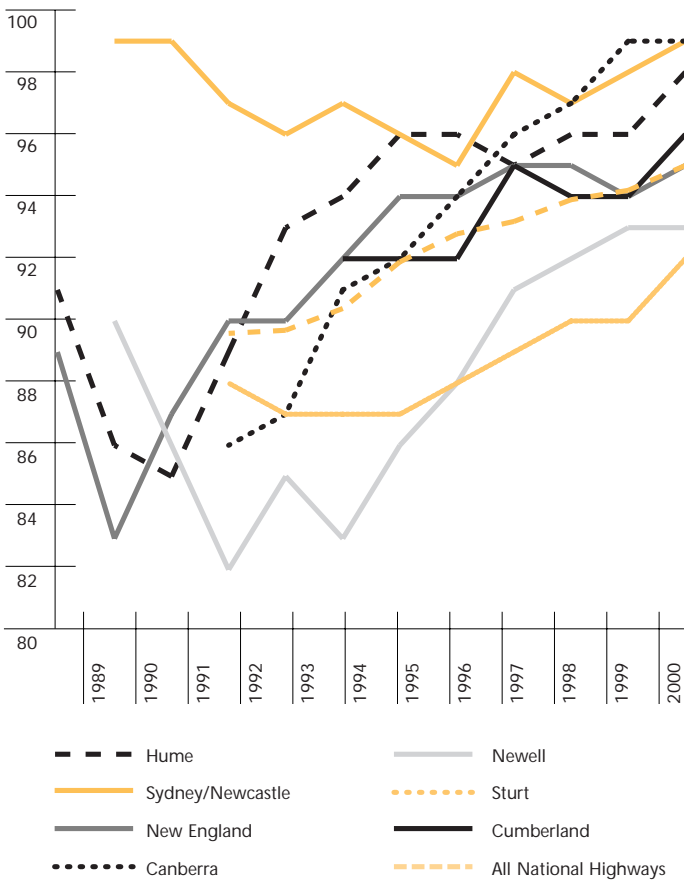


Figure 7 – Roughness % Good on National Highway Routes



**ROAD MAINTENANCE REFORM PACKAGE**

This NSW Government package announced in November 1999 represents a significant step forward for road maintenance. It initiates major improvements in road safety, road environmental management, worker safety, the quality of roadworks and value for taxpayers' money while supporting the long term viability of rural communities and re-investment in a rural road network and supports viable industries. Local Government and the RTA Road Services have responded very positively to the program.

The package has also established minimum response times for repairing defects which could affect road safety. This will limit road user exposure to unexpected defects such as potholes.

There are three key reforms. Firstly, maintenance works would continue to be undertaken by existing providers, primarily our Road Services organisation and local councils, thereby securing country and regional employment.

Secondly, the reforms would establish minimum standards for worker safety, traffic control and safety, as well as environmental protection. Thirdly, we will pursue efficiency gains via benchmarking using consistent standards of work quality arising from the introduction of a contractual relationship.

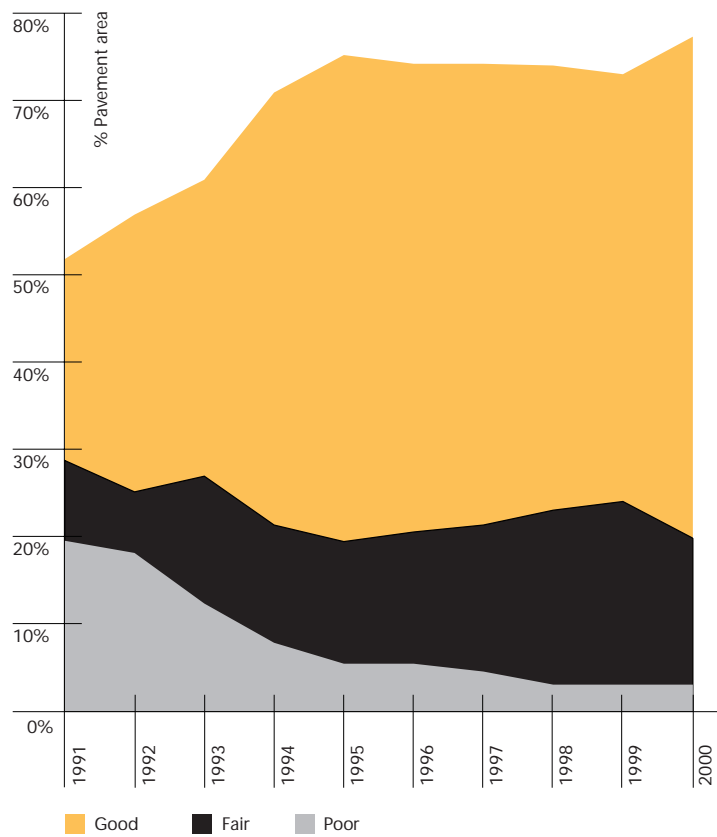
Existing contracts for maintenance works on State Roads currently undertaken by the private sector are continuing. We have developed contract documents in consultation with our in-house service providers and local government. The contracts, which are managed under our Prequalification Scheme for Construction Industry Contractors, require that all providers develop adequate management control systems for safety, environmental control, cost control and product quality.

We have conducted information sessions with local government to advise on how to develop and implement management systems which were adapted to suit the scope of the works.

**AUDIT ON ROAD MAINTENANCE**

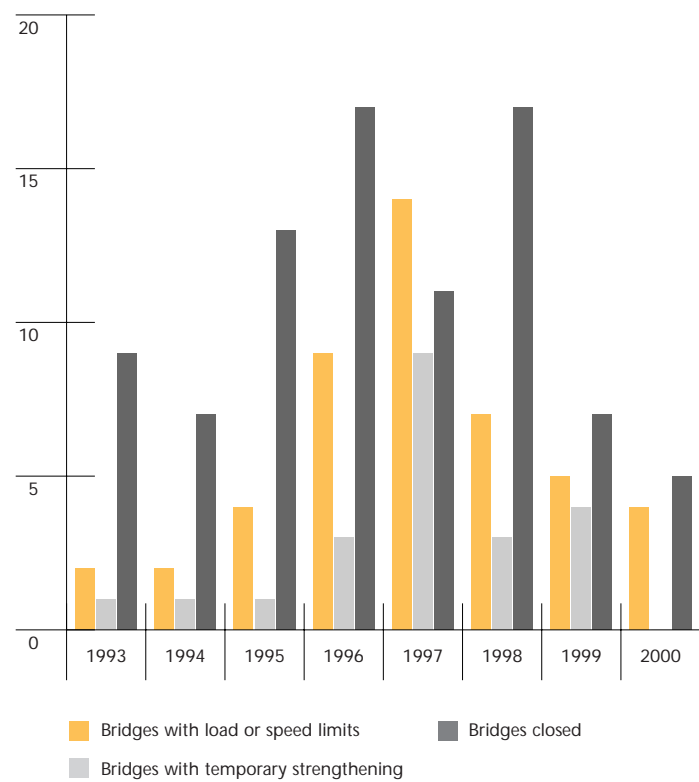
In December 1999 the State Audit Office completed a program audit of our maintenance planning. The Office was of the opinion that "the RTA is taking positive steps in planning for road maintenance and in many instances follows best practice. There are, however, some important improvements which need to be implemented in order to enhance the efficiency and effectiveness of road maintenance". We are implementing the recommendations of the report.

Figure 8 – Pavement Durability on Sealed Country State Roads (including National Highways)



Since 1998, new automated technology has been used to collect Pavement Durability data.

Figure 9 – Deficient bridges on State Roads ( including National Highways)





> STUDENTS DEMONSTRATE THE CORRECT WEARING OF BICYCLE HELMETS, JUST ONE COMPONENT OF THE *MOVE AHEAD WITH STREET SENSE* PROGRAM





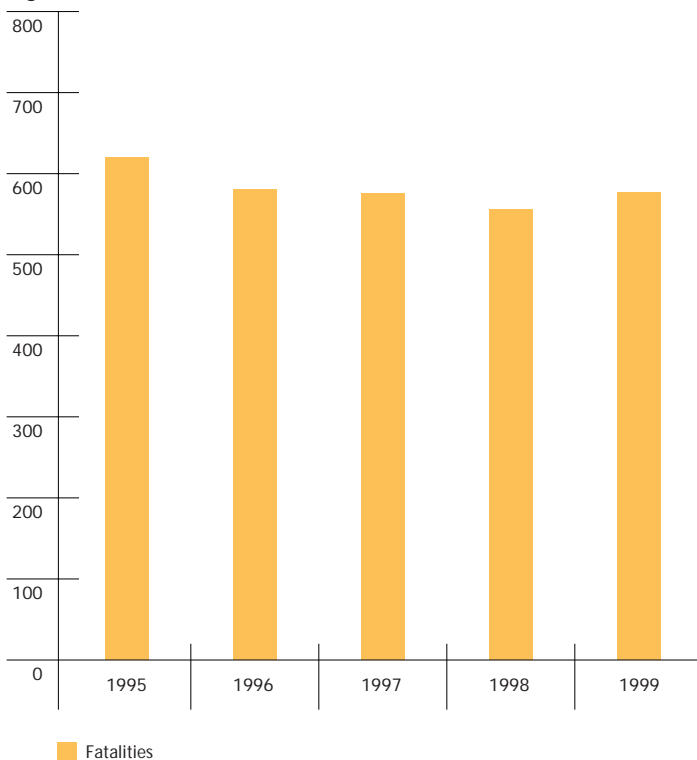


# THE ROAD SAFETY CHALLENGE



# THE ROAD SAFETY CHALLENGE

Figure 10 – Fatalities in NSW 1995–1999\*



\* Provisional data for 1999

## ROAD SAFETY 2010

In November 1999, the Minister for Roads released *Road Safety 2010 – a Framework for Saving 2000 Lives by the Year 2010 in NSW* (*Road Safety 2010*). This major road safety strategy replaces the previous *Road Safety 2000* and reflects the evolution of ideas since 1990. *Road Safety 2010* has four prime actions – safer people, safer roads, safer vehicles and community based action. It sets out the key initiatives being addressed over the next few years and describes the directions for road safety over the next decade.

## FACTS AND FIGURES

In the twelve months ending 30 June 2000, there were 587 fatalities on NSW roads, up 5 percent (29) from the 558 deaths in the year to 30 June 1999. See Figure 10.

Although the 1999 road toll of 577 fatalities was higher than for 1998, it was still the third lowest fatality total since 1950.

Significantly reduced road crash fatalities were recorded in a number of key road user groups:

- passenger fatalities were down 6 percent on 1998 (the third-lowest total since 1945), and
- fatalities aged 21 to 25 and over 70 were down 21 percent and 12 percent respectively.

Overall, NSW's performance in minimising road fatalities compared favourably with the most recent results from other industrialised countries. See Figure 11. However, we are committed to achieving the State Government's *Road Safety 2010* target of halving the road toll by the end of 2010.

## SOME CAUSES OF ACCIDENTS

Analysis of 506 fatal crashes in 1999 revealed:

- speeding was a factor in around 40 percent of fatal crashes
- driver fatigue contributed to about 18 percent
- illegal alcohol levels were evident in at least 17 percent, and
- at least 91 people killed in motor vehicles were not wearing available seat belts.

Our core road safety strategies for 2000/01 include working with our key partners to reduce the above factors. Figure 12 demonstrates the reductions in fatalities for each of these contributing factors over the past decade.

## REDUCING THE COUNTRY ROAD TOLL

While fatalities have tended to decline in metropolitan areas in recent years, they have tended to increase in country NSW. In 1998/99 this trend was particularly evident in the far north of the State.

To combat the rising toll on country roads, several country road safety initiatives were implemented:

- In November 1999, the Minister for Roads launched a new country road safety public education campaign using television and radio advertising featuring the testimonials of the families of road victims. The main message was that local people were dying on country roads, and that local people could do something about the issue. In the commercial, country people who had actually lost a relative, friend or mate in a country road crash speak about their loss and feelings of bereavement.

## SPEED MANAGEMENT

A Speed Limit Zoning Advisory Group (comprising representatives from the NSW Police Service, NRMA, Local Government and the Institute of Public Works and Engineering Australia) continued to oversee a review of speed zoning, speed limits and signage practices in NSW. The review is due for completion in the second half of 2000.

In order to assist with speed enforcement, we have installed 23 fixed digital speed cameras throughout NSW, including in the northbound and southbound tunnels of the Eastern Distributor in east Sydney. Sites for the cameras were determined by applying a series of criteria which included the crash and speeding history of the site.

Public education campaigns designed to discourage speeding included television commercials based on the *Safe Speeding*.

*There's no such thing* strategy:

- As a follow-up, a hard-hitting country speeding public education campaign was launched in January 2000 which focussed on speeding, especially around curves in 100 km/h speed zones. A country seatbelt public education campaign was also run in March 2000, targeting rural men.

- The RTA joined with State Emergency Services to trial a new model for reporting wet road conditions in the far north coast of NSW, Central Coast and Lithgow areas. The trial, between December and the end of April, provided up-to-date road weather conditions to local radio stations through the use of weather radar and fax stream technology. Feedback from radio stations was favourable.

- In May 2000 the Minister for Roads opened a community-based road safety forum at Bathurst with people from the region discussing a variety of road safety issues including matters affecting heavy vehicles, roadsides, speeding, youth, pedestrians, cyclists, motor cyclists, drink driving and fatigue. The outcomes will be used in developing actions for future road safety initiatives. Another two forums are planned for later in 2000 for Maitland and Campbelltown.

A number of support activities such as increased Police enforcement and the use of Variable Message Signs along major country routes were also adopted. During the first half of 2000, fatalities in our Northern Region declined by more than 35 percent on the corresponding period for 1999.

- Kid Brother*, targeting young drivers in metropolitan areas, and
- Mates*, which targeted country people who speed on country roads.

- There were also statewide promotions of enhanced Police enforcement and double demerit points during key holiday periods, using television, radio, press and bridge banners, together with 'live reads' of safe driving tips on radio.

We also ran an Older Pedestrian Safety public education campaign using radio, including ethnic radio, press advertising and bus shelter posters.

## INTRODUCTION OF 50KM/H SPEED LIMITS

In June 1998, the Minister for Roads invited each local council in NSW to implement 50 km/h speed limits on urban roads throughout their local government areas. The lowered limit was implemented as a partnership between councils, local communities and the RTA. The introduction of 50km/h urban speed limits contributes to a reduction in the number and severity of crashes in urban areas, particularly for vulnerable older and younger pedestrians and cyclists.

By the end of June 2000, 106 councils across NSW (housing in excess of 90 percent of the NSW population) were participating in the initiative. All councils in the Sydney metropolitan area are involved. A major evaluation found there were 262 fewer crashes than otherwise expected on streets zoned at 50 km/h in the study area.

The cost saving to the community in the study area from avoided accidents over the 21 month period has been estimated at \$6.5 million. There were large reductions in the proportions of vehicles exceeding 60, 70 and 80 km/h on the 50 km/h speed-zoned streets.

A television and radio campaign, including ethnic media, promoted the new speed limit and brochures were printed in Chinese, Vietnamese, Arabic, Italian and Spanish. Community attitude surveys showed 70 percent of the community were in favour of the reduced limit.

## DRIVER FATIGUE

Public education campaigns on driver fatigue included the *More than 2 Hours Gets Deadly Boring - Every 2 Hours Stop. Revive. Survive* message on television, radio, billboards and bridge banners across the State during peak travel periods.

We continued to support the community-based Driver Reviver program. Almost 100 sites now operate across the State. All sites in our Western Region were audited during the year and a new rest area signage system was trialed in Northern Region. Bushells Tea, the new national sponsor of Driver Reviver, will provide product free of charge to all sites for the next three years.

The Federal Parliament House of Representatives Standing Committee on Communications, Transport and the Arts conducted an inquiry into managing fatigue in transport. We made a joint submission with the NSW Department of Transport on fatigue management in the land transport industry. Our officers provided evidence at the hearing which was held in November 1999.



THE *MATES* TELEVISION CAMPAIGN HIGHLIGHTED THE DANGERS OF SPEEDING ON COUNTRY ROADS

We continued to convene the tri-State National Highway 39 Driver Fatigue Strategy Group which comprises representatives of the NSW, Victorian and Queensland Police and transport authorities as well as community and industry groups. Its aim is to reduce the number and severity of fatigue related crashes on the National Highway 39 (Newell Highway) between Melbourne and Brisbane.

The Strategy Group also promoted joint enforcement activities along National Highway 39, and played a significant role in the development of the Driver Reviver Program by bringing together Queensland Transport and RTA program managers at regular meetings.

## DRINK/DRUG DRIVING PROGRAM

The trial of the use of vehicle-alcohol interlock devices began in July 1999 and was completed in March 2000. The devices require the driver to be breath tested for alcohol before their vehicle can start. Some 23 volunteer offenders participated and had the devices fitted to their vehicles for 3-6 months.

The evaluation revealed the devices performed adequately throughout the trial and prevented people who had been drinking from driving the vehicle. Ninety four percent of volunteers involved in the trial supported a statewide interlock program. Some 88 percent reported the device acted as a strong deterrent and said the experience would permanently improve their drink-driving behaviour.

We are currently considering the implementation of an alcohol interlock program as an option for courts to use in sentencing targeted drink-drive offenders.

Figure 11 – Fatalities Per 100,000 Population, International Comparisons

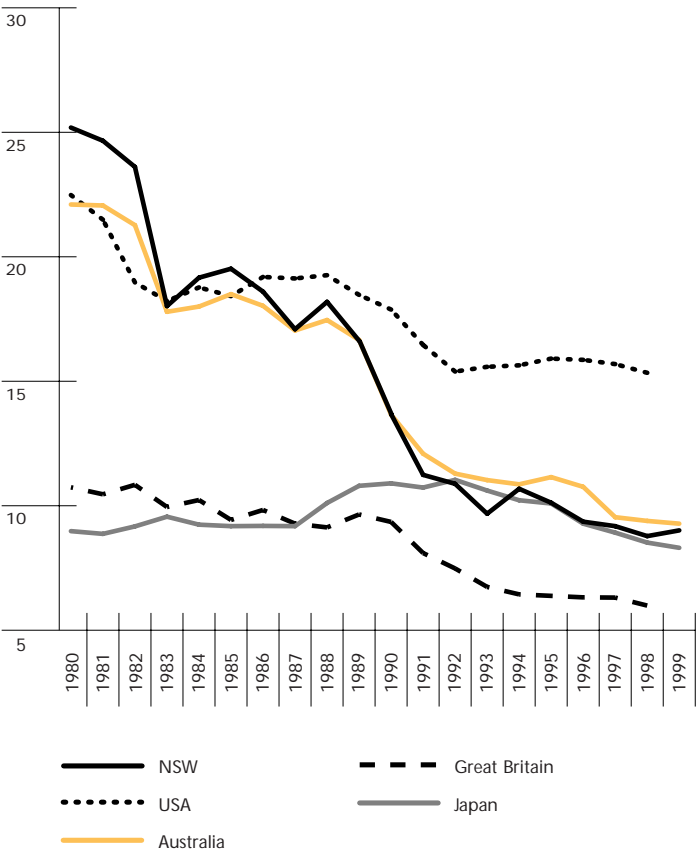
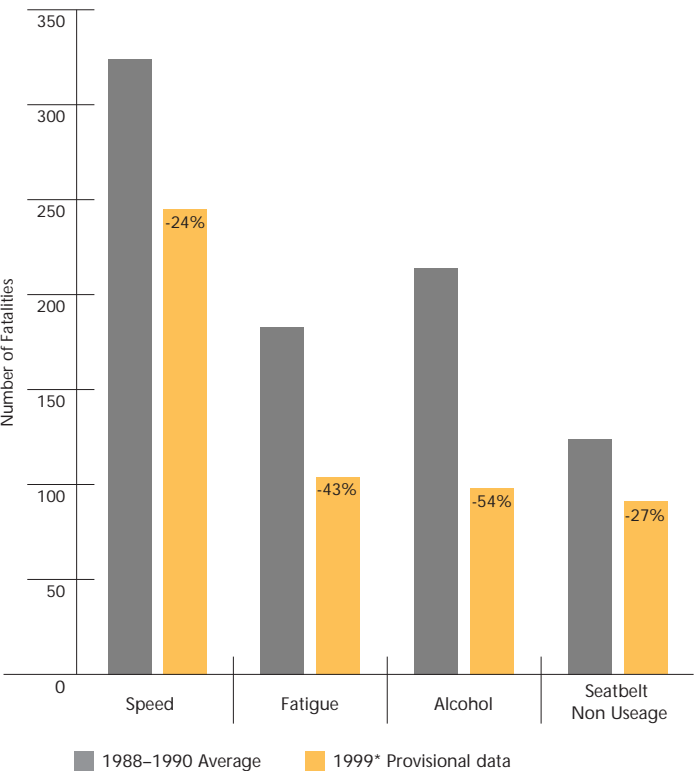


Figure 12 – Fatalities, Contributing Factors



Our ongoing drink-driving public education campaign focussed on strengthening community understanding of the consequences of drink-driving, increasing awareness of police random breath testing and the promotion of strategies for avoiding or preventing drink-driving.

Statewide advertising targeted drivers likely to risk low range drink-driving and emphasised the criminality of drink-driving, particularly through a new television commercial *Courtroom* which was also supported by billboard advertising.

Regional campaigns promoted alternative transport arrangements such as the Wollongong area's 'Summer Bus', a joint initiative with local licensed hotels, restaurants and local bus companies, which provided bus services on Friday and Saturday evenings during summer when normal services did not operate.

**TRAFFIC OFFENDERS PROGRAM**

Following the evaluation of this program in 1999, a steering committee was formed to oversee the development of guidelines and standards to ensure consistency of program design, content and data collection. The steering committee report outlined options for future development of the program and will be presented to the Government Agencies Road Safety Council for cross-agency consideration.

**SCHOOL ROAD SAFETY EDUCATION PROGRAM**

This program aims to influence the development of road use knowledge, attitudes and behaviour in children and adolescents. The 1999 evaluation showed an increase in road safety education in schools, with 85 percent of respondents delivering road safety education in the previous 12 months.

Other initiatives in 1999/2000 included:

- 121 workshops conducted across the State to support teachers from 2,200 primary schools in the delivery of road safety education and the use of the newly released *Move Ahead with Street Sense* resource. This package, developed through the NSW Board of Studies, includes age-appropriate material on road safety messages using a variety of formats and also provides opportunities for discussion, problem solving, interviewing, role playing and family involvement
- creation of new resources for early childhood road safety education including the Tertiary Resource Folder for child carers in training, and three editions of the *Kids and Traffic Gazette*, which provides road safety information for parents and carers
- support for high school teachers in implementing road safety aspects of the new Year 11 and 12 courses, and
- initiation of a review of the road safety education resources for high schools to ensure the program addresses all issues for young pedestrians, cyclists, passengers and drivers.

**SAFER ROUTES TO SCHOOL PROGRAM**

This program, which focusses on primary schools, entered its third year in 1999/2000. It involves parents, schools, P&C Committees, local councils and Police working together to design action plans to make children's travel to and from school safer.

Some 1,162 schools were registered in the program by the end of June 2000, with 958 completing stage I which qualified them to be self-sustaining in the program.



## YOUTH ROAD SAFETY PROGRAMS

Activities for these programs, which target young people aged between 17 and 25 years, included:

### **Consultation with young people**

- nineteen focus groups were held across NSW with young men aged between 17–19 years and 20–22 years on issues related to speeding, risk taking and unsafe driving. This work was undertaken by the RTA, in partnership with NSW Health and the Motor Accidents Authority (MAA). The findings of these focus groups make valuable contributions to the development of our programs and initiatives

### **Consultation with key stakeholders**

- the NSW Youth Road Safety Steering Group which has members representing key youth and road safety stakeholders (MAA, NRMA, Office of Children and Young People, NSW Health, NSW Police Service and peak youth organisations) continued to meet throughout 1999/2000. This expert group advises on program development for youth programs
- NSW discussion paper on youth road safety – this highlights the achievements of the RTA in road safety for young people, reviews current road crash involvement by young people and the factors influencing this behaviour, and
- Youth activity guidelines – these were developed in consultation with local council road safety officers, MAA, Institute of Public Works Engineering Australia (IPWEA) and RTA staff with the aim of adopting a consistent approach to youth road safety programs and projects.

## ROAD SAFETY CAMPAIGNS FOR YOUNG PEOPLE

Public education campaigns focussing on children and youth included:

- television and radio public education campaigns about the 40km/h speed limit around school buses and the supervision of children travelling to and from school (eg *Right side of the Road*), and
- a television commercial based on the theme *Safe Speeding. There's No Such Thing* aimed at younger drivers.

Most public education campaigns included material and media coverage for young people.

## ROAD SAFETY INITIATIVES FOR ABORIGINAL PEOPLE

A major research project into the road safety profile of Aboriginal and Torres Strait Island communities was completed in September 1999. The 8-volume report includes a demographic and socio-economic profile of indigenous NSW communities, an overview of Aboriginal and non-Aboriginal road trauma in NSW, an investigation into hospitalisation data, and a study of accident and emergency department injury statistics in the Far West, Bourke and Barwon areas. The report also looked at the most effective way we can communicate road safety messages to indigenous communities and the awareness and receptivity of communities to current road safety public education messages and strategies.

We are participating in the development of the National Aboriginal and Torres Strait Islander Road Safety Strategy, along with Queensland, the Northern Territory, South Australia and Western Australia. A draft National Indigenous People's Road Safety Strategy was circulated for comment to our Aboriginal Liaison Officers.

Nominations for representation on the NSW Aboriginal and Torres Strait Islander Road Safety Strategy Reference Group were called for from RTA regions in June 2000. The reference group will assist us develop the NSW Aboriginal and Torres Strait Islander Road Safety Strategy throughout the following year.

We mounted a road safety display at the NSW Aboriginal Rugby League Association Knockout Competition in Dubbo in October 1999. The competition attracted over 61 Aboriginal football teams and 2,000 players over the weekend.

We are consulting with the Aboriginal community on the development of our parent workshops to ensure the program supporting the new Graduated Licensing Scheme is appropriate to their needs.

### **MAKING ROADS SAFER**

We progressed the NSW Government's commitment to improve road safety by carrying out improvements to targeted roads and roadsides. Some \$15 million was spent in 1999/2000, with \$10.3 million of this being in country regions. These works complemented the \$12.1 million Federal 'blackspot' expenditure administered by the RTA.

These funds allowed a number of improvements to be made across

the road network ranging from traffic signal improvements to intersection reconstruction and safety barrier installation. These improvements targeted known high risk locations and also allowed us to respond to local concerns about road safety.

The accelerated \$3.2 million bridge screening program, announced in 1998, was completed. Over 70 bridges in NSW have now been screened to prevent objects being thrown from them. Work is continuing to screen further bridges as part of an ongoing program to identify and treat the locations of greatest potential risk.

### **SAFER VEHICLES**

A brochure detailing results of the Australian New Car Assessment Program, was released in November 1999 showing the range of safety performance of each car tested and the continuing improvements in performance since the program began in 1993. Work continued to develop more comprehensive tests and to forge stronger links with overseas programs to lead to the sharing of information and joint development of new procedures.

A large study into defects in crashed vehicles was completed resulting in the establishment of a large database of information to assist researchers in understanding the role of defects and other vehicle characteristics in vehicle crashes. The study examined 4,426 vehicles involved in 2,705 crashes across the State.

### **OCCUPANT RESTRAINTS**

Public education programs were conducted targeting seat belt use by rural males including a widespread seat belt advertising campaign on radio and television in country NSW in February 2000.

Surveys of seat belt wearing rates showed a slight increase in the already high rates of usage. Overall, wearing rates were measured as 96 percent (up from 95 percent in the last survey in 1996). For drivers the rate exceeded 97 percent.

Testing for the Child Restraint Evaluation Program was completed with 177 tests carried out to determine the relative safety performance of currently available child restraints. These results were collated into a comprehensive guide for prospective child restraint purchasers, which is now available as a free publication and on our website.

Our support for the Authorised Restraint Fitting Station network continued. These independent businesses are supported by the RTA to ensure that consumers have ready access to services to provide safe seat belt and child restraint installations. Nine new stations were authorised during the year and, at 30 June 2000, 138 organisations were operating from more than 145 locations.

### **SAFE-T-CAM**

Safe-T-Cam comprises 21 digital camera sites on major interstate transport routes throughout NSW. The system records and processes data on the travel patterns of heavy vehicles, providing us with information to monitor both drivers and owners in the road transport industry to ensure they operate in a safe and legal manner. Safe-T-Cam contributes to a reduction in speeding and driver fatigue accidents involving heavy vehicles. Over 6,000 warning letters were sent to vehicle operators and just over 1,000 breaches were subsequently issued to operators who did not comply during the year.

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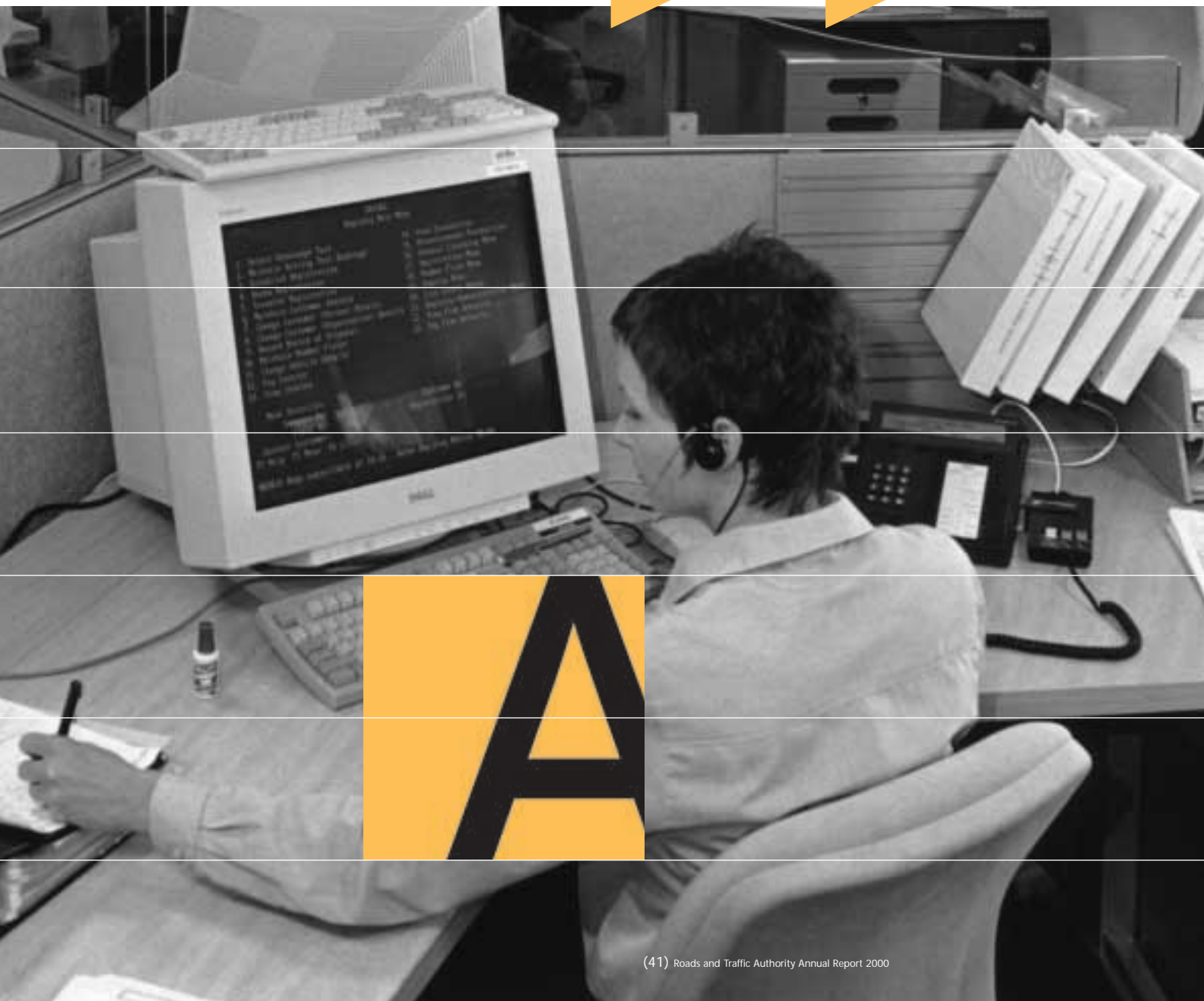
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# WORKING WITH OUR CUSTOMERS





> THE NEWCASTLE CALL CENTRE  
OPENED IN MAY 2000



# WORKING WITH OUR CUSTOMERS

Over four million people are licensed to drive in NSW. We strive to ensure that driver and vehicle services are accessible and delivered in an efficient, professional and friendly manner.

## **MOTOR REGISTRIES**

We have a network of 130 Motor Registry outlets, 38 agencies and three Government access centres across NSW. A total of 68 Motor Registries offer Saturday trading, and nine of these are open until 2.00pm.

In May 2000 we conducted an independent survey throughout NSW to measure customer satisfaction with registries. A total of 6,447 interviews were carried out at 128 registry outlets. The results were pleasing with 91 percent of customers surveyed rating the overall service as 'good' or 'very good'.

## **NEWCASTLE CALL CENTRE**

In May 2000, the Parramatta Call Centre, Newcastle Call Centre and a number of smaller call centres were consolidated into a single centre at Newcastle to realise business efficiencies, improve customer service and contribute to the development of Newcastle.

In addition, five other business units were relocated to the new premises: DRIVES Help Desk, Registry Services (North), Vehicle Regulation (North), Information Management & Information Technology (Newcastle) and Fleet Services (North).

The new call centre will employ some 128 people, representing a major boost for the Hunter region and the NSW Government's commitment to decentralise and create more jobs in rural and regional NSW. One hundred of the new positions include two-year traineeships carrying a Certificate III in Communications (Call Centre) qualification and have attracted Federal and State Government funding which includes salary subsidies, traineeship salary rates, fully funded training and access to specialist training.

Our Interactive Voice Response (IVR) system was expanded to offer customers the opportunity to choose basic information via recorded voice messages or to speak with staff for more involved enquiries. Operating hours of the new centre were extended to 8.30am–5pm Monday to Friday and 9am–2pm Saturdays.

## **E-COMMERCE**

Our internet service which enables customers to check the availability of registration number plates was expanded in December 1999 to allow customers to place orders and make payment by credit card over the internet. Around 1,900 enquiries were received each day and 2,800 on-line orders placed during the year.

We began a trial to allow motor dealers to register new vehicles on the internet in November 1999. This service allows dealers to print the certificate of registration, issue the label and finalise the transaction at the dealership. It is planned to extend the service to additional new vehicle motor dealers in 2000/2001.

A trial began in December 1999 to allow customers to renew light trailer registrations via the internet and the Interactive Voice Response (IVR) telephone system. This trial has been expanded to include eligible business-registered vehicles less than three years old. A total of 3,670 vehicles were registered using this process.



## GOVERNMENT ACCESS CENTRES

The Government Access Program is a NSW Government initiative to provide better service for people in remote rural areas. It involves providing a single access point for a range of Government services and eliminates the need for local residents to make lengthy return journeys to other regional centres.

A development strategy, drawn up in consultation with the NSW Premier's Department is being produced to progress the Government Access Program with the RTA taking a broader management role.

The centre at Dorrigo successfully trialed a DRIVES internet facility and an enhanced version of the internet system is being developed for release at other centres during 2000.

## FLEXIBLE SERVICE

To increase customer convenience and improve accessibility, Fairfield Heights Motor Registry was relocated to Greenway Plaza shopping complex at Wetherill Park and Kogarah Registry was relocated to Rockdale Plaza shopping complex at Rockdale. The two new registries provide improved facilities for customers and staff with the upgrading of the DRIVES equipment and counter layout, installation of the Q-matic queuing system, provision of improved facilities for driver testing and more convenient customer parking.

## CENTRALISED BOOKING SYSTEM

We currently have a Centralised Driver Test Booking System to enable customers to book driving tests by phone or at a Motor Registry. Research is being undertaken to expand the booking system to other tests and develop an internet interface to allow customers to make their own bookings.

## SYDNEY 2000 OLYMPIC NUMBER PLATES

We developed two styles of Sydney 2000 Olympic Games number plates with the Sydney Organising Committee for the Olympic Games (SOCOG). During 1999/2000, over 32,500 sets of the standard Olympic plates with the *Share the Spirit* slogan and about 4,500 sets of the premium Olympic plates were sold.

## LISTENING TO OUR CUSTOMERS

We encourage feedback, which we monitor and use with our own customer research to continually improve all RTA services. Our Community Attitudes Survey was conducted during late November to mid-January 2000 to gauge community attitudes to our activities and obtain feedback. This was the fourth major survey, the others having been conducted in 1994, 1996 and 1998. Some 1,400 households were surveyed throughout NSW. Interviews were held on a 35 minute face-to-face basis with people 16 years and over in their own homes.

Major areas identified as a priority for the RTA were:

- ensuring drivers remain competent throughout their driving life
- minimising air pollution from vehicle emissions
- educating people about traffic control systems (eg roundabouts and electronic signage)
- timing and coordination of traffic lights
- reducing accident prone areas
- building and maintenance of country freeways/major roads, and
- regulating trucks and buses.

Some major findings indicate communication between the RTA and the community has improved with the RTA seen to be communicating better. Road users showed a general rise in satisfaction with their needs being met. Bus users' satisfaction is much improved. Satisfaction of cyclists also improved slightly compared to previous surveys. Our performance on minimising noise from major roads and landscaping was well regarded by the community.

To ensure the community's needs are met, the survey findings form an important input into the development of our strategic direction, as well as business plans and performance measurement throughout the RTA.

## OMBUDSMAN'S 'MYSTERY SHOPPERS'

Mystery shoppers from the Ombudsman's Office visited a sample of our Motor Registries between December 1999 and January 2000 as part of a random sampling of customer service in the public sector following the Government's Guarantee of Service initiative of the early 1990s. They sampled 115 separate customer interactions (34 telephone calls, 22 letters, 37 face-to-face meetings and 22 email requests). The 'shoppers' represented a mix of gender, ages and ethnic origin to reflect the variety of customers we deal with.

The report found our level of service was of 'good professional standard' with 97 percent of customer enquiries handled on first contact. The report suggested reducing standard response times to written enquiries and emails as a measure to further improve customer service.



MOTOR REGISTRIES OFFER A RANGE OF SERVICES TO THE COMMUNITY OF NSW

# DRIVERS AND VEHICLES





> HEAVY VEHICLE INSPECTION FACILITIES  
PLAY A KEY ROLE IN MONITORING  
VEHICLE STANDARDS AND COMPLIANCE



# DRIVERS AND VEHICLES



THE GRADUATED LICENSING SCHEME PROVIDES NEW RESOURCES AND SYSTEMS FOR EDUCATING NOVICE DRIVERS.

## DRIVER AND RIDER COMPETENCE

Our management of a safe and equitable transport system in NSW includes ensuring all road users are capable and competent. The licensing of novice drivers and riders is a vital part of this responsibility.

Accident statistics consistently demonstrate that young, inexperienced drivers, particularly young men, are at greater risk of death or injury on our roads. While 17 to 25-year old drivers hold 16 percent of licences, they account for some 26 percent of all drivers involved in fatal or injury crashes.

### *Changes to driver licensing*

To address this problem, we have developed a comprehensive revamp of the licensing of new drivers in NSW which involves a phased progression through various licence stages and the use of the latest technology to assess the new driver's competence.

The new system, developed for introduction on 1 July 2000, and known as the new Graduated Licensing Scheme, is the most significant change to the licensing system since the introduction of provisional licences in 1966.

New drivers will be required to pass through three licensing stages, Learner, Provisional P1 and Provisional P2, over a minimum of three and a half years before obtaining an unrestricted driver licence.

Drivers will be phased-in to on-road driving allowing them to get initial experience under conditions that involve lower risk. A learner's experience must be recorded in a log book and signed off by the learner's supervisor. Drivers are required to pass four tests:

- the computer-based Driver Knowledge test, before obtaining a Learner licence
- the Driving Ability Road Test which must be passed before graduating to a Provisional P1 licence
- the Hazard Perception Test which must be passed before graduating to Provisional P2 licence, and
- the Driver Qualification Test which must be passed before graduating to an unrestricted licence.

Under the new scheme, a driver who holds a Provisional P1 licence will have the licence suspended if he/she reaches a total of four or more demerit points. A driver who holds a Provisional P2 licence will have the licence suspended if a total of seven or more demerit points is reached.



## AUSTRALIAN ROAD RULES

Australia-wide road rules were developed by the National Road Transport Commission following comprehensive discussions and negotiations between all Australian States and Territories. From 1 December 1999, individual jurisdictions began implementing the changes to their road rules to make them more consistent throughout Australia. A more uniform set of road rules for all States and Territories will improve road safety and contribute to National Road Transport Reform objectives.

In NSW, most road rules did not change as they were already consistent with the new Australian Road Rules. The changes that did occur were explained to the community through an extensive public education campaign that included television, print, radio and outdoor advertising. The *New Road Rules for NSW* brochure was also delivered to each household in NSW and a *Changes to Road Rules in NSW Guide* made available through our registries and website.

The campaign included television, print and radio advertising and brochures in ten community languages: Arabic, Chinese, Croatian, Greek, Japanese, Korean, Serbian, Spanish, Turkish, and Vietnamese.

## NEW CONTROLS

We completed a trial of birth certificate validation with the NSW Registry of Births, Deaths and Marriages which we are planning to implement statewide. It involved on-line computer checks by motor registry staff to ensure the particulars on birth certificates tendered as proof-of-identity were valid. We are also seeking the cooperation of Federal agencies for validation arrangements for Australian passports, citizenship, naturalisation or immigration papers.

We are developing a new set of procedures so that replacement licence applications will be subject to further checks before issue, to enhance measures against fraudulent licences. In some cases, photo licences will be sent by mail to enable checks to be completed with the applicant being given an interim receipt to allow continued driving.

*The Road Transport (Driver Licensing) Act 1999* was amended in February 2000 to allow for storage of images used to produce photo licence identifications on our computer system. This will significantly enhance the integrity of the licensing system by reducing the possibility of fraudulent transactions.

## ABORIGINAL AND TORRES STRAIT ISLANDERS

We continued programs and actions in accordance with the recommendations of the 1991 *Royal Commission into Aboriginal Deaths in Custody* including:

### ***Motor vehicle offences (Recommendation No. 95) Community Based Knowledge Testing Program (CBKT)***

This program, which helps prepare people for the driver knowledge test, is available at centres such as Broken Hill, Forbes and Moree. Aboriginal people have been accredited to translate the test to participants at community agencies and other locations where community members feel comfortable attending and practising the test.

Following the successful operation of the scheme at the Mannus Correctional Centre, near Tumbarumba, and agreement with the Department of Corrective Services, the program has been adopted at other correctional centres including Broken Hill, Bathurst, Oberon, Ivanhoe and Kirkconnell. It has also been taken up by the Aboriginal Services Office in Nowra.

### ***Hazard perception testing***

Road safety research has consistently shown that novice drivers find it difficult to identify and react appropriately to hazardous situations which may arise while they are driving.

Development of a hazard perception test was completed during the year. It will be used in the new licensing scheme to assess an applicant's ability to recognise and react to hazardous situations. It is expected that the test will play a significant role in ensuring new drivers have the skills necessary to drive safely.

### ***Driver knowledge test***

In order to improve drivers' knowledge of the road rules and better prepare applicants to become safer drivers, the test's question bank was expanded and published, together with a demonstration version of the test, on our website.

Our Driver Knowledge Test and Road User Handbook for obtaining a driver's learning licence is available in Arabic, Chinese, Croatian, Greek, Korean, Serbian, Spanish, Turkish and Vietnamese.

## VEHICLE STANDARDS

Compared to 20 or 30 years ago, today's vehicles give far more protection to drivers and passengers. Better structural design, improved seats, more advanced seatbelts and airbags have all contributed to a dramatic reduction in serious or fatal injuries. Drivers, too, are increasingly aware of the importance of safety in motor vehicles and demand higher safety standards and performance. We continued to actively improve vehicle safety for drivers, occupants and other road users.

### Roadworthy vehicles

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In a follow-up to our 1998 Heavy Vehicle and Public Passenger Vehicle Road-worthiness Survey, B-Doubles, road trains and coaches were randomly inspected for defects in late 1999. Major defect rates of 4 percent or less were reported for all three groups which was less than the overall rate of 7 percent for all vehicle categories in the 1998 survey.

### Uniform vehicle standards

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NSW implemented Combined Vehicle Standards during December 1999 which provided uniform construction and equipment standards for all vehicles. This will result in a number of benefits, including increased consistency in vehicle dimensions, common basic vehicle safety standards and uniform smoke and noise standards.

### Unregistered vehicle survey

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A survey of about 5,000 stationary vehicles revealed 1.9 percent were unregistered, the same rate as revealed in the 1998 road survey. Comparison with other jurisdictions which conduct similar surveys reveals that this rate is lower than that found in Victoria, Queensland and Tasmania.

## Petrol vehicles

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Motorists took advantage of the free, voluntary emission tests available at our emission testing facilities at Botany and Penrith. Members of the public are able to have a no-obligation check of their car's exhaust performance by means of sophisticated testing equipment which checks levels of hydrocarbons, oxides of nitrogen and carbon monoxide, all of which are major contributors to Sydney's photochemical smog. In addition, the test provides information on fuel consumption.

### Diesel testing

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One of the biggest air quality problems in Sydney is caused by particulate matter. Diesel vehicles are the biggest contributors to particulates despite comprising a small sector of NSW vehicles. We have been working with the Environment Protection Authority (EPA) and Environment Australia to develop a suitable test for measuring pollution levels of diesel vehicles. During the year, a method was identified with a view to adopting it as a national test standard. This ground breaking project is a world first in the provision of a short, accurate test for diesel vehicles.

Testing of a sample of 600 vehicles will be completed before the end of 2000 to determine the condition of the diesel vehicle fleet and to identify the benefits obtainable from a testing program.

## Alternative fuels

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One way of reducing pollution is by the use of fuels other than petrol and diesel. We have been examining practical ways to increase the number of cleaner vehicles registered in NSW. Federal subsidies are currently available for vehicles fuelled by compressed natural gas and we are currently identifying which particular vehicle applications are most suited to conversion.

The implementation of the conversion program is scheduled to coincide with the announcement of an expanded network of natural gas refuelling stations at the end of 2000.

We support the Liverpool Council's program of converting their fleet to natural gas and the Western Sydney Natural Gas Vehicle Taskforce's assistance in expanding the conversion program to other councils in western Sydney.

## Third heavy vehicle reform package

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We have been working with road agencies from other jurisdictions and the National Road Transport Commission to develop this reform package which draws together initiatives with the potential to deliver considerable benefits in productivity, safety, environmental impacts and/or efficiency for freight and passenger tasks. Key areas include Driver Health and Fatigue Management, Load Restraint for heavy vehicles and light commercial vehicles and Heavy Vehicle Noise and Diesel Emissions. The package was endorsed by Australian Transport Ministers at the Australian Transport Council in May 2000.

## New vehicle configurations

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We began trials of B-Triple freight vehicles on selected road train routes in the north west of NSW. B-Triples are an alternative to double-trailer road trains, with improved productivity and vehicle stability.

## Checking on heavy vehicles

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RTA Inspectors were engaged in a number of major operations last year targeting heavy vehicles. A key operation was AUSTRANS which is a major joint operation with road authority enforcement agencies throughout Australia. National data was collected for a week in February 2000.

Our Inspectors focussed their efforts on the main transport routes and intercepted over 9000 vehicles. Some 629 vehicle defects were issued of which 15.4 percent were for major defects. In addition, 882 driving/operating offences were detected. Of these 49 percent were for exceeding regulated driving hours.

## Plain English information

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We introduced a series of plain English information sheets for heavy vehicle operations to provide clear, concise information to the transport industry on restricted access vehicle operations such as controlled access buses, 14.6m semi-trailers and 14.9m refrigerated semi-trailers. The information was also made available on our website.

## Heavy vehicle checking station

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We are currently constructing a new high volume heavy vehicle checking facility at Twelve Mile Creek, north of Newcastle on the Pacific Highway which will provide vehicle checking facilities at a strategic location between Sydney and the Queensland border. The site has been designed to take advantage of the latest technology including automatic truck scanning and Safe-T-Cam monitoring.

## Routes for high vehicles

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We approved route assessment criteria for selecting roadways and passageways suitable for use by 4.6m high vehicles. The criteria cover livestock crates, multi-deck car carriers and vehicles carrying baled wool, hay and other primary products.

## National stolen vehicle initiatives

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The RTA led a National Stolen Vehicle initiative by providing input to the National Motor Vehicle Theft Reduction Council (NMVTRC) for the management of written-off vehicles.

The package is being used to develop national best practice principles for written-off vehicle registers in all states and territories, and most jurisdictions now plan to implement NSW written-off vehicle business rules. It is expected that the adoption of nationally consistent practices in all jurisdictions will significantly reduce the incidence of motor vehicle theft and rebirthing.

## Identifying high risk or suspect vehicles

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We set up Vehicle Identification Inspection Units (VIU), a new third tier inspection process, for high risk or suspect vehicles in October 1999 to help reduce the registration of stolen and rebirthed vehicles. Since the unit began operating, some 17,503 vehicles have been inspected with 400 referred to the Police for further investigation. This represents a substantial reduction in the number of unnecessary inspection referrals to the Police compared to the previous procedure involving Authorised Inspection Stations.

Inspections were carried out by RTA officers beginning in the greater urban areas of Sydney, Newcastle and Wollongong. By the end of June 2000, there were eight inspection sites located at Unanderra, Penrith, Liverpool, Five Dock, Botany, West Gosford, Carrington and Singleton. Over the next year we will be extending VIUs to other regional locations through the use of mobile inspection crews.

## Faster communication

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We are trialing a mobile communications system in northern NSW which will provide heavy vehicle inspectors with a wide range of up-to-date information to assist in carrying out their duties. It comprises a computer and modem carried in the vehicle which allows Inspectors to validate driver licences and logbooks by gaining immediate access to driver, vehicle and Safe-T-Cam records. The information available will be expanded as the system is developed over time. If the trial is successful the mobile communications will be extended across the State.

## Faded number plates

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A faded plate program was implemented in northern NSW in November 1998 and extended to Sydney in November 1999. Since the introduction of the program, almost 19,000 deteriorated number plates have been replaced, free of charge to motorists. It is planned to extend the program across NSW in the second half of 2000.

## Strong ties with industry

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Regular meetings with transport industry groups and primary producers greatly improved relationships between the RTA and industry. We participated in the agricultural equipment exhibition (Agquip) held in Gunnedah and with Grain Corp at pre-harvest meetings in country locations where our staff made presentations on issues such as registration, licensing and enforcement. We are working to establish similar forums with other primary industry groups.



# BUSINESS EFFICIENCY







> A ROAD CREW APPLYING  
PAVEMENT MARKINGS



# BUSINESS EFFICIENCY

There is an ongoing need for government agencies and statutory authorities to review the efficiency and effectiveness of their operations. Through its change management processes the RTA has implemented structures and functions that aim to deliver better services to customers and internal clients.

## MANAGING CHANGE

The second stage of our change management program, which began in May 1999, further focussed on delivering better value for taxpayer dollars.

The first stage of the program, completed last year, resulted in the redirection of more than \$38 million from efficiency savings back into the Roads Program. This stage looked at eliminating duplication and overlap of functions performed in various parts of our operations and introduced more commercialised business operating procedures.

The second stage is expected to take two years to complete, and has involved the restructure of some Corporate Directorates and the establishment of statewide Operations and Client Services Directorates. These Directorates were restructured as a funder/purchaser/provider model which creates clearer roles and accountabilities. Funder Directorates establish standards, policy and determine funding priorities. Client Services Directorate purchases services on behalf of the funders to ensure best value for money outcomes. Operations Directorate delivers road services, driver and vehicle services, technical services, fleet services and environmental technology services on a commercial basis.

Implementation of the change management program has been undertaken through the use of consultative work groups and project teams comprising staff, union representatives and key stakeholders.

A key feature was a commitment to transfer over 229 permanent jobs from Sydney to rural and regional NSW (Newcastle, Grafton, Dubbo, and Glen Innes) as part of the NSW Government's Rural Employment Strategy.

Thirteen positions servicing a Heavy Vehicle Regulation Prosecution Unit, and auditing activities associated with Authorised Inspection Stations, previously based in Sydney were moved to Glen Innes in April 2000. Our Sydney and country customer call centres were consolidated into a single base at Newcastle in May 2000 resulting in 128 positions being relocated to Newcastle.

A further 46 positions forming our Driver and Vehicle Administration Section are being relocated to Grafton in September 2000, and up to 42 positions (full-time and part time) will be established in Dubbo in November 2000 to process Cashback scheme payments. In all of these locations, a large number of the positions have already been filled by local workers, or are expected to be.

Other initiatives which progressed through the change management program during 2000/01 were proposals to design and implement a skills based wages classification structure, completion of trials of team based working arrangements in road services, and the introduction of process improvement initiatives to enhance management operating systems in our administrative centres.

## CLIENT SERVICES DIRECTORATE

The primary responsibility of Client Services Directorate is to deliver value for money when purchasing services on behalf of clients. Core programs of road development, road maintenance, road safety and traffic management amounting to \$1.62 billion were delivered.

## Asset Management

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A system of Single Invitation Maintenance Contracts (SIMC) was implemented for asset maintenance to provide more efficient and effective project management and project surveillance in the purchase of maintenance.

Quality procedures were developed and implemented for management of the SIMC, to facilitate consistency of approach and provide a basis for ongoing improvement of the management of maintenance contracts. The quality system is on the RTA intranet to make it readily accessible to staff.

## Project Management

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The Project Management Office was established as a 'Centre of Excellence' to implement best practices and drive consistency in project and contract management across the State. Quality certification to ISO 9000 standards was secured for the integrated project management system.

A project to benchmark the project management function against other Australian state road authorities was completed. The findings determined that project and construction management costs were competitive. Best practices that were identified are now being implemented across the project management function.

## Business Development

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A number of initiatives were successfully implemented in support of the RTA's commercialisation model, including the following:

- A commercial budgeting model was developed and implemented to ensure consistency across the State. The model promoted the principles of fee for service based on standardised charge out rates across the Directorate.

- The timesheet system has been enhanced and an improved database linked version is being trialed across the Directorate. This will link to the financial system and thereby allow projects to be charged accurately and consistently across the State.
- An improved overtime reporting system has been developed to assist managers to monitor and control overtime expenses more effectively.
- An RTA-wide video conferencing system was successfully established linking Centennial Plaza, Blacktown, the Transport Management Centre and all regional offices. Significant savings in travel time and other costs, estimated at \$0.5 million per annum, are being realised.

### Road Pavements

The Pavement Projects Branch has been established as a specialised consultancy providing advice and technology transfer across the RTA in all aspects of pavements including materials, design, construction, maintenance and life cycle costing of pavement options.

### Pacific Highway Office

A Pacific Highway roadwork information service which enables road users and members of the community to obtain accurate, timely and relevant information regarding possible traffic delays, due to roadworks or unplanned incidents, was established as an integral element of the Pacific Highway Delay Management Strategy. The 1800 number is now transferred to the Transport Management centre outside of normal working hours to improve the current information service, reduce the need for a recorded message, and more effectively utilise staff resources.

## OPERATIONS DIRECTORATE

Our Operations Directorate was created in July 1999 to help achieve our objectives of delivering road, bridge, traffic, driver and vehicle services as cost effectively as possible for the benefit of the people of NSW. It operates on commercial principles and increasingly has to compete for work from clients both within and outside the RTA. With some 4,300 staff, Operations employs around two thirds of our entire workforce and encompasses an extensive base of skills and experience.

In 1999/2000, Operations successfully delivered works and services to the value of \$774 million and made a surplus of \$59 million.

### Road Services

Road Services income for the financial year totalled \$481 million and resulted in a surplus of \$36 million.

Projects, totalling over \$39 million were won in open competition, including diverse projects such as the new Oak Flats Interchange, New England Highway reconstruction at Pamper Drive and the design, manufacture and installation of 30 Variable Message Signs on major arterial routes in Sydney. \$16 million of the income earned was from external clients.

To meet the performance requirements for preferred supplier status and the introduction of single invitation contracts for maintenance of State Roads, Road Services established its business credentials for example prequalification and benchmarking and made major improvements to its business systems and business rules.

### Driver and Vehicle Services

Improvements in customer service levels in Motor Registries, the opening of a new consolidated Customer Call Centre and the relocation of the DRIVES computer Help Desk to Newcastle were highlights of the year.

## Vehicle Regulation

Vehicle Regulation Inspectors maintained an extended presence at Quarry Hill on the Pacific Highway in the Burringbar Range during the year following an increase in heavy vehicle crashes in this area in the early part of 1999. The 24-hour, 7 day a week strategy supplemented other engineering modifications to the road asset providing a safer journey for heavy vehicle drivers and road users in general, pending completion of the new Yelgun to Chinderah section of the Pacific Highway.

### Technical Services

Crashlab, an independent test facility operating as a commercial business unit within the RTA, was accredited by the UK based Vehicle Certification Authority to conduct motor vehicle frontal and side impact tests in accordance with the European Union directives.

Provision of technical services for the Western Sydney Transitway project provided a significant new market. Strategic plans for the survey and project design functions of the branch were also developed to reinforce commitment to an RTA-wide approach.

### Business Development

Ongoing coordination across all delivery branches was achieved during the year by developing client relationships and building future business opportunities.

A single Directorate-wide quality system was implemented and prequalification under RTA categories R20 and M for works within NSW was achieved. Prequalification for roadworks in the ACT was also gained in mid-2000.

### Commercial Services

Commercial performance reporting formats were developed and corporate contribution targets for the year set. Business rules, including bid policies and procedures and the commercial procurement policy and procedures were developed, and more than 20 commercial projects, including functional/product reviews and systems improvements, were completed.



CONSULTATION WITH STAFF CONTRIBUTES TO THE CHANGE MANAGEMENT PROCESS

## **BUSINESS SERVICES GROUP**

The Business Services Group (BSG) was established in our Corporate Services Directorate in November 1999 to better align the RTA with NSW Government policy. It provides business support services to RTA Directorates using a shared services model enabling elimination of unnecessary processes and providing economies from amalgamation and standardisation of services.

The BSG has approximately 400 staff who provide products and services that can be broadly classified under the following areas:

### **Employment and Workforce Services**

Delivers support services in accordance with our human resources policies and standards to meet legislative requirements

### **Logistic and Facility Services**

Delivers security, record keeping, fleet management, mail systems, procurement and disposal, inventory management, building management services and the RTA Library

### **Financial and Administrative Services**

Provides financial performance reporting, revenue and banking, and financial administration support, and

### **Continuous Improvement Services**

Provides quality management, continuous improvement, process improvement and benchmarking services.

In July 2000 the BSG began formal operation across NSW as a business, delivering products and services on a full cost recovery basis through priced Service Level Agreements with Directorates. As a preferred supplier for two to three years, the BSG is required to demonstrate improved customer-centred services in an efficient and effective delivery framework. This will enable it to return productivity savings to the RTA and ensure the long term viability of the business.

## **FINANCIAL MANAGEMENT**

The RTA constantly implements improvements to its risk management and financial information reporting processes to facilitate management decisions and enhance business efficiency across the organisation.

### **Risk management**

Large organisations as diverse as ours have many inherent risks that may directly or indirectly result in loss:

#### ***Operating risks***

Our investment in the improvement of Occupational Health and Safety (OHS) management resulted in a rebate of \$6.33 million on the deposit premium of \$14.95 million paid to the Treasury Managed Fund for the 1996/97 premium year.

The focus on improving OHS performance also translated into financial savings for the 1999/2000 financial year as the workers compensation deposit premium payment of \$12.15 million represented a reduction of \$1.55 million on the previous year. This was the lowest deposit premium levied by the Treasury Managed Fund on the RTA since 1994/1995.

#### ***Commercial risk***

Contemporary financial and economic analysis techniques were used to assess infrastructure and business asset investment proposals to ensure all projects were subject to appropriate criteria including predetermined rates of return.

The pre-qualification process applied to potential suppliers and contractors provided assurance on the financial capacity of service providers to fulfil their obligations.

#### ***Interest rate risk***

Interest rates on the RTA's debt are a mixture of fixed and floating rates. The RTA initially managed this exposure by buying and selling semi-government bonds in the physical market with TCorp handling all transactions.

In January 2000, the RTA agreed that TCorp should manage the RTA Debt Portfolio.

In March 1999, the Treasurer approved our use of TCorp's Come and Go Facility which will be in place until 31 December 2001. It allows us to use our investment funds to repay debt in the short term and benefit from the gains on the margin between investments and borrowing rates.

Following agreements with State Treasury, as part of the 1999/00 State budget allocation process, savings generated from further efficiencies in the RTA will be used to reduce debt.

#### ***Superannuation liability***

There was a marked decrease in our net unfunded superannuation liability. This occurred as a result of our continued extra payments and changes to actuarial assumptions. We have an ongoing commitment entered into with the State Superannuation Board in 1992 to eliminate the unfunded liability over 20 years.



### **Integrated Management System**

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We embarked on a project to acquire and implement a packaged Integrated Management System (IMS) to replace the existing Finance and Human Resources/Payroll systems. The key benefits of implementing the IMS will include development and application of uniform business processes, benchmarking capabilities and enhanced management information to support decision making.

In addition, the new system will reduce interfaces, streamline and automate workflow and business processes, promote employee self service capabilities, which will achieve significant savings.

### **e-Business**

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Significant efficiency gains were achieved using new technology to conduct business electronically. Examples included the use of purchasing cards to buy and pay for goods and services, and for downloading data, such as purchase card usage details and bank statements from the ANZ Bank, and loan account balances from TCorp. Direct debiting of the Sydney Harbour Bridge toll collections was successfully implemented for a number of customers, including the taxi industry.

### **Research and Development**

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Investment in research and development (R&D) continued to improve our work practices and knowledge. The R&D Program funded 37 projects with a total expenditure of \$2.80 million, including research into:

- fauna passages across roads, air quality, koala movements, and sleep disturbance
- Roadcrack pavement system, timber bridge assessment techniques, pavement stability and skid resistance, geotextile use and soil stabilisation, and Whisper concrete trial, and
- development of traffic incident modelling software, crash simulation and testing of collapsible sign structures, perceptual countermeasure road safety treatments, and a trial of alcohol ignition interlock devices.

### **Property Management**

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Our property portfolio is reviewed regularly. Property surplus to current and future requirements for road construction and related purposes was disposed of in accordance with Government policy. Revenue raised was returned to the Roads Program. Further details regarding land disposal are provided in Appendix 14.

### **Control Management Services**

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The quality system accredited Control Management Services Branch provided senior managers and other customers with a high quality, cost-effective auditing service across our full range of activities. It also supplied corruption prevention and investigation services, and assistance in improving the RTA's control environment. Further details of internal audit and other services are provided in Appendix 8.

### **M4/M5 Cashback Scheme**

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In October 1996 the State Government announced that from 1 January 1997 drivers of NSW privately registered motor vehicles using the M4 and M5 motorways would be eligible to receive a refund on the tolls paid under the M4/M5 Cashback scheme. This is administered by the RTA with refund claims made quarterly. During the year 232,721 rebate claims were processed, representing a 26.7 percent increase over last year. Total cost of the scheme during 1999/00, including administration, was \$36.2m, compared with \$27.9m in 1998/99. At 30 June 2000, there were in excess of 104,000 Cashback accounts registered with the motorway companies. The scheme is funded from consolidated revenue.



# WHOLE OF GOVERNMENT PLANNING







> ONE OF THE MOST DISTINCTIVE FEATURES OF THE EASTERN DISTRIBUTOR IS THE LANDBRIDGE OVER THE CAHILL EXPRESSWAY THAT REUNITES THE TWO HALVES OF THE DOMAIN



# WHOLE OF GOVERNMENT PLANNING

In 1998 the NSW Government released its visionary plan *Action for Transport 2010* which sets forth a whole-of-Government approach for meeting the transport needs of NSW up to 2010. The Plan contains detailed construction programs for the integrated expansion of the rail and bus network as well as major roads. The RTA made a significant contribution to the objectives of the Plan by undertaking the following projects:

## URBAN DESIGN

In December 1999 we launched our urban design guidelines manual *Beyond the Pavement – RTA Urban and Regional Design Practice Notes* which is aimed at changing the way we operate, to improve the design quality of our projects in the context of their urban and regional settings and to improve the public domain. The manual also reflects a renewed interest around the world in the urban design of road projects. It addresses new roads, bus-only transitways and the upgrading and retrofitting of existing roads in both urban and regional environments.

As well as this initiative, we are a signatory to the NSW Government Urban Design Charter, prepared by the Urban Design Advisory Service of the Department of Urban Affairs and Planning. The charter aims at raising the standard of urban design in NSW. It sets out strategies for Government agencies in NSW to optimise their responsibility, show leadership and collaborate to create high quality towns, cities and scenic areas.

An RTA Urban Design Advisory Panel was set up to ensure we achieve the highest possible standards of urban and regional design excellence. An RTA Urban Design Noise Wall Panel was also set up to specifically review noise wall proposals and provide advice. We also established a Register of Urban Design Contractors which was compiled following our call for Expressions of Interest for urban design providers. The register will be updated periodically.

Completion of the Eastern Distributor in December 1999 delivered to NSW a landmark project with significant urban design outcomes which provides a gateway to Sydney. It improves the quality of adjacent environments by taking traffic off local streets, allows for the enhancement of key public spaces such as Taylor Square, and for major improvements to bus services on Oxford and Flinders Streets. One of its most distinctive features is the landbridge over the Cahill Expressway that reunites the two halves of The Domain, improves the setting of the NSW Art Gallery and creates major landscaped green space.

We contributed \$50,000 to a national urban design competition for Parramatta Road 2000 and Beyond, which is being coordinated by the Inner Metropolitan Regional Organisation of Councils.

We undertook urban design work, or issued urban design briefs, for numerous programs and projects in urban and rural areas including the Transitways program for Sydney, the Pacific Highway Development Program, a range



of projects on the Great Western Highway, the Northern Distributor Extension and Mount Ousley Drive in Wollongong, the Castlereagh Bypass, and Old Windsor Road in Sydney.

## PLANNING TRANSPORT AND LAND USE TOGETHER

We ran a major workshop with stakeholders to review our Guide to Traffic Generating Developments which resulted in a series of recommendations including a need to align the policy content with current and emerging NSW Government strategies and policies governing transport and land use.

We played a key role in entering Transport Development Agreements to achieve integrated transport solutions and funding contributions for required road infrastructure for major development sites including the ADI site at St Mary's and the Boral site at Greystanes.

The RTA is a major contributor (\$700,000 in 1999/00) to the Household Travel Survey conducted by the Transport Data Centre. This is a comprehensive survey of household travel patterns in the Greater Metropolitan Area and assists in the detailed planning of the area's road network.

## MAKING ROAD FREIGHT MORE COMPETITIVE

A variety of studies by the RTA and Department of Transport into the freight needs of NSW contributed to the development of the NSW Government's *Action for Transport 2010*.

We were represented on various steering committees and helped fund important studies, including the City South Freight Study, and the Port Botany Container Origin-Destination Survey.

We provided over \$300,000 in funding for two projects to collect detailed freight data. The first, the Commercial Transport Study, is being managed by the Transport Data Centre and will produce detailed trip tables for Sydney. The second, an ABS Freight Movement Survey, is a multi-modal national survey of freight flows.

## ALLIANCES AND PARTNERSHIPS

We utilised and promoted alliances and partnerships with industry, national bodies, academia and other State and international road agencies.

### Local Government

The Local Government Liaison Committee provided effective communication and enhanced coordination between the RTA and the Local Government and Shires Associations on road management policy.

The Committee's quarterly meetings discussed joint actions and common understanding across a range of issues including:

- improving value for money in the delivery of roadworks through the Road Maintenance Reform Package
- Federal proposals to increase truck mass limits, and
- reviews of funding arrangements following the introduction of Federal tax reform initiatives.

The Committee also commissioned a Local Government Maintenance Contracting Reference Committee to support implementation of the Road Maintenance Reform Package.

The Local Government Road Safety Program Memorandum of Understanding (MOU) details the roles of the RTA and Local Government in this program, as well as their joint responsibilities. Signatories to the MOU are the Hon. Carl Scully, Minister for Roads, and representatives of the three organisations which represent local government in the Program: the NSW Local Government Association; the NSW Shires Association and the Institute of Municipal Engineering Australia (now the Institute of Public Works Engineering Australia).

The Memorandum of Understanding demonstrates that the RTA and Local Government agree to work in partnership to develop and implement strategies aimed at improving road safety and reducing road trauma on local roads throughout the State. It also specifically affirms the government's commitment to funding the Road Safety Officer Program to the Year 2010, and relates the objectives of the Program to Road Safety 2010.

Currently 65 councils across the State are participating, employing between them a total of 55 Road Safety Officer (RSO) positions.

Of these, 28 councils are based in Sydney and 37 in regional centres. Together, these councils represent over six million residents in NSW.

Additionally, a Vocational Education and Training Advisory Board (VETAB) approved Certificate IV in Road Safety course is being piloted in six councils across NSW. The course provides a framework for competency-based training for RSOs and will be fully implemented in July 2001.

### NSW Police Service

Our Enhanced Enforcement program, run with the NSW Police Service, is aimed at discouraging unsafe road user behaviour by putting in place a higher level of police visibility at critical times of the year. During the year, our funding provided almost a 30 percent increase in enforcement hours during enhanced funded police operations targeting speeding, drink-driving, fatigue and seat belt use.

A Memorandum of Understanding (MOU) between the RTA and the NSW Police Service has underpinned the cooperative and coordinated way the two organisations have worked together to develop and implement road safety policies and strategies since 1990. The MOU details the roles of the RTA and the NSW Police Service in this program, as well as their joint responsibilities to achieve the goals of Road Safety 2010.

To ensure close liaison with the NSW Police Service, the RTA Chief Executive and relevant senior RTA staff meet formally with the Police Deputy Commissioner (Operations) and relevant senior police on a quarterly basis. Policy, legislation and upcoming issues are discussed to facilitate comprehensive interagency program delivery.



CONCEPT DRAWINGS OF PROPOSED PROJECTS ASSIST IN THE PLANNING AND COMMUNITY CONSULTATION PROCESS.

### Austrorads

Our involvement with Austrorads included the management of the National Business Systems Program and RTA staff representation on reference groups and R&D project teams. We chaired national groups overseeing research and national policy development on road structures and environmental issues associated with the road system. Our work with Austrorads allowed national R&D funds to be pooled to allow exchange of information, identify best practice, eliminate duplication and provide efficiency gains through innovation, consistent standards and practice.

We continued our strong international involvement through cooperative research with the Organisation for Economic Co-operation and Development (OECD) and the World Road Association (PIARC). We were represented on international committees considering issues associated with road tunnels and the environment.

### Safe communities

We are jointly funding with NSW Health three-year NSW SafeComm pilot programs in Gundagai, Kiama and Macleay/Hastings. The programs are based on the World Health Organisation (WHO) Safe Communities Program model, the objective being to encourage local residents to develop a safe communities approach towards road trauma and general injury prevention.

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# OUR PEOPLE





> RTA STAFF INVOLVED IN  
COMMUNITY CONSULTATION  
ON THE PACIFIC HIGHWAY



# OUR PEOPLE

We place great importance on developing the skills of our staff at all levels and ensuring that, as they retire, we have skilled people to replace them. We were recognised at the Australian Training Awards in the Industry category for Public Administration for best practice in the provision of learning and development.

In addition, on an ongoing basis we offer staff a range of training options including formal courses, on-the-job training, coaching, mentoring, workplace based projects, involvement in project teams and secondments.

## RECRUITING THE BEST

As part of our recruitment program, we recruited our fourth annual intake of graduates under our Graduate Recruitment and Development Program following a rigorous selection process through universities in Sydney, around NSW and interstate. The 13 graduates hold a variety of degrees and were given job placements in various parts of our operations including Civil Engineering, Traffic and Transport Engineering, Environmental Engineering, Transport Planning, Public Policy, Information Technology and Business/Commerce. In addition, they each undertook at least one regional placement. A mentor was allocated to each graduate to help build strong internal networks and offer assistance and advice as needed.

We employed 34 apprentices who were trained as plant mechanics, electricians, carpenters (including bridge and wharf and carpenter joiners), painters, boilermakers and welders. They were employed all around the State as part of our commitment to youth employment and training, and rural and regional employment.

We have partnerships with industry groups and other Government departments to ensure our training provides all the skills necessary for our apprentices to continue to meet current and future needs.

## LEARNING AND DEVELOPMENT

We are a Registered Training Organisation (RTO) under S.22c of the *Vocational Education and Training Accreditation (VETA) Act 1990* with the Vocational Education and Training Accreditation Board (VETAB), qualified to deliver recognised vocational education and training courses and assessment services. During the year we offered a range of courses as well as in-house training to our staff, many in flexible options to fit in with work demands. Courses and training included Management Development, specific learning courses for Road Services (eg OHS for bituminous works), Project Management, Environmental Issues and training for staff working for the Sydney 2000 Olympic and Paralympic Games.

## WORK WELL DONE

For the 1999 RTA Staff Excellence Awards, some 93 awards and commendations were presented to staff over 11 different categories: community consultation, customer service, environmental awareness, occupational health and safety, road safety, team performance, innovation and urban design. Also included were awards for leadership and equity, the latter recognising efforts to ensure all staff have equal access to information, opportunity and development. Awards were also made for the Customer Service Officer of the Year, Motor Registry of the Year and Apprentice of the Year.

## COUNSELLING SUPPORT

A free Employee Assistance Program (EAP) continued to operate for staff and their families. EAP counsellors reflect our diverse community, and among them speak Italian, French, Swiss, German, Afrikaans, Zulu, Maltese, Mandarin, Greek, Thai, Dutch, Indonesian, Malaysian, Spanish and Portuguese. A toll free TTY (teletypewriter) number is available for the hearing impaired.

## WOMEN'S STRATEGY

The RTA's Women's Strategy aims to increase the representation of women in the RTA workforce. As at June 2000, 27 percent of staff were women, with 15 percent holding management positions.

In May 2000, the Office of the Director of EEO in Public Employment (ODEOPE) examined the strategies of some 200 government departments and statutory authorities across the State. The RTA was subsequently described as being one of the leading employers in terms of EEO.

Our initiatives included the Top Steps Program aimed at women in middle management to further develop career opportunities; the opportunity to participate in a part-time MBA program offered through the University of Technology; and the Frontline Management Initiative which offers the opportunities to develop team leadership and people management skills.

An Alternative Duties During Pregnancy policy enabled supervisors/managers and staff to examine options available to vary duties or temporarily transfer staff to another position for the duration of their pregnancy.

## OCCUPATIONAL HEALTH AND SAFETY

We continually reduce risks of workplace incidents, injuries and illness, and provide timely interventions to our staff through systematic management of OHS by all levels of management with the assistance of a network of OHS practitioners throughout the State.

Our responsibility to ensure a safe and healthy workplace extends to contractors and their staff. Tenderers for major or high risk projects must have a corporate OHS management system accredited by the RTA and the successful tenderer must develop approved project and site specific safety management plans before commencing work. Contractors' work sites are periodically audited against OHS specifications.





ABORIGINAL LIAISON OFFICERS PLAY AN IMPORTANT ROLE IN THE RTA.

## ABORIGINAL AND TORRES STRAIT ISLANDERS

We continued programs and actions in accordance with the recommendations of the 1991 Royal Commission into Aboriginal Deaths in Custody including:

Employment and training (Recommendation No. 305) Approval was given to commence the recruitment of five people with Aboriginal and Torres Strait Islander backgrounds to be located in our regional offices at Glen Innes (2), Grafton, Parkes and Wagga Wagga. The positions, which carry Federal and State Government funding and training subsidies, include enrolment in Certificate III (Business Administration).

We appointed Aboriginal Liaison Officers at Wagga Wagga and Blacktown making a total of four employed by the RTA, the others being at Parkes and Kempsey. We created and filled a new position of Aboriginal Program Strategy Manager to develop and lead targeted strategies across the State.

Our two-year Aboriginal Customer Service Traineeship Scheme (ACSTS) providing training in regional Motor Registries, due to end in September 2000, is being replaced with a nationally accredited NSW registered traineeship program offering eight positions in regional and metropolitan locations. The positions will attract State and Federal Government funding, salary and training subsidies.

We employed Australia's first Aboriginal female engineer who recently graduated after completing a six year RTA engineering cadetship under a joint State and Federal incentive scheme for Aboriginal and Torres Strait Islanders.

Our Aboriginal Employment Equity Plan 1998–2003, for which we received the 1999 Premier's Public Sector Gold Award, has within its objectives, the design and delivery of cultural awareness workshops across the RTA, based on business needs. The aim is to ensure that all staff gain a primary understanding of Aboriginal culture, and can provide quality service to the Aboriginal community, based on customer and local service delivery needs.

Our comprehensive OHS plan, covering our own people and contractors, includes policies, standards and performance indicators to guide and measure our progress in achieving a safer work environment.

Achievements for the year included:

- a saving of \$6.33 million (in rebate from the 1996/97 premium) and \$1.55 million in the workers' compensation deposit premium payment, and associated costs, through OHS and injury management strategies. This included the availability of suitable duties to allow carefully monitored return to work
- a 10 percent reduction in workers' compensation claims from previous year down from 11.1 claims per 100 employees in 1998/99 to 10.0 claims per 100 employees in 1999/2000
- the receipt of the Premier's Public Sector Award (in the corporate services reform category) and Public Sector Risk Management Award (from GIO/Treasury Managed Fund) for our OHS program, and
- the development and launch of the RTA Contractor Health and Safety Information Pack for contractors wanting to do work for the RTA. The pack is also available on our internet site.

Despite our efforts and demonstrable improvements in OHS performance there were two workplace fatalities recorded during the year. One of these resulted from a vehicle accident within a work site and the other from skin cancer due to exposure to the sun over many years.

We sponsored a female Aboriginal Liaison Officer to attend the World Indigenous Conference in Honolulu in August 1999 and provided a senior management presenter at the recent NSW Reconciliation Convention as well as sponsoring 10 delegates to the convention.

## ETHNIC AFFAIRS

We provide services to people in the most culturally diverse State in Australia. Our vast and diverse range of customers include individuals, private organisations, community and road transport groups, local councils and State Government agencies.

In all our road safety and traffic management public education campaigns conducted in geographic areas with ethnic populations, we met the requirements for ethnic advertising as stated by the Government for print and electronic media.

We spent \$468,937 advertising in the ethnic media in 1999/2000.

Materials for numerous public education initiatives, road projects, and driver licensing information are printed in several community languages.

Publications on safe cycling, passenger safety, pedestrian safety and safe play are available in Arabic, Vietnamese, Italian, Chinese, Spanish and Greek Croatian, Filipino, Khmer, Portuguese, Russian, Samoan, Serbian, Spanish, Tongan, Turkish and Vietnamese. Interpreters were available at school safety committees for ethnic families to better understand road safety issues for children.

### Our Ethnic Affairs priority statement:

*We provide services to people in the most culturally diverse State in Australia. Our vast and diverse range of customers include individuals, private organisations, community and road transport groups, local councils and State Government agencies. We are committed to delivering quality services to road users and customers, including the ethnic communities, people with disabilities, pedestrians and cyclists. We will continue to implement our Ethnic Affairs programs throughout 2000/2001. Most will be accomplished in the current financial year whilst others, to be successfully integrated and adopted, may take longer.*

## PEOPLE LESS MOBILE

Our Disability Action Plan was developed and the following actions taken:

- we initiated design and fabrication of four poles to accommodate the solar powered/cellular network (GSM) roadside emergency phones. The main design variation was a reduction in the height of the cavity where the telephone sits from 950mm to 780mm to improve access for people in wheelchairs
- our staff bulletin board link on our internal intranet site contains disability related web sites and organisations with an interest in disability issues
- we engaged registered architects to undertake the design of building fitout and extension works to ensure all relevant standards were complied with
- we included the words 'including those requiring adjustment at work' in our employment advertisements
- over the past few years, Miranda Motor Registry has assisted the Minerva Special School at Sutherland prepare school students with special learning needs to apply for a driver's licence. The program is part of our ongoing involvement with community projects and a means of promoting road safety
- we provided school crossing supervisors (SCS) at an annual cost of \$2 million to assist school children cross the road safely. This is extremely helpful to children with a disability as nearly 89 percent of NSW children with a disability (around 76,600 children) attend school. The program also provided employment opportunities for people with a disability and/or older people as school crossing supervisors
- our mobility parking scheme continued to operate with our brochure including a tear-off section that allowed people with a disability or older people to educate others who misused the parking spaces
- our special disability driving test allowed disabled drivers additional time for their test, and
- our circular on modified vehicles for people with a disability and our register of persons authorised to make modifications was updated and published.



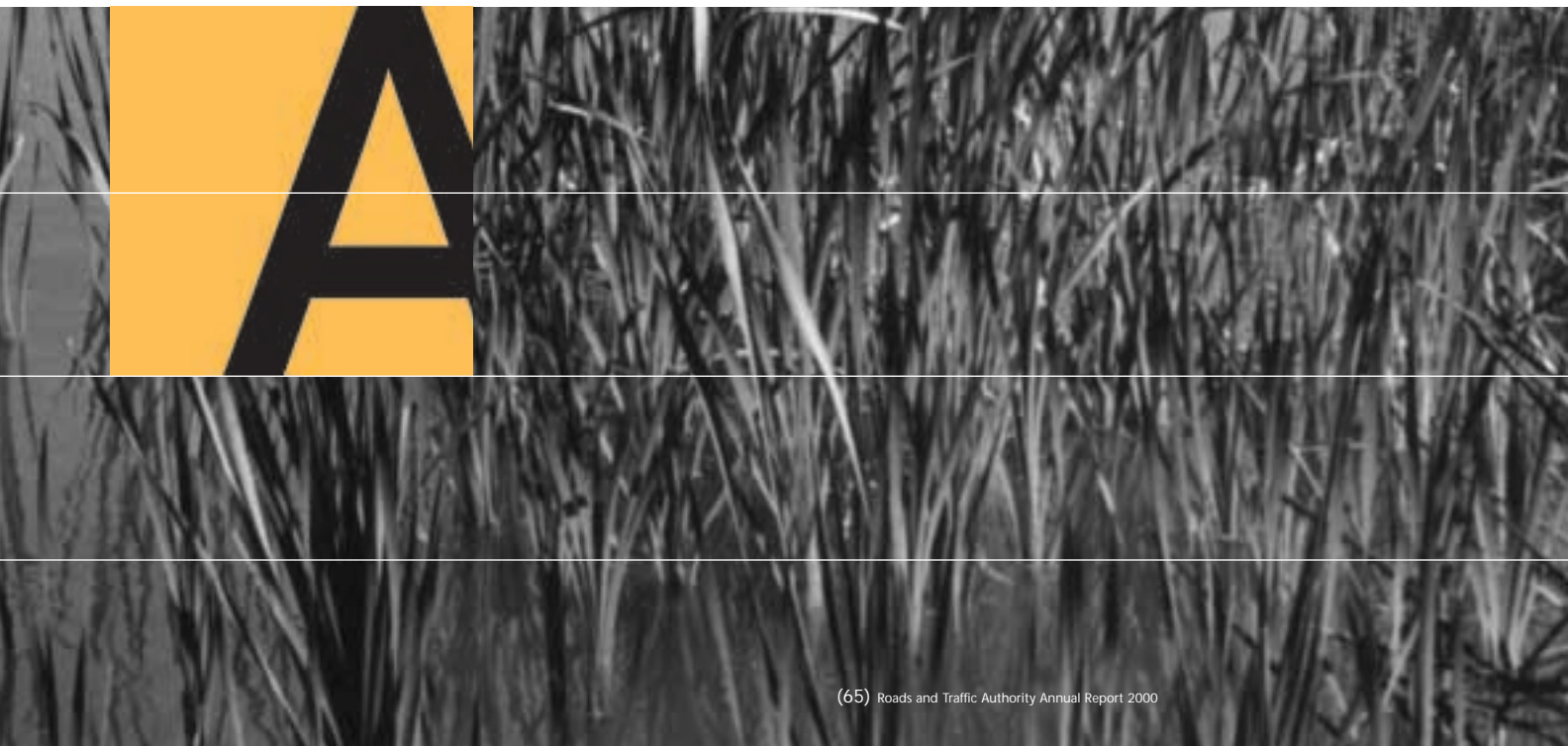
# CARING FOR THE ENVIRONMENT





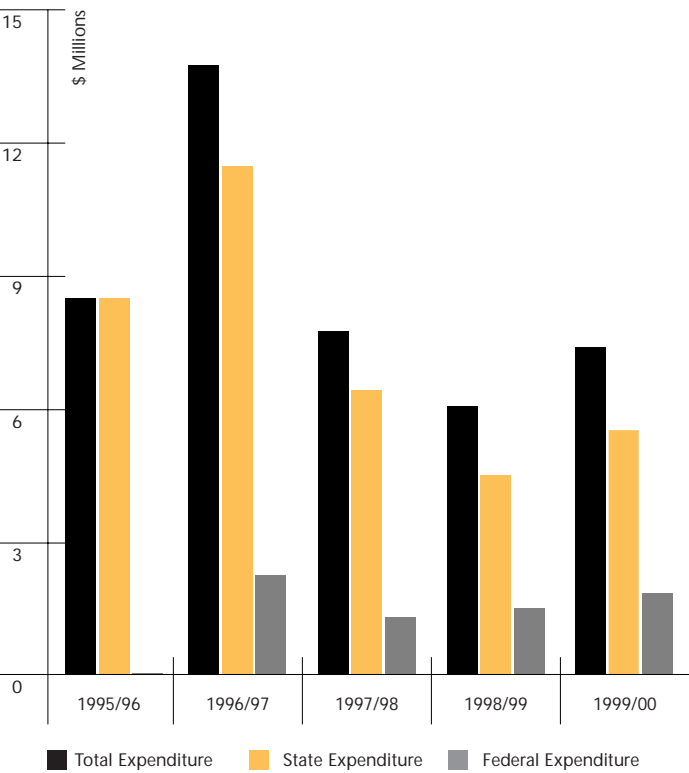


> TWO COMPENSATORY FROG PONDS  
HAVE BEEN BUILT AT ARNCLIFFE FOR THE  
GREEN AND GOLDEN BELL FROG,  
ADJACENT TO THE M5 EAST MOTORWAY



# CARING FOR THE ENVIRONMENT

Figure 13 – Noise Abatement Program Expenditure Summary



The RTA recognises that the road network and the community's use of roads affects both the natural and built environment as well as the patterns of life of individuals and communities. Environmental planning and management is a core part of our business. In recognition of this we work cooperatively with communities and all levels of government on environmental issues while also developing and implementing strategies, policies and procedures to ensure improved RTA-wide environmental performance.

### ROADS AND NOISE

We apply the NSW Government Environmental Criteria for Road Traffic Noise to all new road and road redevelopment projects. The site specific requirements of each project are taken into account in the design process to meet the criteria, subject to an assessment of practicality, cost-effectiveness, visual impacts, equity issues and community preferences.

Stages of project development where potential road traffic noise impacts are examined begin with the initial network analysis, route/option selection, concept design, detailed design right through to construction and completion.

Construction noise emissions are assessed against the EPA's construction noise guidelines as part of the environmental impact assessment and subsequent environmental management processes.

Funding was allocated through the Noise Abatement Program to reducing noise on selected existing State and Federal Roads. A variety of methods was used including barriers, earth mounds, architectural acoustic treatments and quieter pavement surfaces. See Figure 13.

In all, \$5.54 million was spent on State Roads benefiting 177 residences, two schools, one public reserve and one caravan park and \$1.89 million on Federal Roads, benefiting 113 residences and one school. Locations included Sydney, the Blue Mountains and the Southern, Hunter and Northern Regions.

### ENVIRONMENTAL IMPACT ASSESSMENT

We undertake environmental assessments of proposed projects to determine the significance of likely impacts on the environment and to develop measures to avoid or minimise these impacts.

Environmental Impact Statements (EIS) are prepared where impacts are likely to be significant under Part 5 of the *Environmental Planning and Assessment Act, 1979* or where the proposed development is designated under Part 4 of the Act. EISs detailing the significance of likely impacts on the environment and outlining measures to minimise them were exhibited for the following major road developments:

- Pacific Highway Upgrading:
  - Karuah bypass (55km north of Newcastle)
  - Bangalow-St Helena (35km north of Ballina)
  - Coopersnook-Moorland (25km north of Taree)
- Great Western Highway Upgrading:
  - Little Hartley (16km east of Lithgow)
  - Princes Highway - Trunkatabella Creek Bridge Replacement (17km south of Moruya).

We prepared 403 Reviews of Environmental Factors (REFs) of proposed works across the State. REFs assist us in considering environmental matters when deciding whether a proposal is likely to significantly affect the environment.



## MANAGING OUR ROADSIDES

We supported the NSW Roadside Environment Committee which encouraged and assisted roadside managers such as local councils, Rural Lands Protection Boards, utility providers and Landcare groups to improve their management of important natural, cultural and economic resources on roadsides and stock routes. Specific programs and activities included:

- conducting regional, multidisciplinary workshops on best practice roadside environmental management. Workshops were held in Bega, Nyngan and Lismore. The committee also joined with Environment Australia and the Environment Protection Authority (EPA) in conducting workshops in Gunnedah and Rylstone
- participation in the NSW Government's litter prevention program, involving State and Local Government agencies and community organisations
- continuing development of an accredited curriculum on linear reserve conservation, in collaboration with the Industry Training Advisory Boards for Forestry, Public Sector, Construction and Primary Industries. Development of the curriculum was funded by the NSW Department of Education
- provision of publications and advice on the development of roadside environmental management plans. A bulletin outlining progress and activities was published and distributed in April 2000 and a Landcare package developed and distributed through more than 30 Landcare publications, and
- research into the costs and benefits of a variety of roadside management techniques, currently being carried out by the University of Western Sydney.

A two-year Roadside Assessment and Management Program was set up to develop plans for roadsides across NSW. It will include an assessment of roadside natural and cultural resources and preparation of plans to assist in protecting these resources during road maintenance activities.

## CENTRAL WEST ROADSIDE CORRIDOR PROJECT 1999/2000

This is a joint RTA-Greening Australia initiative aimed at preserving and enhancing roadside corridors and enhancing their value. The project links State highways between Lithgow in the east, Marsden in the southwest and Gilgandra in the north.

Two guidelines were completed during the year: State Highway 6 Mid-Western Highway Roadside Management Guidelines and State Highway 27 Golden Highway Roadside Management Guidelines.

Significantly, approximately 25,000 trees were planted and 6km of direct seeding carried out at 20 different sites. A monitoring system to measure the success of roadside tree planting and direct seeding was established. From commencement of the project an average survival rate of 82 percent of trees planted was achieved and a direct seeding average of 16 plants per 100m of roadside.

All existing roadside corridor assessment data for the Central West region was put onto a spatial information system to increase access to data throughout the region.

## THREATENED FLORA

We have commitments in four plans of recovery for threatened flora species as established under the Threatened Species Conservation Act, 1995. They are:

- *Acacia pubescens* (Downy Wattle) Sydney region
- *Microtis angusii* (Angus' Onion Orchid) Sydney region
- *Grevillea caleyi* (Caley's Grevillea), Sydney region
- *Eleocharis tetraquetra* (Square-stemmed Spike-rush) mid-North Coast region.

A detailed report on our action to meet our commitments is provided in Appendix 5.

## THREATENED FAUNA

### Compensatory Frog Ponds

A population of the endangered Green and Golden Bell Frog (*Litoria aurea*) exists at Arncliffe, adjacent to the M5 East Motorway development. The population has declined in recent years due to deterioration of the habitat. The route of the M5 East does not impact on the primary habitat of the frog population, but does affect their foraging habitat. To compensate for the loss of foraging habitat, the RTA has constructed two compensatory frog ponds. To contribute to the conservation and management of the Green and Golden Bell Frog, the RTA supplied four adult frogs from the Arncliffe site (two males and two females) to Taronga Zoo for use in their captive breeding program. Captive bred Green and Golden Bell Frog tadpoles were released in January 2000 at the Arncliffe compensatory ponds. These actions have assisted in the long term survival of the Green and Golden Bell Frog population in the local area.

### Koalas and roads

A major six-year research program investigated the impact of road development on koala populations. Two Pacific Highway development projects that pass adjacent to koala populations are being used as trial sites. The Australian Museum is currently monitoring the movement patterns and home ranges of the koalas, and will continue to monitor their movements during the construction and operation of new roads. This project will seek to determine the success of fauna mitigation measures in providing safe passage across roads, and will improve our ability to minimise impacts on koalas and other fauna in the future.

## NATURAL AND CULTURAL HERITAGE

We received the Energy Australia National Trust Heritage Award for the Study of the Relative Heritage Significance of Timber Truss Road Bridges in NSW at the annual National Trust Heritage Awards. Heritage information on bridges in the study was incorporated into our Heritage and Conservation Register. The register, a requirement under Section 170 of the NSW Heritage Act 1977, assists in asset management by listing and providing information on assets in our ownership, care or control which have heritage significance. During the year the register was made available on our web site. The status of items currently on the register is shown in Appendix 4.

Other achievements included:

- completion of our Heritage Strategic Plan drawing together the many facets of heritage management and providing direction for management to 2004
- the Heritage Committee, which met quarterly, provided a proactive approach to heritage issues and gave advice on development of policy and management of our heritage portfolio, and
- guidelines were drawn up giving a clear direction for the RTA Oral History program set up in 1997 to record interviews with people who have historical knowledge about roads, bridges and related archival topics.



THE RTA WORKED WITH MEMBERS OF THE LOCAL COMMUNITY IN THE CENTRAL WEST ROADSIDE CORRIDOR PROJECT.

## MANAGING AIR QUALITY

### Action for air

The RTA contributes to the NSW Government's *Action for Air* plan by implementing several major initiatives to encourage the use of public transport. These include the provision of bus-only transitways, dedicated bus lanes and bus priority signalling on key road transport corridors and cross-regional bus routes, electronic bus passenger information systems, and greater use of public transport for special events, as emphasised in the management of Olympic test events.

As well as being good for your health, cycling and walking are environmentally friendly alternatives to travel by car. Our implementation of *Action for Bikes – BikePlan 2010* is working towards a comprehensive, linked bicycle network, to provide access for people to cycle to their desired destinations and make cycling a more attractive option. Similarly, developing Pedestrian Access and Mobility Plans will lead to improved accessibility and quality of pedestrian environments. Teleworking initiatives such as the provision of telecentres and programs associated with the Olympics are further influencing transport choices.

This encouragement of public transport, cycling, walking and teleworking will benefit air quality and contribute to the targets in *Action for Transport* on limiting the growth of traffic.

Another important initiative is the development of the M5 East Subregional Air Quality Management Plan that will investigate local sources of air pollutants and develop strategies to improve the local air quality. The Plan is being developed in consultation with community and local government representatives.

## Tunnel ventilation workshop

In June 2000, the RTA convened an International Workshop on Tunnel Ventilation which brought experts in a range of technical disciplines from around the world to Sydney. The Workshop's aim was to foster the exchange of knowledge and ideas about tunnel ventilation techniques, technologies and strategies that are being used around the globe. It provided a unique forum in which experts and community representatives could explore the different aspects of road tunnel ventilation design and operations.

### Integrated land use and transport planning

The RTA is ensuring that new residential developments and employment areas are integrated with Sydney's public transport system. As an example, the ADI site at St Marys will be served by two transitways with direct connection to Penrith and St Marys Stations. In addition, planning has involved cycleways and pedestrian facilities designed to reduce the level of car activity previously associated with "greenfields" site development.

As well, the RTA has commenced revising its *Guide to Traffic Generating Developments* to support *Action for Air* and other Government initiatives that would moderate traffic growth. We are working closely with the Department of Transport and the Department of Urban Affairs and Planning in developing guidelines for integrating land use and transport planning.

## MANAGING WATER QUALITY

Our core business of road development and management incorporates many activities that may impact on the water quality of inland waterways and estuarine environments. Consequently we have developed appropriate water quality management policy and procedures. Key water quality management initiatives were:

- development of a training program on our water management system. A seminar series for our staff working in environment management, project management, asset management and maintenance will be delivered in 2000/2001.
- communicating the intent and direction of our Code of Practice for Water Management – Road Development and Maintenance
- assessment of the technical components of the NSW Department of Housing's manual *Managing Urban Stormwater*
- development of a practical guide and user friendly model for the sizing of sedimentation basins for RTA projects, and
- review and update of the water management sections of our Road Design Guide.

## STORMWATER ENVIRONMENT IMPROVEMENT PROGRAM

We continued to work with local councils in the preparation of stormwater management plans (SMPs) with priority given to urban catchments. A revised Stormwater Environment Improvement Program was developed comprising actions identified in the SMPs to help councils implement the SMPs. We also began investigating treatment options for State Roads as identified in the SMPs.

## RECYCLING – A USER AND SUPPLIER

The RTA is a participant in the recycling market, both in the use of recycled materials for new work and in the promotion of recycling of its waste materials such as asphalt pavement, spoil, bridge timber, greenwaste, vehicle licence plates and other recyclable metals. We also purchase waste products from heavy industry such as slag, and fly ash for use on construction projects.

## RTA ENERGY CONSUMPTION

Energy use for 1999/2000 is reported in the 2000 *RTA Environment Report* due for release in early 2001.

## ENVIRONMENTAL MANAGEMENT SYSTEM

An important milestone in our continual improvement of environmental performance was the release in June of the *RTA Environmental Management System (EMS) Manual*. The manual formalises our environmental management direction and describes the planning, implementation, reporting and review mechanisms that are in place for improving overall environmental performance. It includes:

- requiring contractors seeking work on major RTA projects to have their own accredited EMS
- establishment of an environmental legislation register, easily accessible on our internal intranet, to help staff identify their obligations under environmental legislation, and
- implementation of a new contract specification for environmental management maintenance works.

The EMS completed in July 1999 by our Operations Road Services Branch was accredited in August 1999 and our Client Services Directorate EMS Manual, the last of three major project management systems Client Services has produced over the last 18 months, was also completed and made available to staff.

## REGULATORY COMPLIANCE

A penalty infringement notice, carrying a fine of \$1,500, was issued to the RTA in February for inappropriate cleaning of a bitumen sprayer at a roadside stockpile site near Bowenfels. The infringement related to undertaking the activity in a location that created the potential to pollute waters.

## ENVIRONMENTAL REPORTING

We produced our second *RTA Environment Report* which was also published on our website.

## RESEARCH AND DEVELOPMENT

A number of projects were undertaken, including:

### *Sleep disturbance*

Research was carried out on the relationships between noise measures, sleep disturbance, cardiovascular effects and wakefulness the next day. The project also delivered methodologies that could be used in future studies to gain further understanding of the relationship between road traffic noise and sleep disturbance.

### *Base-line noise study*

This project involves identifying ambient noise levels and noise sensitive localities in the Newcastle and Wollongong regions using monitored and modelled data. The project will be completed in 2000 and will assist in developing noise abatement program priorities.

### *Vehicle wake modelling*

This project aims to quantify the impact of vehicle wake turbulence on the dispersion and concentration of traffic-generated air pollution near roads. The work was awarded to the University of New South Wales as a three year Ph.D project.

The study includes investigating the wake turbulence effect of air pollutants from multiple vehicles including trucks, buses and cars.

### *Open and sheltered valleys*

A project to monitor roadside air quality in open and sheltered valleys was begun. It aims to provide information on dispersion patterns in valleys and assist with the assessment of dispersion model performances.

The monitoring work at sheltered valley sites was completed and a draft report on the results submitted to the RTA. The monitoring work at open valleys will commence once the selection of suitable sites is finalised.

## *Overpasses for possums and other marsupials*

Methods to encourage the safe passage of arboreal (tree living) marsupials such as ringtail possums and gliders across roads were investigated by the Australian Museum. The research included monitoring the movement patterns of possums and gliders in relation to roads. Trial structures were erected adjacent to roads in the Sydney and South Coast regions and monitoring equipment installed to test whether they are being used by arboreal fauna. Preliminary results are encouraging and the research will continue into the next financial year.

## *Roadside fencing to protect fauna*

Fauna fencing along selected roadsides has been in existence for some time. The purpose of the fencing is to prevent native fauna from crossing roads and to direct fauna to safe crossing points such as underpasses. Research is continuing on developing installation and maintenance principles to ensure the fences remain effective in the long term.

## WHAT'S AHEAD FOR THE RTA AND THE ENVIRONMENT

### **Habitat Edge Effects**

The development of roads often creates changes to natural habitat adjacent to the cleared road corridor. These changes are called habitat edge effects. We are investigating the extent and impact of these habitat edge effects so that appropriate responses can be determined. This investigation will also assist in the development of policy and guidelines for the provision of mitigation measures.

### **Noise management and abatement**

A noise management manual will be completed to assist staff and contractors to manage road traffic noise, vehicle noise, construction noise and vibration. The provision of noise abatement measures for existing roads will continue in 2000/01 using \$3.25 million of allocated State funding and \$0.75 million of allocated Federal funding.

## Heritage and conservation

Our Heritage and Conservation Register is scheduled to be completed within the next two years. Studies of three of our six regions will be undertaken in the coming year.

Theme-based studies of groups of heritage items will continue with a study of pre-1930s cast and wrought iron bridges.

The next RTA Oral History project will be the Construction of the Gladsville Bridge. Interviews for the "Developments in Vehicle Registration, Driver Testing and Licensing Procedures" oral history were completed during the year. A compilation tape will be placed on the RTA website next year.

## Sediment Basins

Funding was approved for the assessment of deposited sediment in sedimentation basins. This project will determine the pollutant concentrations in deposited material in sedimentation basins and assess the annual input to basins. Key objectives are to provide:

- information for the design of sedimentation basins
- a basis for monitoring requirements for basins, and
- information for assessment of disposal options for sediments.

## Environmental Management Systems (EMS)

Our Environmental Strategic Plan will be reviewed in the year ahead and organisational performance measures further developed to evaluate our environmental performance. Performance against these measures will be recorded in future reports. Contractors seeking work on mid-sized projects will be required to have an EMS accredited with the RTA.

# CORPORATE GOVERNANCE

We implemented corporate governance practices to achieve high standards of business ethics and accountability throughout the organisation and to ensure we delivered cost effective products and services to the community.

## STATUTORY FRAMEWORK

The RTA is a NSW statutory authority established under the *Transport Administration Act 1988*. We administer the *Transport Administration Act 1988*, the *Roads Act 1993*, *Road Transport (General Act) 1999*, *Road Transport (Safety and Traffic Management) Act 1999*, *Motor Vehicles Taxation Act 1988*, *Road Transport (Heavy Vehicles Registration) Act 1995*, *Road Transport (Driver Licensing) Act 1998*, *Road Transport (Vehicle Registration) Act 1999* and the *Driving Instructors Act 1992*.

## CORPORATE STRUCTURE

Our Chief Executive is responsible and accountable to the Minister for Roads and Parliament for our overall performance and for ensuring we perform in a manner consistent with legislative compliance and best practice principles. Senior management, advisory bodies and committees (see Appendix 6) assist the Chief Executive in his duties.

## AUDIT COMMITTEE

An Audit Committee is chaired by the Chief Executive and comprises our senior executives, a non-public sector representative from the audit profession and an observer from the Audit Office of NSW.

The committee meets every three months to advise the Chief Executive, consider progress under the strategic audit plan, generally oversee the direction of the audit function and to consider our financial control and reporting systems. It makes an effective contribution to internal controls and improved accountability by monitoring the implementation of audit recommendations arising from the audit reports.

## CODE OF CONDUCT AND ETHICS

This details the standards and values we apply in relationships with customers, contractors, employees and the community. The code is reviewed regularly and enhanced to ensure it provides practical assistance to staff on standards of behaviour and in solving ethical issues.

## STRATEGIC AND BUSINESS PLANNING

The Chief Executive and senior management set the corporate objectives and strategies in line with NSW Government priorities and the community's road based transport needs. Our Corporate Strategic Plan, *The Journey Ahead 1998–2003*, sets out our vision and priorities. It is supported with five-year strategic and business plans that are reviewed annually. Progress is monitored and reported against these plans and against community outcomes. Strategic management and planning is a cyclic process involving analysis of internal and external environments, strategic development and planning, service delivery and performance monitoring and evaluation.

## CORPORATE CREDIT AND PURCHASING CARDS

The introduction and use of corporate credit and purchasing cards throughout the RTA has been in accordance with the Premier's memoranda and the Treasurer's Directions.

## YEAR 2000 COMPLIANCE

The RTA's systems operated normally during and after the changeover from 1999 to 2000. For more information see *Appendix 15* for the Y2K Compliance Report.

## EXECUTIVE APPOINTMENTS AND REMUNERATION

The Minister for Roads is responsible for approving the Chief Executive's appointment and contract. The Chief Executive is responsible for approving directors' appointments and contracts. These contracts may have a duration of up to five years and include annual performance agreements.

The Chief Executive's remuneration is determined by the Minister for Roads and the Chief Executive determines the remuneration of directors in accordance with determinations issued by the Statutory and Other Offices Remuneration Tribunal on 1 October of each year (see also Appendix 7).



# FINANCIAL STATEMENTS

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BOX 12 GPO  
SYDNEY NSW 2001

## INDEPENDENT AUDIT REPORT

### ROADS AND TRAFFIC AUTHORITY OF NEW SOUTH WALES

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

#### Scope

I have audited the accounts of the Roads and Traffic Authority of New South Wales for the year ended 30 June 2000. The Chief Executive is responsible for the financial report consisting of the accompanying statement of financial position, operating statement, statement of cash flows, program statement - expenses and revenues and summary of compliance with financial directives, together with the notes thereto and the information contained therein. My responsibility is to express an opinion on the financial report to Members of the New South Wales Parliament and the Chief Executive based on my audit as required by sections 34 and 41C(1) of the *Public Finance and Audit Act 1983* (the Act). My responsibility does not extend here to an assessment of the assumptions used in formulating budget figures disclosed in the financial report.

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

In addition, other legislative requirements which could have an impact on the Authority's financial report have been reviewed on a cyclical basis. For this year, the requirements examined comprised compliance with:

- core business activities being in accordance with the *Transport Administration Act 1988*;
- the Premier's Department SES Guidelines in respect of the Chief Executive's contract;
- operation of the Special Deposits Account in accordance with the *Transport Administration Act 1988*.

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

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

#### Audit Opinion

In my opinion, the financial report of the Roads and Traffic Authority of New South Wales complies with sections 41B and 41BA of the Act and presents fairly in accordance with applicable Accounting Standards and other mandatory professional reporting requirements the financial position of the Authority as at 30 June 2000 and the results of its operations and its cash flows for the year then ended.

R J Sendt  
Auditor-General

SYDNEY  
31 August 2000

# ROADS AND TRAFFIC AUTHORITY

Year Ended 30 June 2000

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

1. The accompanying financial statements exhibit a true and fair view of the Authority's financial position as at 30 June 2000 and transactions for the year then ended.
2. The statements have been prepared in accordance with the provisions of the Public Finance and Audit Act 1983, the Public Finance and Audit (General) Regulation 1995, the Treasurer's Directions and the directives of the Financial Reporting Code.

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



Noel Hancock  
A/Director, Finance  
31 August 2000



Paul Forward  
Chief Executive  
31 August 2000



# OPERATING STATEMENT

Roads & Traffic Authority for the year ended 30 June 2000

	Notes	1999/2000 Actual \$'000	1999/2000 Budget \$'000	1998/1999 Actual \$'000
<b>Expenses</b>				
Operating Expenses				
Employee Related	2(a)	140,011	178,266	180,652
Other Operating Expenses	2(b)	316,176	280,675	257,961
Maintenance	2(c)	609,971	605,026	676,524
Depreciation and Amortisation	2(d), 24	443,098	18,973	124,213
Grants and Subsidies	2(e)	33,662	25,020	18,452
Finance Costs	2(f)	78,654	97,600	110,664
Other Expenses	2(g)	–	–	228,652
<b>Total Expenses</b>		<b>1,621,572</b>	<b>1,205,560</b>	<b>1,597,118</b>
Less:				
<b>Retained Revenue</b>				
Sale of Goods and Services	3(a)	143,890	122,059	128,504
Investment Income	3(b)	18,247	20,006	23,859
Retained Taxes, Fees and Fines	3(c)	3,203	3,424	2,235
Grants and Contributions	3(d)	39,914	12,001	23,352
Other Revenue	3(e), 5, 24	1,737,638	27,061	1,802,928
<b>Total Retained Revenue</b>		<b>1,942,892</b>	<b>184,551</b>	<b>1,980,878</b>
<b>Gain/(Loss) on Sale of Non-Current Assets</b>	4	<b>783</b>	<b>–</b>	<b>(1,298)</b>
<b>NET COST OF SERVICES</b>	24, 26	<b>(322,103)</b>	<b>1,021,009</b>	<b>(382,462)</b>
<b>Government Contributions</b>				
Recurrent Appropriation	6	1,042,464	1,020,478	971,058
Capital Appropriation	6	853,151	847,394	875,022
<b>Total Government Contributions</b>		<b>1,895,615</b>	<b>1,867,872</b>	<b>1,846,080</b>
<b>SURPLUS/(DEFICIT) FOR THE YEAR</b>		<b>2,217,718</b>	<b>846,863</b>	<b>2,228,542</b>

The accompanying notes form part of these statements.

# STATEMENT OF FINANCIAL POSITION

Roads & Traffic Authority as at 30 June 2000

		1999/2000	1999/2000	1998/1999	
	Notes	Actual \$'000	Budget \$'000	Actual \$'000	
<b>ASSETS</b>					
<b>Current Assets</b>					
Cash	8	41,334	40,573	22,818	
Investments	9	4,477	41	4,260	
Receivables	10	26,975	18,827	27,887	
Inventories		7,865	5,900	7,101	
Other	12	2,146	1,436	2,415	
<b>Total Current Assets</b>		<b>82,797</b>	<b>66,777</b>	<b>64,481</b>	
<b>Non Current Assets</b>					
Land and Buildings	11	2,490,894	2,166,819	1,844,684	
Plant and Equipment	11	78,913	97,493	85,358	
Infrastructure Systems	11	44,992,883	42,421,830	44,302,467	
Receivables	10	48,413	50,887	43,662	
Other	12	670,543	574,340	625,182	
<b>Total Non Current Assets</b>		<b>48,281,646</b>	<b>45,311,369</b>	<b>46,901,353</b>	
<b>Total Assets</b>		<b>48,364,443</b>	<b>45,378,146</b>	<b>46,965,834</b>	
<b>LIABILITIES</b>					
<b>Current Liabilities</b>					
Accounts Payable	13	251,393	280,037	255,923	
Borrowings	14	149,563	54,854	271,456	
Employee Entitlements	16	96,885	75,683	96,696	
Other	17	41,367	37,348	36,637	
<b>Total Current Liabilities</b>		<b>539,208</b>	<b>447,922</b>	<b>660,712</b>	
<b>Non Current Liabilities</b>					
Borrowings	14	890,509	978,141	680,147	
Employee Entitlements	16	204,659	317,940	325,170	
Other	17	442,447	442,319	455,686	
<b>Total Non Current Liabilities</b>		<b>1,537,615</b>	<b>1,738,400</b>	<b>1,461,003</b>	
<b>Total Liabilities</b>		<b>2,076,823</b>	<b>2,186,322</b>	<b>2,121,715</b>	
<b>Net Assets</b>		<b>46,287,620</b>	<b>43,191,824</b>	<b>44,844,119</b>	
<b>EQUITY</b>					
Reserves	18	9,036,811	4,401,131	5,495,529	
Accumulated Funds	18	37,250,809	38,790,693	39,348,590	
<b>Total Equity</b>		<b>46,287,620</b>	<b>43,191,824</b>	<b>44,844,119</b>	

The accompanying notes form part of these statements.

# STATEMENT OF CASH FLOWS

Roads & Traffic Authority for the year ended 30 June 2000

	Notes	1999/2000 Actual \$'000	1999/2000 Budget \$'000	1998/1999 Actual \$'000
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>				
<b>Payments</b>				
Employee Related		(187,957)	(182,367)	(158,766)
Grants and Subsidies		(33,662)	(25,020)	(18,452)
Finance Costs		(96,372)	(97,600)	(112,137)
Other		(979,585)	(874,682)	(962,378)
<b>Total Payments</b>		<b>(1,297,576)</b>	<b>(1,179,669)</b>	<b>(1,251,733)</b>
<b>Receipts</b>				
Sale of Goods and Services		139,067	123,084	128,954
Retained Taxes, Fees and Fines		3,203	3,424	2,235
Investment Income Received		18,247	16,898	20,751
Other		37,069	12,001	23,352
<b>Total Receipts</b>		<b>197,586</b>	<b>155,407</b>	<b>175,292</b>
<b>Cash Flow from Government</b>				
Recurrent Appropriation		1,042,464	1,020,478	971,058
Capital Appropriation		853,151	847,394	875,022
<b>Net Cash Flows from Government</b>		<b>1,895,615</b>	<b>1,867,872</b>	<b>1,846,080</b>
<b>NET CASH FLOWS FROM OPERATING ACTIVITIES</b>	26	<b>795,625</b>	<b>843,610</b>	<b>769,639</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>				
Proceeds from Sale of Land and Buildings, Plant and Equipment and Infrastructure Systems		41,115	33,132	76,870
Purchases of Land and Buildings, Plant and Equipment and Infrastructure Systems		(911,656)	(977,342)	(817,238)
<b>NET CASH FLOWS FROM INVESTING ACTIVITIES</b>		<b>(870,541)</b>	<b>(944,210)</b>	<b>(740,368)</b>
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>				
Proceeds from borrowings and advances		110,000	110,000	–
Repayment of Borrowings and Advances		(16,351)	(22,400)	(157,317)
<b>NET CASH FLOWS FROM FINANCING ACTIVITIES</b>		<b>93,649</b>	<b>87,600</b>	<b>(157,317)</b>
<b>NET INCREASE/(DECREASE) IN CASH</b>		<b>18,733</b>	<b>(13,000)</b>	<b>(128,046)</b>
Opening Cash and Cash Equivalents		27,037	53,573	155,083
<b>CLOSING CASH AND CASH EQUIVALENTS</b>	25	<b>45,770</b>	<b>40,573</b>	<b>27,037</b>

The accompanying notes form part of these statements.

# PROGRAM STATEMENT – EXPENSES AND REVENUES

Roads & Traffic Authority for the year ended 30 June 2000

	*Road Network Infrastructure		Road Safety & Road User Management		Traffic & Transport	
	1999/2000 \$'000	1998/1999 \$'000	1999/2000 \$'000	1998/1999 \$'000	1999/2000 \$'000	1998/1999 \$'000
<b>EXPENSES</b>						
Operating Expenses						
Employee Related	6,221	10,555	117,925	151,482	15,865	18,615
Other Operating Expenses	38,017	38,674	163,376	133,581	78,574	55,252
Maintenance	539,121	606,281	–	–	70,850	70,243
Depreciation and Amortisation	435,458	113,520	6,655	9,032	985	1,661
Grants & Subsidies	27,409	13,624	6,080	4,553	173	275
Finance Costs	78,602	110,597	52	67	–	–
Other Expenses	–	228,652	–	–	–	–
<b>Total Expenses</b>	<b>1,124,828</b>	<b>1,121,903</b>	<b>294,088</b>	<b>298,715</b>	<b>166,447</b>	<b>146,046</b>
<b>Retained Revenue</b>						
Sale of Goods and Services	79,699	73,862	59,093	51,485	5,098	3,157
Investment Income	17,980	22,320	118	741	149	798
Retained Taxes, Fees and Fines	691	669	2,512	1,566	–	–
Grants and Contributions	30,597	9,043	4,043	6,622	5,274	7,687
Other Revenue	1,737,638	1,802,928	–	–	–	–
<b>Total Retained Revenue</b>	<b>1,866,605</b>	<b>1,908,822</b>	<b>65,766</b>	<b>60,414</b>	<b>10,521</b>	<b>11,642</b>
Gain (Loss) on Sale of Non-Current Assets	783	(1,298)	–	–	–	–
<b>NET COST OF SERVICES</b>	<b>(742,560)</b>	<b>(785,621)</b>	<b>228,322</b>	<b>238,301</b>	<b>155,926</b>	<b>134,404</b>
Government Contributions **	–	–	–	–	–	–
<b>NET EXPENDITURE/(REVENUE)</b>	<b>(742,560)</b>	<b>(785,621)</b>	<b>228,322</b>	<b>238,301</b>	<b>155,926</b>	<b>134,404</b>
<b>ADMINISTERED REVENUES</b>						
See Note 1(c)						
Consolidated Fund						
– Taxes, Fees and Fines	–	–	–	–	–	–
– Other	–	–	–	–	–	–
<b>Total</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>

\* The description and objectives of each program are summarised in Note 7.

\*\* Appropriations are made on an agency basis and not to individual programs.  
Consequently, government contributions are included in the 'Not Attributable' column.



M4 / M5 Cashback Scheme		Not Attributable		Total	
1999/2000 \$'000	1998/1999 \$'000	1999/2000 \$'000	1998/1999 \$'000	1999/2000 \$'000	1998/1999 \$'000
-	-	-	-	140,011	180,652
36,209	30,454	-	-	316,176	257,961
-	-	-	-	609,971	676,524
-	-	-	-	443,098	124,213
-	-	-	-	33,662	18,452
-	-	-	-	78,654	110,664
-	-	-	-	-	228,652
36,209	30,454	-	-	1,621,572	1,597,118
-	-	-	-	143,890	128,504
-	-	-	-	18,247	23,859
-	-	-	-	3,203	2,235
-	-	-	-	39,914	23,352
-	-	-	-	1,737,638	1,802,928
-	-	-	-	1,942,892	1,980,878
-	-	-	-	783	(1,298)
36,209	30,454	-	-	(322,103)	(382,462)
-	-	1,895,615	1,846,080	1,895,615	1,846,080
36,209	30,454	(1,895,615)	(1,846,080)	(2,217,718)	(2,228,542)
-	-	340,429	291,888	340,429	291,888
-	-	509,233	571,258	509,233	571,258
-	-	849,662	863,146	849,662	863,146

# SUMMARY OF COMPLIANCE WITH FINANCIAL DIRECTIVES

Roads & Traffic Authority for the year ended 30 June 2000

	1999/2000			
	Recurrent Appropriation \$'000	Expenditure/ Net Claim on Consolidated Fund \$'000	Capital Appropriation \$'000	Expenditure/ Net Claim on Consolidated Fund \$'000
<b>Original Budget Appropriation/Expenditure</b>				
– Appropriation Act	1,020,478	1,020,478	847,394	847,394
	<b>1,020,478</b>	<b>1,020,478</b>	<b>847,394</b>	<b>847,394</b>
<b>Other Appropriation / Expenditure</b>				
– Additional Appropriation	–	–	470	470
– Treasurer's Advance	9,127	9,127	–	–
– Adjustment to capital allocation	–	–	(8,386)	(8,386)
– Section 22 expenditure for certain works	700	700	7,700	7,700
– Section 22A (2) Motor Vehicles Taxation Act (hypothecation of motor vehicle tax)	19,111	19,111	–	–
– Section 225 Roads Act (hypothecation of heavy vehicle overloading fines)	155	155	–	–
– Section 26 PF&AA – Commonwealth specific purpose payments	15,458	15,458	5,973	5,973
– Reduction in Commonwealth specific purpose payments	(5,152)	(5,152)	–	–
– Transfer to Capital Appropriation	(48)	(48)	–	–
– Transfers from another agency (Section 26 of the Appropriation Act)	3,806	3,806	–	–
– Reduction in Commonwealth fuel excise funds	(21,171)	(21,171)	–	–
	<b>21,986</b>	<b>21,986</b>	<b>5,757</b>	<b>5,757</b>
<b>Total Appropriations/Expenditure/Net Claim on Consolidated Fund</b>	<b>1,042,464</b>	<b>1,042,464</b>	<b>853,151</b>	<b>853,151</b>
<b>Amount drawn down against Appropriation</b>	–	<b>1,042,464</b>	–	<b>853,151</b>
<b>Liability to Consolidated Fund</b>	–	–	–	–

In compiling the Summary of Compliance with Financial Directives for the year ended 30 June 2000, it is assumed that Consolidated Fund appropriations are expended prior to any other RTA revenue source.

Consolidated funding for the RTA's Roads 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 Vehicles Taxation Act, with the level of the funds from the motor vehicle taxes not known until 30 June each year.

In 1999/2000 the Roads Program Recurrent Appropriation increased primarily as a result of additional motor vehicle tax revenue, Commonwealth funding, vehicle registration fees revenue and an adjustment relating to the 1998/99 appropriations, offset by a decrease in fuel excise revenue.

In 1999/2000 the Roads Program Capital Appropriation increased primarily as a result of additional Commonwealth funding for National Roads and the Blackspots Program and increased motor traffic fines revenue, offset by an adjustment in relation to the 1998/99 appropriations.

1998/1999

Recurrent Appropriation \$'000	Expenditure \$'000	Capital Appropriation \$'000	Expenditure \$'000
943,358	943,358	875,022	875,022
943,358	943,358	875,022	875,022
-	-	-	-
25,460	15,448	-	-
-	-	-	-
-	-	-	-
12,252	12,252	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
37,712	27,700	-	-
981,070	971,058	875,022	875,022
-	971,058	-	875,022
-	-	-	-

# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

Roads & Traffic Authority as at 30 June 2000

## 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

### (a) Reporting Entity

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

### (b) Basis of Accounting

The RTA's financial statements are a general purpose financial report which has been prepared on an accruals basis and in accordance with applicable Australian Accounting Standards, other authoritative pronouncements of the Australian Accounting Standards Board (AASB), Urgent Issues Group (UIG) Consensus Views and the requirements of the Public Finance and Audit Act 1983 and Regulations. The financial statements also comply with 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)(n) of the Public Finance and Audit Act. Where there are inconsistencies between the above requirements, the legislative provisions have prevailed.

In the absence of a specific Accounting Standard, other authoritative pronouncement of the AASB or UIG Consensus View, the hierarchy of other pronouncements as outlined in AAS6 "Accounting Policies" is considered.

The Urgent Issues Group (UIG) issued Abstract 30 "Depreciation of Long-Lived Assets, including Infrastructure Assets: Condition-Based Depreciation and Other Related Methods" on 16 December 1999. The Consensus advised that the Abstract applies to reporting periods ending on or after 16 December 1999, the date on which the Consensus was agreed. As a result, a review of the RTA's Condition Based Depreciation (CBD) methodology was undertaken by the RTA, with assistance from the Audit Office and NSW Treasury which indicated that the CBD methodology did not fully conform to the UIG Consensus View. Accordingly, the RTA has adopted a straight-line

depreciation model for infrastructure assets for the 1999/2000 and future accounting periods. The provision for depreciation established in respect of infrastructure assets now recognises the loss of service potential over time on a straight-line depreciation basis in accordance with UIG Abstract 30 and AAS4 "Depreciation of Non Current Assets".

The financial statements are prepared in accordance with the historical cost convention except where otherwise stated. All amounts are rounded to the nearest one thousand dollars and are expressed in Australian currency. The accounting policies adopted are, with the exception of the adoption of the straight-line depreciation methodology for infrastructure assets for 1999/2000 and future accounting periods, consistent with those of the previous year. However, the classifications of some revenue and expenditure items have been amended, with the amounts disclosed in the Operating Statement for both 1998/99 and 1999/2000 presented in the amended classifications for comparison purposes.

### (c) Administered Activities

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

Expenses incurred in collecting monies on behalf of the Crown Transactions Entity are recognised as the RTA's expenses and are reported within the Road Safety and Road User Management Program.

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



## 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

### (d) Revenue Recognition

Revenue is recognised when the RTA has control of the good or right to receive, it is probable that the economic benefits will flow to the RTA and the amount of the revenue can be reliably measured. Additional comments regarding the accounting policies for the recognition of revenue are provided below:

#### (i) Parliamentary Appropriations and Contributions from other Bodies

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

Contributions are usually recognised when control of the cash or other asset, including a right to receive, is gained. In relation to the right to receive infrastructure assets, the recognition is on a progressive basis relative to the contract period.

#### (ii) Sale of Goods and Services

Revenue from the sale of goods and services comprises revenue from the provision of products or services, ie: user charges. User charges are recognised as revenue when the RTA obtains control of the assets that result from them.

#### (iii) Investment Income

Interest revenue is recognised as it accrues. Rent revenue is recognised in accordance with AAS17 "Accounting for Leases".

### (e) Employee Entitlements

#### (i) Wages and Salaries, Annual Leave, Sick Leave and Oncosts

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

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

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

#### (ii) Long Service Leave and Superannuation

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

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

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

### (f) Insurance

The RTA's insurance is arranged through the NSW Treasury Managed Fund Scheme as a self insurance scheme for Government agencies. The premiums are determined by the Fund Manager based on past experience and risk exposures. An outstanding liability also exists in respect of the former Department of Motor Transport self-insured scheme. CTP Insurance is arranged with a private sector provider by the NSW Treasury.

# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

### (g) Asset Management Policy

The RTA is exempt from the "Recoverable Amount Test" under the provision of paragraph 5.2.3 of AAS10 – "Accounting for the Revaluation of Non-Current Assets" as it is a not-for-profit entity.

Valuation and depreciation policies are summarised below.

#### (i) Land and Buildings

Asset	Valuation Policy	Depreciation Policy
Land & Buildings in Service – Works Administration Properties – Officers Residences	Land and buildings in service are generally valued at value in use (land) and written down replacement cost (buildings). Where such properties are rented externally they are valued at current market value.	Buildings – straight line (2.5%)
Land & Buildings Acquired for Future Roadworks – Rentable or Surplus Properties – Vacant land	– Current Market Value – Average Rateable Value Per Hectare of Urban and Rural Areas within each Local Government Area (LGA)	No depreciation charged as buildings are not purchased to generate revenue but ultimately to be demolished for roadworks
Leasehold Improvements (Minimum capital value \$5,000)	Written down historic cost/revalued amount	Amortised over the period of the lease, or the useful life of the improvement to the RTA, whichever is shorter

Included in the value of land and buildings in service is an amount of \$6.121 million (1998/99; \$5.435 million) for buildings on Crown land. As the RTA effectively "controls" this Crown land, it has been included in the RTA's Statement of Financial Position. Should such Crown land be transferred or disposed of, associated buildings are written off in the year the transfer or disposal takes place. Crown land, to the value of \$77,000, was transferred to the Department of Land and Water Conservation during 1999/2000.

The RTA's land and buildings are valued by registered valuers on a progressive basis. To accord with the requirements of AAS10, the RTA values its land and buildings over a 3 year progressive time frame. During 1999/2000 approximately one third of the RTA's land and buildings were revalued.

# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

### (ii) Plant and Equipment

Asset	Valuation Policy	Depreciation Policy
Plant, Equipment & Vehicles (Minimum capital value \$5,000)	Written down historic cost	Straight line (5%–20%) over the estimated useful life to the RTA
Computer Hardware and Software (Minimum capital value of \$500 and \$5,000 respectively)	Written down historic cost	Straight line (20%–33.33%) over the estimated useful life to the RTA
Electronic Office Equipment (Minimum capital value \$5,000)	Written down historic cost	Straight line (20%) over the estimated useful life to the RTA

The written down historic cost is considered to reflect the market value of these assets.

Depreciation and valuation policies in respect of operational assets are subject to annual review. Estimates of useful life for depreciation purposes have been determined with due regard to a number of factors including the expected retention period by the entity and the underlying physical, technical and commercial nature of the assets as defined in AAS4. In accordance with this standard the shortest alternative useful life is applied. Approximately 35% (1998/99; 48%) of the RTA's assets in the categories of plant, equipment, vehicles, computer hardware and software and electronic office equipment are fully depreciated.

### (iii) Infrastructure Systems

Asset	Valuation Policy	Depreciation Policy
<b>Roads</b>	Written down replacement cost	
Earthworks		Depreciated over estimated useful life of 100 years
Pavement		Depreciated over estimated useful life dependant on pavement surface 15 years (unsealed) 20–40 years (flush seal/asphalt) 40–50 years (concrete)
<b>Bridges</b>	Written down replacement cost	Depreciated over estimated useful life dependant on bridge type
Timber structures		60 years
Concrete structures		100 years
Steel structures		100 years
X Trusses (timber and steel)		60 years
High Value Bridges		200 years
<b>Traffic Signals</b>	Written down replacement cost	Depreciated over estimated useful life of 20 years
<b>Traffic Signal Control Network</b>	Written down replacement cost	Depreciated over estimated useful life of 7 years
<b>Land under roads and within road reserves</b>	Average rateable value per hectare of urban and rural areas within each Local Government Area (LGA)	No depreciation applied as land does not have a limited useful life

## 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

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 and related equipment constructed during any year are brought to account in that year at construction cost. In subsequent years those assets are included with other infrastructure assets and subject to the valuation policies outlined below.

The valuation policies provide for roads, bridges and the traffic signal control network, comprising the traffic control network and the traffic signal network, to be valued using the modern equivalent replacement cost method. 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 signal 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. Assets are recorded initially at construction cost and the annual percentage increase in the Road Cost Index 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 Road Cost Index as applicable. Unit replacement rates for roads and traffic signals were reviewed during 1999/2000. High value bridges and bridge size culverts were also revalued during 1999/2000.

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

Major works-in-progress are valued at construction cost and exclude the cost of land, which is currently disclosed as land under roads. It is considered that, in their current use, these assets have no market and as such, a market valuation is not possible.

Accounting Standard AAS4 – "Depreciation of Non Current Assets" outlines factors to be considered in assessing the useful life of an asset for depreciation purposes. These factors include wear and tear from physical use and technological and commercial obsolescence.

Prior to the 1999/2000 accounting period, the RTA utilised a condition based depreciation methodology to determine the annual depreciation charge and accumulated depreciation of infrastructure assets. Following the Consensus reached by the Urgent Issues Group on 16 December 1999 and the issue of Abstract 30 "Depreciation of Long-Lived Physical Assets, including Infrastructure Assets: Condition-Based Depreciation and Other Related Methods", the condition based depreciation approach has been discontinued for financial reporting purposes.

The methodology adopted for 1999/2000 and future accounting periods is straight-line depreciation in accordance with AAS4 "Depreciation of Non Current Assets". The road assets are considered to consist of two components, pavement and earthworks, each with a corresponding useful service life.

Depreciation is calculated for each of the current 17,000 (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 30/6/2000.

### *(iv) Private Sector Provided Infrastructure*

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

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

### *(v) Cultural Collection Assets*

The RTA has for the first time in 1999/2000 recognised its Cultural Collection items as assets where those items can be reliably valued. These assets have been brought to account in accordance with AAS1.

Other Cultural Collection items are disclosed by way of a note.



**1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)****(h) Investments**

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

**(i) Provision of Material Assets**

No material assets were provided free of charge to the RTA during the 1999/2000 financial year. However, at a small number of locations, Crown land was provided at peppercorn rentals.

**(j) Inventories**

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

**(k) Capitalisation of Expenditure**

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

**(l) Financial Instruments**

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

**(m) Year 2000 Compliance Costs**

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

**(n) Goods and Services Tax**

Amounts paid for works which are to be undertaken after 1 July 2000 include a component for the Goods and Services Tax (GST). Almost all of the amount payable for GST is claimable by the RTA from the Australian Taxation Office (ATO). GST has also been collected by the RTA in respect of sales of its goods and services which are to be delivered after 1 July. The GST collected is payable to the Commonwealth. As such, the RTA determines, and discloses the net amount of GST claimable from, or payable to the ATO at period end.

# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 2. EXPENSES

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

### (a) Employee Related Expenses

Total employee related expenses are detailed as follows:

	1999/2000 \$M	1998/1999 \$M
Salaries and Wages (including Annual Leave)	342.658	343.184
Long Service Leave	12.055	17.836
Superannuation (refer Note 16)	(76.280)	64.228
Workers Compensation Insurance	12.150	13.400
Payroll Tax and Fringe Benefits Tax	23.907	24.668
Other	4.444	5.303
	<b>318.934</b>	<b>468.619</b>

Of the total employee related expenses, \$66.294 million (1998/99; \$120.179 million) was capitalised to infrastructure and \$112.629 million (1998/99; \$167.788 million) is attributable to maintenance with the balance of \$140.011 million (1998/99; \$180.652 million) attributable to other operating programs.

In respect of superannuation, \$57.723 million related to the accrued liability recognised as payroll oncost; with a reduction of \$134.003 million attributable to actuarial adjustments and interest.

A total negative expense of \$15.856 million in relation to superannuation has been included in the expenditure capitalised to infrastructure assets.

### (b) Other Operating Expenses

	1999/2000 \$M	1998/1999 \$M
Registry Customer Services *	89.912	75.918
Driver and Vehicle Management *	27.438	20.017
Road Safety *	45.879	37.430
Traffic and Transport *	78.484	55.132
Ensured Revenue Stream Payments	33.095	32.847
SHB Toll Collections *	3.541	2.554
M4/M5 Cashback Scheme	36.209	30.454
Other	1.618	3.609
	<b>316.176</b>	<b>257.961</b>

\* These expense categories exclude employee related expenses and depreciation incurred in providing these services.

## 2. EXPENSES (continued)

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

### *(i) Audit Fees*

During 1999/2000 an expense of \$0.454 million (1998/99; \$0.454 million) was incurred for the audit of the financial statements by The Audit Office of NSW. In addition, special audits in respect of the RTA's project planning for the GST, its accounting for the Eastern Distributor and a review of the M2 Motorway documentation were undertaken as part of the services provided during 1999/2000 by the NSW Audit Office at a total cost of \$0.080 million (1998/99; \$0.026 million).

### *(ii) Bad and Doubtful Debts*

The bad and doubtful debts expense for 1999/2000 amounted to \$0.307 million (1998/99; \$0.098 million).

### *(iii) Rental Expense (Operating Leases)*

The Rental Expenses (Operating Leases) relate to Property, IT Equipment and Light Motor Vehicles.

Total rental expenses in respect of property operating leases for 1999/2000 amounted to \$16.091 million (1998/99; \$15.443 million). For IT Equipment total expenses for operating leases was \$21.149 million in 1999/2000 (1998/99, \$11.017) with expenses for Light Motor Vehicles operating leases being \$17.560 million in 1999/2000 (1998/99, \$14.835 million).

### *(iv) Insurance*

Insurance costs for 1999/2000 amounted to \$16.309 million (1998/99; \$16.676 million).

### *(v) Consultants*

The total amount paid to consultants during 1999/2000 amounted to \$0.439 million (1998/99; \$0.646 million).

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

### **(c) Maintenance**

Maintenance expenditure relates to the maintenance of roads, bridges and the traffic signal control network and includes employee related costs.

The RTA expended \$35.553 million in 1999/2000 (1998/99; \$72.510 million) on natural disaster restoration works from State funds. Some \$9.952 million (1998/99; \$9.464 million) was also spent on natural disaster restoration works on National Highways during the year. The total cost of natural disaster restoration work in 1999/2000 was \$45.505 million (1998/99; \$81.974 million), which was included as part of maintenance expenditure.

### **(d) Depreciation and Amortisation**

#### *(i) Operational Assets*

Total depreciation raised against operational assets during 1999/2000 amounted to \$18.804 million (1998/99; \$25.365 million). Of this amount, \$7.521 million (1998/99; \$10.144 million) was capitalised, with the balance of \$11.283 million (1998/99; \$15.221 million) related to operating activities. In addition, operational assets were written down by \$0.420 million in 1999/2000 (1998/99; \$3.852 million).

#### *(ii) Infrastructure Systems*

During 1999/2000 a road network loss of service potential of \$431.395 million was recorded against depreciation. For 1999/2000, and future accounting periods, the RTA has adopted a straight line depreciation methodology in respect of Infrastructure Systems, following the release by the Urgent Issues Group of Abstract 30 "Depreciation of Long-Lived Assets, including Infrastructure Assets: Condition-Based Depreciation and the other Related Methods". Refer to Note 1 (b).

## NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

### 2. EXPENSES (continued)

	1999/2000 \$M	1998/1999 \$M
<b>(e) Grants and Subsidies</b>		
Capital Grants		
– to Councils for Local Roads	20.665	12.762
– to other Agencies	4.500	–
Grants Under Road Safety Program	5.797	4.269
Other	2.700	1.421
	<b>33.662</b>	<b>18.452</b>
<b>(f) Finance Costs</b>		
Interest	74.766	101.725
Debt Guarantee	3.000	3.000
Amortisation of premium/discount on Borrowings	0.888	5.939
	<b>78.654</b>	<b>110.664</b>
<b>(g) Other Expenses</b>		
Revaluation Decrement of Traffic Signals	–	227.459
Loan to Sydney Harbour Tunnel Company	–	1.193
	<b>–</b>	<b>228.652</b>



**3. REVENUES**

	1999/2000 \$M	1998/1999 \$M
<b>(a) Sale of Goods and Services</b>		
<i>Sale of Goods</i>		
Number Plates	32.000	29.243
Other	1.477	0.796
<i>Rendering of Services</i>		
Third Party Insurance Data Access Charges	8.824	8.472
Toll Revenue (Sydney Harbour Bridge)	56.911	56.362
Other	44.678	33.631
	<b>143.890</b>	<b>128.504</b>
<b>(b) Investment Income</b>		
Interest	1.340	7.693
Rent	16.907	16.166
	<b>18.247</b>	<b>23.859</b>
<b>(c) Retained Taxes, Fees and Fines</b>		
Heavy Vehicle Permit Fees	0.691	0.669
Fine Default Fees	2.512	1.566
	<b>3.203</b>	<b>2.235</b>
<b>(d) Grants and Contributions</b>		
NSW Government Agencies	7.850	12.353
Local Government	1.133	2.012
Other Government Agencies	1.952	3.224
Private Firms & Individuals	6.963	5.763
Natural Disaster funds	22.016	–
	<b>39.914</b>	<b>23.352</b>
<b>(e) Other Revenue</b>		
Revaluation of Infrastructure Systems – Land Under Roads and within Road Reserves (Refer Note 5)	1,693.981	1,770.565
Value of Emerging Interest of Private Sector Provided Infrastructure		
– M2 (Refer Note 12 (b))	10.439	7.832
– M4 (Refer Note 12 (b))	15.341	8.183
– M5 (Refer Note 12 (b))	9.546	8.962
– Eastern Distributor (Refer Note 12 (b))	3.997	–
– Loan to Sydney Harbour Tunnel Company (Refer Note 9 (b))	4.334	–
Privately funded pedestrian overbridges	–	7.386
	<b>1,737.638</b>	<b>1,802.928</b>

All revenue brought to account in 1999/2000 arises from operating activities.

# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

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

	1999/2000 \$M	1998/1999 \$M
<b>Gain on Sale of Property, Plant &amp; Equipment</b>		
– Net Proceeds from Sale *	36.355	72.113
– Written Down Value of Assets Sold	35.572	73.411
Net Gain/(Loss)	0.783	(1.298)
<b>Gain on Sale of Investments</b>		
– Proceeds from Sale	–	98.669
– Written Down Value of Assets Sold	–	98.669
Net Gain/(Loss)	–	–
<b>Net Gain/(Loss) on Sale of Non-Current Assets</b>	<b>0.783</b>	<b>(1.298)</b>

\* Net proceeds from sale are determined after taking into account the direct costs associated with property sales which totalled \$4.104 million in 1999/2000 (1998/99: \$4.473 million).

## 5. ABNORMAL ITEMS

	1999/2000 \$M	1998/1999 \$M
Revaluation of Infrastructure Systems		
– Land Under Roads and Within Road Reserves	(1,693.981)	(1,770.565)
	<b>(1,693.981)</b>	<b>(1,770.565)</b>

Abnormal items relating to the revaluation of Infrastructure Systems have been reclassified as Other Revenue in the Operating Statement. In respect of Land Under Roads and Within Road Reserves, valuations are assessed according to the average rateable value per hectare of urban and rural areas within each Local Government Area. Such valuations are based upon the data provided by the Local Government Grants Commission and the Valuer General. The revaluation increment has been taken through the Operating Statement to offset decrements of previous years.

Reduction in Superannuation Expense due to Tax, Actuarial and Interest Adjustments. (Refer Note 16)	(134.003)	–
	<b>(134.003)</b>	<b>–</b>

The reduction in Superannuation is offset against the superannuation expense for 1999/2000 which has been allocated in accordance with the capitalisation of expenditure policy to capital and operating expenditures – See Note 2(a).

## 6. APPROPRIATIONS

	1999/2000 \$M	1998/1999 \$M
<b>Recurrent Appropriation</b>		
– State	925.226	843.104
– Commonwealth	117.238	127.954
	<b>1,042.464</b>	<b>971.058</b>
<b>Capital Appropriation</b>		
– State	643.810	677.259
– Commonwealth	209.341	197.763
	<b>853.151</b>	<b>875.022</b>

## 7. PROGRAMS/ACTIVITIES OF THE AGENCY

### (a) Road Network Infrastructure

#### Network Development

- Description:** Planning, designing, scheduling and organising the development of road and bridge works.
- Objectives:** To develop the State's road network focusing on strategic routes to promote economic growth, improve road safety, encourage greater use of public transport and meet environmental targets.
- Actively contribute to the 'Whole of Government' approach to land use and transport planning.

#### Maintenance

- Description:** Planning, designing, scheduling and organising of work for the maintenance of roads and bridges, including restoration after natural disasters.
- Objective:** To maintain State roads and bridges to agreed economic, technical and environmental standards.

### (b) Road Safety and Road User Management

- Description:** Implementing initiatives to ensure safety of people by ensuring safer roads and safer vehicles. Improve road user, pedestrian and cyclist behaviour through community education, driver testing and promotional programs to target compliance with road rules, and address drink driving, speeding, driver fatigue, and the use of seat belts and child restraints. Identify safety risks through road safety audits and investigations. Ensure vehicles meet road worthiness, road impact and emission standards. Manage the delivery of services through a range of outlets and channels.
- Objective:** To reduce the trauma and cost to the community of road deaths and injuries by ensuring that:
- drivers and motor cyclists are eligible and competent;
  - vehicles meet road worthiness, road impact, vehicle emission standards and that they operate safely; and
  - driver and vehicle transactions are accessible and a high standard of customer service is maintained.

### (c) Traffic and Transport

- Description:** Improving the operational performance of the road network, through traffic control and driver information systems, management of incidents and integrated route management strategies. Planning and organising public transport infrastructure improvements, improving pedestrian and cyclist facilities and maintaining traffic facility assets.
- Objective:** To maximise the efficiency of moving people and goods by better managing the existing road network and encouraging people to use alternative forms of transport to the motor car.

### (d) M4/M5 Cashback Scheme

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

# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 8. CURRENT ASSETS – CASH

The cash balance comprises:

	1999/2000 \$M	1998/1999 \$M
RTA Operating Account	16.427	4.161
Remitting Account, Cash in Transit & Cash on Hand	24.907	18.657
	<b>41.334</b>	<b>22.818</b>

## 9. CURRENT ASSETS – INVESTMENTS

The RTA's investments are detailed as follows:

	1999/2000 \$M	1998/1999 \$M
TCORP – Hour Glass Facility	0.658	0.936
On Call Deposits	3.453	3.091
Other	0.366	0.233
	<b>4.477</b>	<b>4.260</b>

## 10. CURRENT ASSETS/NON-CURRENT ASSETS – RECEIVABLES

The RTA's receivables are detailed as follows:

	1999/2000 \$M	1998/1999 \$M
<b>(a) Current</b>		
Sale of Goods and Services	12.399	8.547
Goods and Services Tax – Claimable from the Commonwealth	0.012	–
Police Security Identification Licence	0.052	–
Other (including cost recoveries relating to motor vehicle accident damage to RTA property and road clearing)	1.618	1.576
	14.081	10.123
Deduct: Provision for Doubtful Debts	1.309	1.513
	12.772	8.610
Unissued Debtors	4.526	4.756
Dishonoured Credit Cards	0.003	0.004
	17.301	13.370
Accrued Income		
– Interest	0.176	0.100
– Property Sales	9.493	14.253
– Other	0.005	0.164
<b>Total Current</b>	<b>26.975</b>	<b>27.887</b>

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



**10. CURRENT ASSETS/NON-CURRENT ASSETS – RECEIVABLES (continued)**

*Summary of Debts Written Off*

	1999/2000 \$M	1998/1999 \$M
Motor Vehicle Accident Damage to RTA Property and Costs for Clearing of Roadway	0.229	0.043
Rental Arrears	0.093	0.073
Works and Services	0.155	0.017
Towing Service Charges for Unattended Vehicles	–	0.003
Other	0.034	0.012
	<b>0.511</b>	<b>0.148</b>

**(b) Non-Current**

Non-Current receivables are summarised as follows:

	1999/2000 \$M	1998/1999 \$M
Loan to Sydney Harbour Tunnel Company	47.996	43.662
Promissory Notes	0.417	–
	<b>48.413</b>	<b>43.662</b>

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 2000 and the receivable is valued on a Net Present Value (NPV) basis.

The loan is considered to be part of the RTA's interest in the Tunnel and, as at 30 June 2000, has been assessed at \$47.996 million (30/6/99; \$43.662 million).

Promissory Notes relate to amounts receivable under the Private Sector Road Toll agreement in respect of the M2 Motorway and the Eastern Distributor.

**11. NON CURRENT ASSETS – LAND & BUILDING, PLANT & EQUIPMENT  
AND INFRASTRUCTURE SYSTEMS**

This asset category consists of Land & Building, Plant and Equipment and Infrastructure Systems.

	1999/2000 \$M	1998/1999 \$M
Land and Buildings (See Note 11a)	2,490.894	1,844.684
Plant & Equipment (See Note 11a & 11c)	78.913	85.358
Infrastructure Systems (See Note 11b)	44,992.883	44,302.467
	<b>47,562.690</b>	<b>46,232.509</b>

# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 11. NON CURRENT ASSETS – LAND & BUILDING, PLANT & EQUIPMENT AND INFRASTRUCTURE SYSTEMS (continued)

### (a) Land & Building and Plant & Equipment

	Works Administration Properties & Officers Residences	Land & Buildings Acquired for Future Roadworks	Leasehold Improvements	Total
	Land \$M Valuation	Buildings \$M Valuation	\$M Valuation	\$M Valuation
Balance 1 July 1999	58.202	90.756	1,693.630	9.470
Additions	–	5.630	82.760	0.699
Disposals	–	–	(32.743)	(2.168)
Reclassifications	(0.280)	(3.162)	0.657	2.785
Revaluations	10.133	11.196	509.020	–
Transfer to Infrastructure	–	–	(97.316)	–
Asset Write down	–	–	–	–
Prior Years Adjustment	–	–	156.843	–
<b>Balance 30 Jun 2000</b>	<b>68.055</b>	<b>104.420</b>	<b>2,312.851</b>	<b>10.786</b>
<b>Accumulated Depreciation</b>				
Balance 1 July 1999	–	3.661	–	3.713
Depreciation Expense	–	2.185	–	1.310
Write Back on Disposal	–	–	–	(2.168)
Revaluation	–	(3.483)	–	–
Prior Years Adjustments	–	–	–	–
<b>Balance 30 Jun 2000</b>	<b>–</b>	<b>2.363</b>	<b>–</b>	<b>2.855</b>
<b>Written Down Value</b>				
<b>As at 30 June 2000</b>	<b>68.055</b>	<b>102.057</b>	<b>2,312.851</b>	<b>7.931</b>
<b>As at 1 July 1999</b>	<b>58.202</b>	<b>87.095</b>	<b>1,693.630</b>	<b>5.757</b>

Land and buildings for future roadworks comprise untenanted land for road works (average rateable value – \$1,697.998 million), surplus properties (market value – \$268.318 million), of which properties with an estimated value of up to \$35 million could be disposed of during 2000/2001, and rentable properties (market value – \$346.535 million).

**NOTES** (continued)  
Roads & Traffic Authority as at 30 June 2000

Plant Equipment and Motor Vehicles \$M Cost	Computer Hardware and Software \$M Cost	Electronic Office Equipment \$M Cost	Total \$M Cost
155.961	119.290	8.203	283.454
19.582	0.284	0.627	20.493
(13.185)	(31.041)	(1.080)	(45.306)
(5.455)	4.861	0.594	-
-	-	-	-
-	-	-	-
-	-	-	-
(0.041)	(1.121)	-	(1.162)
<b>156.862</b>	<b>92.273</b>	<b>8.344</b>	<b>257.479</b>
85.254	105.961	6.881	198.096
8.344	6.115	0.849	15.308
(4.126)	(29.481)	(1.034)	(34.641)
-	-	-	-
(0.005)	(0.192)	-	(0.197)
<b>89.467</b>	<b>82.403</b>	<b>6.696</b>	<b>178.566</b>
67.395	9.870	1.648	78.913
<b>70.707</b>	<b>13.329</b>	<b>1.322</b>	<b>85.358</b>

# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 11. NON CURRENT ASSETS – LAND & BUILDING, PLANT & EQUIPMENT AND INFRASTRUCTURE SYSTEMS (continued)

### (b) Infrastructure Systems

Infrastructure systems are valued as follows:

	1999/2000 \$M	1998/1999 \$M
<b>Roads – Written Down Replacement Cost</b>		
Opening Balance – Replacement Cost	24,293.284	23,219.460
Add: New Roads at cost	449.538	700.190
Transfer to Traffic Signals	–	(422.581)
Revaluation	4,569.125	796.215
	29,311.947	24,293.284
Less: Accumulated Depreciation		
Opening Balance	4,313.280	4,029.931
Adjustment for change in accounting policy	3,106.646	–
Adjusted Opening Balance	7,419.926	4,029.931
Revaluation	1,959.121	–
Inflation Adjustment	–	191.425
Current Year Expense	376.080	91.924
	9,755.127	4,313.280
<b>Roads – Written Down Value</b>	<b>19,556.820</b>	<b>19,980.004</b>
<b>Land Under Roads and Within Road Reserves</b>		
Opening Balance	18,887.907	16,926.839
Transfer in from “Land and Buildings acquired for Future Roadworks” (Refer Note 11 (a))	97.311	190.503
Revaluation	1,696.981	1,770.565
<b>Total Land under Roads and Within Road Reserves</b>	<b>20,682.199</b>	<b>18,887.907</b>
<b>Bridges – Written Down Replacement Cost</b>		
Opening Balance – Replacement Cost	4,534.998	4,004.464
Prior Year Adjustment	–	(34.158)
Add: New Bridges	70.905	104.984
Revaluation	322.613	459.708
	4,928.516	4,534.998
Less: Accumulated Depreciation		
Opening Balance – Replacement Cost	52.173	50.455
Adjustment for change in accounting policy	1,234.514	–
Adjusted Opening Balance	1,286.687	50.455
Revaluation	72.992	–
Current Year Expense	42.911	1.718
	1,402.590	52.173
<b>Bridges – Written Down Value</b>	<b>3,525.926</b>	<b>4,482.825</b>

# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 11. NON CURRENT ASSETS – LAND & BUILDING, PLANT & EQUIPMENT AND INFRASTRUCTURE SYSTEMS (continued)

	1999/2000 \$M	1998/1999 \$M
<b>Traffic Signals Network – Written Down Replacement Cost</b>		
Opening Balance – Replacement Cost	199.731	–
Transfer from Roads	–	422.581
Add: New Traffic Signals	1.408	4.609
Less: Traffic Signals Deleted	(0.333)	–
Revaluation	10.453	(227.459)
	211.259	199.731
Less: Accumulated Depreciation		
Opening Balance	9.987	–
Current Year Expense	10.563	9.987
	20.550	9.987
<b>Traffic Signals Network – Written Down Value</b>	<b>190.709</b>	<b>189.744</b>
<b>Traffic Signal Control Network – Written Down Replacement Cost</b>		
Opening Balance – Replacement Cost	10.565	7.208
Add: Additions	10.822	1.420
Prior Year Adjustment	–	1.937
	21.387	10.565
Less: Accumulated Depreciation		
Opening Balance	4.571	3.060
Current Year Expense	1.841	1.511
	6.412	4.571
Work-in-Progress	4.624	9.423
<b>Traffic Signal Control Network – Written Down Value</b>	<b>19.599</b>	<b>15.417</b>
<b>Major Works in Progress</b>		
Opening Balance	746.570	794.927
Net Additions	271.060	(48.357)
<b>Major Works in Progress</b>	<b>1,017.630</b>	<b>746.570</b>
<b>Total Infrastructure Systems</b>	<b>44,992.883</b>	<b>44,302.467</b>

The network was improved during the year with a number of major projects being opened to traffic. These included the final stage of the Taree Bypass, the City West Link Road – Section 3, Pacific Highway improvements at Tyndale, dual carriageway on the Pacific Highway from Bulahdelah to Coolongoolook and the widening of Southern Cross Drive at Mascot.

The depreciation expense in respect of roads \$376.080 million (1998/99; \$91.924 million) reflects the loss of service potential based on the straight-line depreciation methodology adopted following the issue of UIG Abstract 30 on 16 December 1999 (Refer Notes 1 (b), 1 (g) (iii)). In accordance with the transitional provisions specified in Paragraph 19 of the Abstract, net adjustments totalling \$4,341.160 million has been made to the opening balances of accumulated depreciation in respect of the 1999/2000 reporting period, being the reporting period to which the UIG Consensus was first applied. These adjustments ensure that the carrying amounts of assets and accumulated depreciation reflect the amounts that would have been recognised had their depreciation methods complied with the requirements of the UIG Consensus at commencement.

Traffic signals and most bridges, were subject to a full revaluation in 1998/1999. High value bridges and all bridge size culverts were revalued in 1999/2000. Unit replacement rates for roads and traffic signals were reviewed in 1999/2000.

### (c) Cultural Collection Assets

At 30 June 2000 Cultural Collection Assets, including original art works, have been brought to account at a value of \$0.033 million.

Other Cultural Collection items, including prints, drawings and artifacts, were also identified as being under the control of the RTA, but could not be reliably valued.



# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 12. CURRENT/NON CURRENT ASSETS – OTHER

### (a) Current

These comprise:

	1999/2000 \$M	1998/1999 \$M
Prepayments	2.146	2.415
	<b>2.146</b>	<b>2.415</b>

### (b) Non-Current

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

	1999/2000 \$M	1998/1999 \$M
<b>Sydney Harbour Tunnel</b>		
Opening Balance	513.642	434.392
Revaluation	3.238	79.250
	<b>516.880</b>	<b>513.642</b>

#### M2 Motorway

Opening Balance	15.772	7.940
Annual Increment – Emerging Right to Receive	10.439	7.832
	<b>26.211</b>	<b>15.772</b>

#### M4 Motorway

Opening Balance	47.316	39.133
Annual Increment – Emerging Right to Receive	15.341	8.183
	<b>62.657</b>	<b>47.316</b>

#### M5 Motorway

Opening Balance	48.452	39.490
Annual Increment – Emerging Right to Receive	9.546	8.962
	<b>57.998</b>	<b>48.452</b>

#### Eastern Distributor

Opening Balance	–	–
Annual Increment – Emerging Right to Receive	3.997	–
	<b>3.997</b>	<b>–</b>
Prepaid Superannuation Contributions	<b>2.800</b>	<b>–</b>

	<b>670.543</b>	<b>625.182</b>
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## 12. CURRENT/NON CURRENT ASSETS – OTHER (continued)

### Sydney Harbour Tunnel

The RTA's interest in the Sydney Harbour Tunnel has been valued based on the RTA's right to the time share of its ownership, total service potential and remaining useful life at the date of its transfer to the RTA in 2022. At the date of this transfer, the value will equate to the then current written down replacement cost of the Tunnel. The cost of constructing the Tunnel was \$683.3 million. The current written down replacement cost of the Tunnel is \$516.880 million (30/6/99; \$513.642 million).

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

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

During the year ended 30 June 2000, tolls collected from the Tunnel amounted to \$27.623 million (1998/99; \$25.509 million). These tolls were applied to the financial obligations of the Tunnel and resulted in a reduction in ERS payments from \$70.220 million to \$42.597 million (1998/99; \$67.275 million to \$41.766 million).

NSW Treasury guidelines on the valuation of non-current assets state that asset revaluations must be conducted at least every five years. Revaluations were effected in 1994 and 1999, the Tunnel being revalued using the RTA's Road Cost Index. The RTA however now revalues the Tunnel each year. Based on movements in the Road Cost Index during the 1999/2000 reporting period, the RTA's interest in the Tunnel was \$516.880 million at 30 June 2000, a revaluation increase of \$3.238 million (1998/99, \$79.250 million) over the value of \$513.642 million recognised at 30 June 1999.

### M2 Motorway

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

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 direction, in cash or by promissory note. On achievement of the required rate, the rent is payable in cash. Under the terms of the lease, the RTA must not present any of the promissory notes for payment until the earlier of the end of the term of Agreement or the achievement of the required rate of return.

Payments for the rents for the Trust Lease and the Trust Concurrent Lease for the year ended 30 June 2000 have been made by promissory notes in the value of \$5.828 million and \$1.457 million respectively. The RTA, as at 30 June 2000, has received promissory notes for rent on the above leases totalling \$28.372 million. The term of the Agreement ends on the forty fifth anniversary of the M2 commencement date (ie.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 2000, is \$0.167 million.

The RTA has, from the date of completion of the M2 Motorway on 26 May 1997, valued the asset by reference to the RTA's emerging share of the written down replacement cost of the asset at date of handback over the concession period.

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 RTA's emerging share of the asset.

## 12. CURRENT/NON CURRENT ASSETS – OTHER (continued)

### M4 and M5 Motorways

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

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

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

### 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. Work commenced in August 1997, with the road to be open to traffic before the Sydney Olympics in September 2000. The Eastern Distributor was opened to traffic on 18 December 1999.

The total cost, including operational and maintenance costs, of the Eastern Distributor is calculated at \$700 million.

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

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 \$45 million by way of promissory notes (being \$15 million on Financial Close and \$15 million on each of the first and second anniversaries of Financial Close). A further \$2.2 million was received in cash six months after 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 2000, the promissory notes have a net present value of \$0.250 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 RTA's emerging share of the asset.

# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 13. CURRENT LIABILITIES – ACCOUNTS PAYABLE

	1999/2000 \$M	1998/1999 \$M
Trade Creditors	43.073	27.358
Creditors Arising from Compulsory Acquisitions	–	1.417
Accrued Expenses		
– Contract Expenditure	115.680	105.740
– Work Carried out by Councils	30.980	49.786
– Interest	14.630	27.168
– Other	46.317	43.700
Other	0.713	0.754
	<b>251.393</b>	<b>255.923</b>

## 14. CURRENT/NON-CURRENT LIABILITIES – BORROWINGS

	1999/2000 \$M	1998/1999 \$M
<b>Current</b>		
Tcorp Borrowings	149.563	271.256
Other	–	0.200
	<b>149.563</b>	<b>271.456</b>
<b>Non-Current</b>		
Tcorp Borrowings	888.409	678.047
Other	2.100	2.100
	<b>890.509</b>	<b>680.147</b>

Loan Borrowings are due as follows:

	Face Value \$M	Unamortised Expense \$M	Adjusted Book Value \$M
<b>Semi-Government Loans</b>			
Within 1 year	39.563	–	39.563
Between 1 and 5 years	503.506	19.858	483.648
After 5 years	423.576	18.815	404.761
	<b>966.645</b>	<b>38.673</b>	<b>927.972</b>

The weighted average interest rate on the Semi-Government loan portfolio as at 30 June 2000 is 7.01% (30 June 1999; 8.98%).

### Come and Go Facility

The Treasurer in 1998/99 approved of the RTA utilising a “Come and Go” Facility with Treasury Corporation up to the value of \$150 million for a three year period ending December 2001.

This enabled the RTA to use its investment funds to repay semi government debt, and, over the period mentioned above, draw back through the facility funds as required to meet the RTA's expenditure commitments. Additional funds will be provided to the Roads Program from the net difference between the lower debt servicing costs of loans and the investment income foregone.

In 1999/2000 an amount of \$110 million, included in Current Tcorp Borrowings, was drawn-down from the Facility to assist in funding major road projects.

	1999/2000 \$M	1998/1999 \$M
<b>Other Loan Borrowings</b>		
Repayable within 1 year	–	0.200
Between 1 and 5 years	–	–
After 5 years	2.100	2.100
	<b>2.100</b>	<b>2.300</b>

# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 15. FINANCIAL INSTRUMENTS

### (a) Interest Rate Risk

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

Financial Instrument	Floating Interest Rate		Fixed Interest Rate			
	1999 \$M	2000 \$M	1 Year or Less		Over 1 to 5 years	
			1999 \$M	2000 \$M	1999 \$M	2000 \$M
<b>Financial Assets</b>						
Cash	13.472	31.872	–	–	–	–
Receivables	–	–	–	–	–	–
Treasury Corp Hourglass	0.936	0.426	–	–	–	–
Futures Margin	–	–	–	–	–	–
On call Deposits	3.091	3.648	0.148	0.326	–	–
<b>Total – Financial Assets</b>	<b>17.499</b>	<b>35.946</b>	<b>0.148</b>	<b>0.326</b>	<b>0.000</b>	<b>0.000</b>
<b>Financial Liabilities</b>						
Borrowings – Treasury Corp	47.741	0.606	223.515	38.957	359.407	483.648
– Tcorp Come & Go	–	110.000	–	–	–	–
– Other	–	–	0.200	–	–	–
Creditors	0.307	0.238	–	–	–	–
Contract Security Deposits	–	–	–	–	–	–
<b>Total – Financial Liabilities</b>	<b>48.048</b>	<b>110.844</b>	<b>223.715</b>	<b>38.957</b>	<b>359.407</b>	<b>483.648</b>

### (b) Credit Risk

Credit Risk is the risk of financial loss arising from another party to a contract or financial obligation. The RTA's maximum exposure to credit 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.

	Banks		Governments		Other	
	1999 \$M	2000 \$M	1999 \$M	2000 \$M	1999 \$M	2000 \$M
<b>Financial Assets</b>						
Cash	13.472	31.872	–	–	9.346	9.462
Receivables	–	–	0.863	0.994	70.686	74.394
Investments	4.027	3.778	–	0.658	0.233	0.041
<b>Total – Financial Assets</b>	<b>17.499</b>	<b>35.650</b>	<b>0.863</b>	<b>1.652</b>	<b>80.265</b>	<b>83.897</b>

### (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.



**NOTES** (continued)  
Roads & Traffic Authority as at 30 June 2000

Fixed Interest Rate		Non Interest Bearing		Total Carrying Amount as per Balance Sheet		Weighted Average Effective Interest Rate	
More than 5 Years							
1999	2000	1999	2000	1999	2000	1999	2000
\$M	\$M	\$M	\$M	\$M	\$M	%	%
–	–	9.346	9.462	22.818	41.334	–	–
–	–	71.549	75.388	71.549	75.388	–	–
–	–	–	–	0.936	0.426	5.21	5.53
–	–	–	0.036	–	0.036	–	–
–	–	0.085	0.041	3.324	4.015	4.96	5.38
<b>0.000</b>	<b>0.000</b>	<b>80.980</b>	<b>84.927</b>	<b>98.627</b>	<b>121.199</b>		
318.640	404.761	–	–	949.303	927.972	8.98	7.01
–	–	–	–	–	110.000	–	5.46
2.100	2.100	–	–	2.300	2.100	6.70	6.62
–	–	24.914	38.693	25.221	38.931	–	–
–	–	1.335	1.418	1.335	1.418	–	–
<b>320.740</b>	<b>406.861</b>	<b>26.249</b>	<b>40.111</b>	<b>978.159</b>	<b>1,080.421</b>		

1999	Total	2000
\$M		\$M
22.818		41.334
71.549		75.388
4.260		4.477
<b>98.627</b>		<b>121.199</b>

# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 16. CURRENT/NON-CURRENT LIABILITIES – EMPLOYEE ENTITLEMENTS

	1999/2000 \$M	1998/1999 \$M
<b>Current</b>		
Superannuation	54.751	53.664
Annual Leave	26.131	25.062
Long Service Leave	6.754	10.540
Accrued Employee Related Costs	8.382	6.465
Voluntary Redundancies	0.867	0.965
	<b>96.885</b>	<b>96.696</b>
<b>Non-Current</b>		
Superannuation	98.383	226.456
Long Service Leave	105.580	97.996
Workers Compensation (Liability under the former Department of Motor Transport self-insured scheme)	0.696	0.718
	<b>204.659</b>	<b>325.170</b>
<b>Total Employee Entitlements</b>	<b>301.544</b>	<b>421.866</b>

The Government Actuary completed an assessment of the Gross Superannuation Liabilities for the defined benefits schemes administered by the SAS Trustee Corporation for the year ended 30 June 2000, identifying the unfunded superannuation liability of the RTA. The assessment was based on the full requirements of AAS25 which requires that a “market determined risk adjusted discount rate” be applied as the valuation interest rate in the calculation on the value of the accrued benefits. A review of the key economic assumptions used in the 1998 valuation was undertaken prior to calculating the gross superannuation liability of the various defined benefit schemes as at 30 June 2000.

The economic assumptions used are as follows:

	2000/2001 %	2001/2002 %	Thereafter %
Rate of Investment Return	7.0	7.0	7.0
Rate of Salary Increase *	4.0	4.0	4.0
Rate of Increase in the CPI	2.5	2.5	2.5

\* A promotional scale also applies.

This assessment resulted in the RTA's liability being reduced by \$134.003 million.

Payments are made by the RTA to the Superannuation Administration Authority (SAA) to reduce the superannuation liability and during 1999/2000 these totalled \$54.751 million (1998/99; \$53.664 million). These payments are held in Investment Reserve Accounts.

The unfunded liability disclosed in the Statement of Financial Position is composed of:

	SASS \$M	SANCS \$M	SSS \$M	Total 1999/2000	Total 1998/1999
Gross Liability Assessed by Actuaries as at 30 June 2000	176.804	38.972	349.938	565.714	601.141
Less: Investment Reserve Account Balance (including actuarial, tax and interest adjustments)	69.349	41.772	304.259	415.380	321.021
Unfunded Liability	107.455	(2.800)	45.679	150.334	280.120

# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 17. CURRENT/NON-CURRENT LIABILITIES – OTHER LIABILITIES

	1999/2000 \$M	1998/1999 \$M
<b>Current</b>		
Statutory Creditors	15.359	14.741
Principal Outstanding on Bonds Issued to Private Sector	10.131	9.502
Unearned Rent on M4 and M5 Motorways	3.108	3.108
Income Received in Advance	4.075	0.904
Holding Accounts	8.492	7.199
FIRST Scheme	0.041	0.041
Suspense Items	0.161	1.142
	<b>41.367</b>	<b>36.637</b>
<b>Non-Current</b>		
Principal Outstanding on Bonds Issued to Private Sector	406.463	416.594
Unearned Rent on M4 and M5 Motorways	35.984	39.092
	<b>442.447</b>	<b>455.686</b>

The liability in respect of the Sydney Harbour Tunnel has been recognised at the Net Present Value (NPV) of the Ensured Revenue Stream Agreement (ERS). This has been calculated at \$416.594 million (1998/99; \$426.096 million), being the principal outstanding as at 30 June 2000 on the bonds issued by the Sydney Harbour Tunnel Company to the private sector.

Under the M4 lease agreement, \$46.615 million was received from Statewide Roads Pty Ltd (SWR) as rent in advance. In accordance with generally accepted accounting principles, this revenue is brought to account over the period of the lease.

This treatment is summarised as follows:

	1999/2000 \$M	1998/1999 \$M
Rent earned in prior years	21.372	18.997
Rent earned in current year	2.375	2.375
Unearned rent as at 30 June 2000	22.868	25.243
	<b>46.615</b>	<b>46.615</b>

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 AAS17, this revenue is brought to account over the period of the lease.

This treatment is summarised as follows:

	1999/2000 \$M	1998/1999 \$M
Rent earned in prior years	5.043	4.310
Rent earned in current year	0.733	0.733
Unearned rent as at 30 June 2000	16.224	16.957
	<b>22.000</b>	<b>22.000</b>

# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 18. CHANGES IN EQUITY

	Accumulated Funds		Asset Revaluation		Total Equity	
	1999/2000 \$M	1998/1999 \$M	1999/2000 \$M	1998/1999 \$M	1999/2000 \$M	1998/1999 \$M
Opening Balance	39,348.590	37,132.871	5,495.529	4,056.500	44,844.119	41,189.371
Adjustment to opening balance for change in accounting policy for depreciation	(4,341.205)	(35.622)	–	–	(4,341.205)	(35.622)
Transfers from Asset Revaluation Reserve for asset disposals	25.706	22.799	(25.706)	(22.799)	–	–
Surplus/Deficit for Year	2,217.718	2,228.542	–	–	2,217.718	2,228.542
Increment/Decrement on:						
– Land & Buildings	–	–	690.675	331.133	690.675	331.133
– Authority Infrastructure	–	–	2,876.313	1,130.695	2,876.313	1,130.695
<b>Closing Balance</b>	<b>37,250.809</b>	<b>39,348.590</b>	<b>9,036.811</b>	<b>5,495.529</b>	<b>46,287.620</b>	<b>44,844.119</b>

## 19. COMMITMENTS FOR EXPENDITURE

### (a) Operating Lease Commitments

Operating Lease Commitments relate to Property, IT Equipment and Light Motor Vehicles.

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

In respect of Property Leases, the RTA has various lessors with leases which have specific lease periods ranging from 1 year to 20 years.

The Property Operating Lease Commitments are as follows:

	1999/2000 \$M	1998/1999 \$M
No later than 1 year	14.167	11.737
Later than 1 and not later than 5 years	39.904	30.662
Later than 5 years	28.844	28.071
	<b>82.915</b>	<b>70.470</b>

IT Equipment Operating Leases have been negotiated with Dell Computer Pty Ltd, Fujitsu Australia Ltd, and Macquarie IT Pty Ltd. The leases are scheduled to cease in June 2002 and June 2004.

The IT Equipment Operating Lease Commitments are as follows:

	1999/2000 \$M	1998/1999 \$M
No later than 1 year	9.000	2.900
Later than 1 and not later than 5 years	11.000	8.200
Later than 5 years	–	–
	<b>20.000</b>	<b>11.100</b>

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:

	1999/2000 \$M	1998/1999 \$M
No later than 1 year	18.000	18.000
Later than 1 and not later than 5 years	72.000	72.000
Later than 5 years	58.500	76.500
	<b>148.500</b>	<b>166.500</b>

**19. COMMITMENTS FOR EXPENDITURE (continued)**

	1999/2000 \$M	1998/1999 \$M
<b>(b) Capital Commitments</b>		
Payable no later than 1 year		
– Value of work to be completed on road and bridge contracts over \$100,000	469.863	421.476
– Plant, light vehicles, trucks	0.840	0.381
Payable later than 1, but not later than 5 years	427.952	439.248
Payable later than 5 years	8.199	22.738
	<b>906.854</b>	<b>883.843</b>
<b>(c) Other Expenditure Commitments</b>		
Payable no later than 1 year	10.528	13.975
Payable later than 1, but not later than 5 years	1.042	2.476
Payable later than 5 years	0.021	0.071
	<b>11.591</b>	<b>16.522</b>

**20. CONTINGENT ASSETS**

The total commitments detailed above include GST input tax credits of \$108.561 million that are expected to be recoverable from the ATO.

**21. CONTINGENT LIABILITIES**

There are some 19 claims (1998/99; 28 claims) for damage or injury currently being litigated with an estimated total contingent liability to the RTA of \$5.035 million (1998/99; \$4.267 million). There are also 7 significant contractual disputes (1998/99; 6 disputes) with an estimated total contingent liability of \$38.692 million (1998/99; \$46.783 million).

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

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

**22. 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 that as at 30 June 2000 there were no Native Title claims which had been initiated against the RTA.

**23. YEAR 2000**

The RTA established a project team to investigate the effect of the date change from 1999 to 2000 on its activities. A program was established to help ensure that the impact of the transition to year 2000 on RTA customers was minimised. In this regard, the project team assessed the Year 2000 risk to the RTA, while a separate test environment was set up to ensure Year 2000 compliance.

The date change from 1999 to 2000 had no impact on RTA operations or its financial result.



# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 24. BUDGET REVIEW

### Net Cost of Services

The actual net cost of services was \$1,343.112 million less than the budget principally due a higher level of revenue than was included in the budget. This increase in revenue related to Sale of Goods and Services (\$21.831 million), Grants & Contributions, including funding for natural disaster restoration works (\$27.913 million) and Other Revenue (\$1,710.577 million). The Other Revenue included an amount of \$1,693.981 million to recognise the revaluation of infrastructure systems. This increase in revenue was in part offset by an increase of \$416.012 million in total expenses. This increase was principally due to an increase in depreciation of \$424.125 million mainly related to infrastructure systems which was not included in the budget. In addition, Other Operating Expenses increased by \$35.501 million. In contrast, finance costs were \$18.946 million lower than budget, with employee related costs also down by \$38.255 million, following an actuarial assessment of the RTA's superannuation liability.

### Assets and Liabilities

Net assets have increased by \$3,095.796 million compared to budget. This is principally due to increases in the values of Land & Buildings (\$324.075 million) and Infrastructure Systems (\$2,571.053 million). These increases relate to revaluations and the impact of changes in depreciation policies in respect of infrastructure assets which were not included in the budget. Other Non Current Assets which include the recognition of the RTA's right to receive private sector provided infrastructure is also \$96.203 million higher than the budget estimate.

In this regard, the 1999/2000 budget was prepared prior to the finalisation of 1998/99 financial statements. As such, the changes in the land & buildings, infrastructure and private sector asset values as compared to the budget take into account revaluations and other adjustments undertaken both at 30 June 1999 and 30 June 2000.

The change in net assets is also impacted by a decrease in total liabilities of \$109.499 million compared to the budget. This is principally due to a reduction in employee entitlements (\$92.079 million) following an actuarial assessment of the RTA's superannuation liability.

### Cash Flows

Net cash flow from operating activities is \$47.985 million less than the budget primarily due an increase in total payments (\$117.907 million), offset by increases in cash flow from Government (\$27.743 million) and total receipts (\$42.179 million).

Net cash outflow in relation to investing activities is \$73.669 million less than the budget primarily due to lower than expected purchases of land & buildings, plant & equipment and infrastructure systems (\$65.686 million).

Net cash flow from financing activities is \$6.049 million more than the budget primarily due to lower than expected repayments of borrowings and advances (\$6.049 million).

A variance of \$26.536 million in respect of the opening cash as compared to the budget has occurred due to the fact that the 1999/2000 budget was prepared prior to the finalisation of 1998/99 financial statements.

# NOTES (continued)

Roads & Traffic Authority as at 30 June 2000

## 25. CASH AND CASH EQUIVALENTS

For the purposes of the Cash Flow Statement, cash includes cash on hand, cash at bank and cash equivalents in the form of investments in accordance with the definition of "cash equivalents" in AAS28.

	1999/2000 \$M	1998/1999 \$M
RTA Operating Account	16.427	4.161
Remitting Account, Cash in Transit & Cash on Hand	24.907	18.657
Cash Equivalents (Investments)	4.436	4.219
	<b>45.770</b>	<b>27.037</b>

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

	1999/2000 \$M	1998/1999 \$M
<b>Net Cash used on Operating Activities</b>	(795.625)	(769.639)
Depreciation	443.098	124.213
Revaluation of Infrastructure	(1,693.981)	(1,550.492)
Increase in Provisions and Entitlements	(95.268)	21.886
Rent Revenue in respect of M4 and M5 Motorways	(3.108)	(3.108)
Value of Emerging Interest of Private Sector Provided Infrastructure	(43.657)	(23.784)
ERS payments utilised to redeem current principal portion of bonds issued to Private Sector	(10.131)	(9.502)
Increase in Payables and Other Liabilities	(10.703)	(19.845)
Decrease in Receivables and Other Assets	(7.560)	0.431
(Profit)/Loss on Sale of Assets	(0.783)	1.298
Contributions from Government	1,895.615	1,846.080
<b>Net Cost of Services</b>	<b>(322.103)</b>	<b>(382.462)</b>

END OF AUDITED FINANCIAL STATEMENTS

# SUPPLEMENTARY FINANCIAL INFORMATION

Roads & Traffic Authority as at 30 June 2000

## THE YEAR IN BRIEF – 1999/2000

	Initial Budget \$M	Actual \$M
<b>New Funds Available</b>		
<b>Commonwealth</b>		
National Highway	211	210
Roads of National Importance	78	85
Australian Transport Safety Bureau – Blackspots Program	12	18
Other	9	13
<b>Total Commonwealth</b>	<b>310</b>	<b>326</b>
<b>State</b>		
Motor Vehicle Taxes	709	728
Fuel Levies/Excise	636	616
Untied – Commonwealth Road Funds	124	124
M4/M5 Cashback Scheme	35	35
Other Consolidated Revenue	54	67
RTA Revenue	218	285
<b>Total State</b>	<b>1,776</b>	<b>1,855</b>
<b>Total New Funds</b>	<b>2,086</b>	<b>2,181</b>
Use of Cash Balances	13	(18)
	<b>2,099</b>	<b>2,163</b>
Use of Come and Go Facility	110	110
Increase in Liabilities/Reduction in Operational Assets	56	(97)
<b>Total Funds Utilised</b>	<b>2,265</b>	<b>2,176</b>
<b>Expenditure</b>		
Road Network Infrastructure		
– Network Development	969	933
– Infrastructure Maintenance	578	563
Traffic & Transport	225	213
Road Safety & Road User Management	333	327
Debt Servicing & Repayment	120	100
M4/M5 Cashback	35	36
Voluntary Redundancies	5	4
<b>Total Expenditure</b>	<b>2,265</b>	<b>2,176</b>

# SUPPLEMENTARY FINANCIAL INFORMATION (continued)

Roads & Traffic Authority as at 30 June 2000

## 1999/2000 BUDGET

Funds budgeted to be available to the Roads and Traffic Authority for 1999/2000 as published in State Budget Paper No. 3 amounted to \$2,265 million. Variations to the initial budget were as follows:

	\$M	\$M
<b>Total Initial Budget</b>		<b>2,265</b>
<b>Increase in Receipts</b>		
Commonwealth Funds – RONI's & ATSB Blackspot Program	21	
Motor Vehicle Taxation	15	
General Consolidated Revenue	11	
Authority Revenue	36	83
		<b>2,348</b>
Less:		
<b>Decrease in Receipts</b>		
Commonwealth Funds – National Highways	5	
Fuel Levies/Excise	20	25
		<b>2,323</b>
Less:		
<b>Decrease in Balance Sheet Movements</b>		3
<b>Decrease in use of Cash Balances</b>		9
<b>Total Revised Budget</b>		<b>2,311</b>

Total funds available for 1999/2000 amounted to \$2,311 million and variances from the revised budget were as follows:

	\$M	\$M
<b>Total Revised Budget</b>		<b>2,311</b>
<b>Increase in Receipts</b>		
Commonwealth Funds – National Highways	4	
Motor Vehicle Tax	4	
Authority Revenue	32	
General Consolidated Revenue	4	44
		<b>2,355</b>
Less:		
<b>Decrease in Receipts</b>		
Commonwealth Funds – ATSB Blackspots Program & Interstate Vehicle Registration Scheme	8	8
		<b>2,347</b>
Less:		
<b>Decrease in Balance Sheet Movements</b>		150
<b>Decrease in use of Cash Balances</b>		21
<b>Actual Total Funds Available</b>		<b>2,176</b>

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

- an increase in Authority Revenue particularly for Plate Fees, Minor User Charges and Right to Receive Private Sector Infrastructure revenue; offset by
- a reduction in Commonwealth Grants provided to the Australian Transport Safety Bureau Blackspots Program and the Interstate Vehicle Registration Scheme; and
- decreases in the use of cash balances and the funds derived from balance sheet movements. The decrease in balance sheet movements primarily relates to an actuarial adjustment to the liability for unfunded superannuation.

Figure 14 – Funding of the State Road Network  
(Constant Dollar 1999/2000 terms)

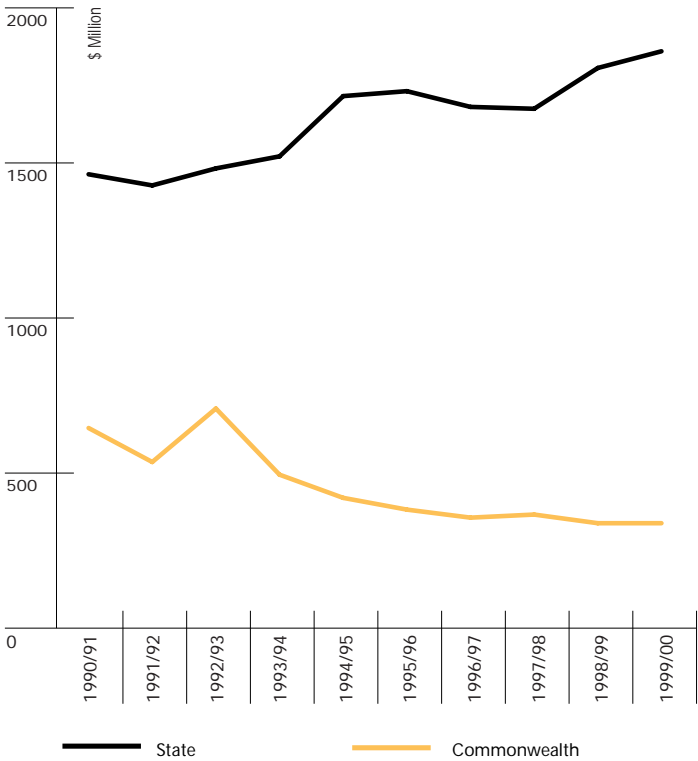
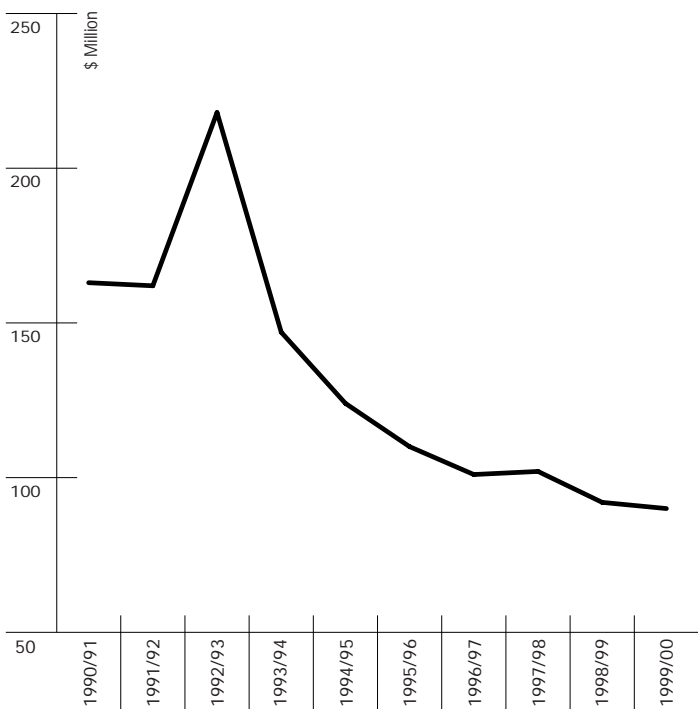


Figure 15 – Commonwealth Grants per registered vehicle  
(Constant Dollar 1999/2000 terms)



COMMONWEALTH GRANTS

Australian Land Transport Development Act, 1988

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

During 1999/2000 the RTA received \$228.8 million, including \$18.3 million for the Road Safety Blackspots Program, under the provisions of the Australian Land Transport Development Act, 1988 (1998/99; \$251.4 million).

Roads of National Importance

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

During 1999/2000 the Authority received \$85.3 million for roads under this category (1998/99; \$68 million).

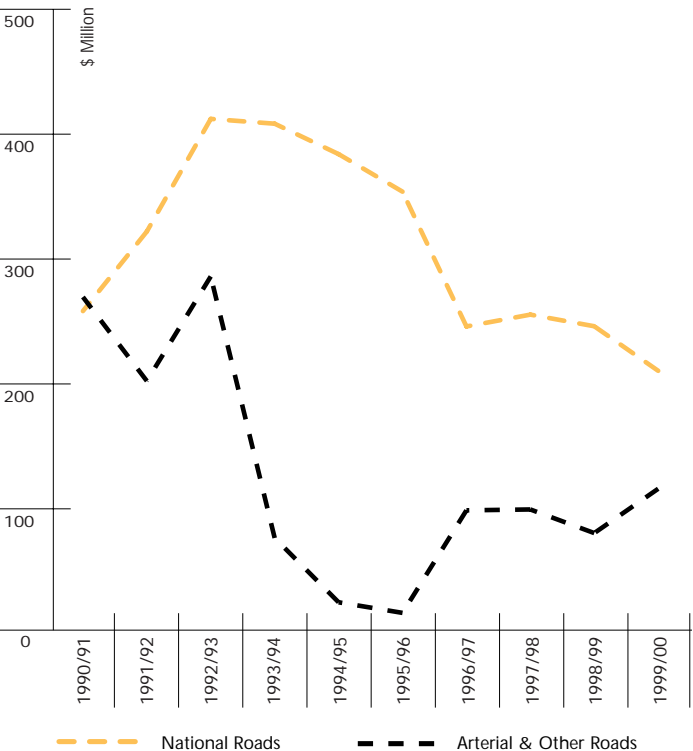
Interstate Road Transport Act, 1985

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

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

Funds received by the RTA under this scheme during 1999/2000 amounted to \$12.5 million (1998/99; \$6.2 million).

Figure 16 – Commonwealth Grants  
(Constant Dollar 1999/2000 terms)





## STATE SOURCES

### Fuel Levies/Excise

On 5 August 1997, the High Court handed down a decision on two challenges to franchise fees on tobacco, effectively stopping the States from levying business franchise licence fees, including the fees applied to petroleum products.

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

Some of the revenue from the fuel excise surcharge is paid to NSW. The RTA in 1999/2000 received \$615.6 million from the fuel excise surcharge paid to NSW. The amount paid to the RTA excludes rebates and subsidies for certain border areas and the off road diesel scheme, which were paid out by State Treasury prior to the net funds being passed on to the RTA.

During 1999/2000, \$341.6 million (1998/99 – \$344 million) was dedicated to the general Roads program and \$273.9 million (1998/99 – \$276 million) was used to fund the 3x3 Program.

In order to continue the funding arrangements for the 3x3 Program following the High Court decision, the *Road Improvement (Special Funding) Amendment Act, 1998* was passed during 1998/99 which provided for an annual standing appropriation to be made out of Consolidated Funds for the funding of road improvement, road safety and road related public transport infrastructure authorised by the program. The amount appropriated was equal to 44.5 percent of the revenue collected by the Commonwealth and was paid to the States less subsidies paid by the State under the scheme to match interstate petroleum prices in certain border areas and under the off-road diesel scheme.

### 1999/2000 3X3 PROGRAM

#### – Financial Report for Period 1/7/99 to 30/6/2000

	Total 1999/2000 \$M
<b>(A) Income</b>	
Fuel Levies	273.929
Interest Earned	1.072
<b>Total Income</b>	<b>275.001</b>
<b>(B) Approved Expenditure</b>	
Development	172.718
Rehabilitation	44.499
Council Determined	14.993
Public Transport Infrastructure	28.074
Traffic & Safety	14.717
<b>Total Expenditure</b>	<b>275.001</b>

# SUPPLEMENTARY FINANCIAL INFORMATION (continued)

Roads & Traffic Authority as at 30 June 2000

## Motor Vehicle Taxation

Motor vehicle taxation, collected by the RTA when vehicles are registered, is hypothecated to the Roads Program. During 1999/2000 receipts from motor vehicle taxation totalled \$728.1 million (1998/99; \$698.2 million).

*Number of Registered Motor Vehicles in NSW*

Year	Number of Motor Vehicles Registered*	% Change Over Previous Year
1987/88	3,102,709	2.5(+)
1988/89	3,147,232	1.4(+)
1989/90	3,227,798	2.5(+)
1990/91	3,246,703	0.6(+)
1991/92	3,234,814	0.4(–)
1992/93	3,199,756	1.1(–)
1993/94	3,290,594	2.8(+)
1994/95	3,311,402	0.6(+)
1995/96	3,367,092	1.7(+)
1996/97	3,421,409	1.6(+)
1997/98	3,493,340	2.1(+)
1998/99	3,535,732	1.2(+)
1999/2000	3,636,353	2.8(+)

\* Excluding plant, tractors, trailers and caravans

1992/93–1999/2000 figures exclude vehicles on register without current registration

## Contributions for Specific Works

The following contributions towards specific works were received during 1999/2000:

	\$M
State Government Departments for	
– General Purposes	7.019
– Sydney Harbour Bridge	2.783
Councils	1.133
Private Firms and Individuals	6.963
	<b>17.898</b>

## Untied Commonwealth Road Grants

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

The basis of the distribution of these funds to the States has been transitioned from the proportions issued in 1993/94 to the proportions utilised in 1999/2000, when the untied funding was fully distributed in accordance with the Financial Assistance Grants (FAGs) formula.

The Commonwealth Government untied road funding to NSW for 1999/2000 was \$124.3 million (1998/99; \$118.3 million).

## ROAD COST INDEX

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

The index, which has been specially developed by the RTA, is widely accepted as a measure of change in the cost of roadworks, bridgeworks and traffic facilities. It is based upon changes in prices of samples within the broad elements of wages, stores, plant, haulage, corporate and regional administration, property acquisitions and financing costs. Each index component has been allocated a predetermined weighting which is reviewed at 3 to 4 yearly intervals to adjust for changes in the proportions used in RTA roadwork activities.

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

Year	Index	% Increase/ (Decrease) Over Previous Year
1989/90	84.03	6.5
1990/91	90.63	7.9
1991/92	92.90	2.5
1992/93	91.07	(2.0)
1993/94	90.89	(0.2)
1994/95	92.62	1.9
1995/96	97.36	5.1
1996/97	100.00	2.7
1997/98	102.50	2.5
1998/99	107.00	4.4
1999/2000	107.40	0.4

## PAYMENTS TO COUNCILS

Payments made to local government councils during 1999/2000 were as follows:

	\$M	\$M
Classified Roads		
– Development	29.923	
– Maintenance	203.250	
– Vehicle Management	0.490	
– Road Safety	15.445	
– Traffic Management	33.052	282.160
Local Roads		
– Natural Disasters		29.889
		<b>312.049</b>

## ADMINISTERED REVENUES – COLLECTIONS

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

The RTA's Administered Revenue Collections are as follows:

	1998/99 \$M	1999/2000 \$M
<b>Consolidated Fund Receipts</b>		
Vehicle Registration Fees	157.929	160.481
Drivers Licence Fees	78.495	127.854
Vehicle Transfer Fees	28.587	29.707
Other Fees & Charges	18.963	20.213
Registration Levy	7.914	2.174
<b>TOTAL</b>	<b>291.888</b>	<b>340.429</b>
<b>Collection – Other Authorities</b>		
Transcover Levy	110.576	32.429
Stamp Duty	451.841	470.353
Interstate Road Transport		
Scheme Receipt	3.641	4.047
Firearms Licence Fees	1.443	1.896
Security Licence Fees	3.748	0.009
Proof of Age	–	0.491
Other Fees & Charges	0.009	0.008
<b>TOTAL</b>	<b>571.258</b>	<b>509.233</b>

# SUPPLEMENTARY FINANCIAL INFORMATION (continued)

Roads & Traffic Authority as at 30 June 2000

## THE YEAR AHEAD

	2000/2001 Budget \$M
<b>New Funds Available</b>	
<b>Commonwealth</b>	
ALTD Act	216
Roads of National Importance	94
Australian Transport Safety Bureau Blackspots Program	13
Other	9
<b>Total Commonwealth</b>	<b>332</b>
<b>State</b>	
Motor Vehicle Taxes	756
Fuel Levies/Excise	656
Untied Road Funds	127
M4/M5 Cashback Scheme	44
Other Consolidated Revenue	5
RTA Revenue	225
<b>Total State</b>	<b>1,813</b>
<b>Total New Funds</b>	<b>2,145</b>
Use of Cash Balances	0
	<b>2,145</b>
Use of Come & Go Facility	40
Increase in Liabilities/Reduction in Operational Assets	15
<b>Total Funds Utilised</b>	<b>2,200</b>
<b>Expenditure</b>	
Road Network Infrastructure	
– Network Development	885
– Infrastructure Maintenance	576
Traffic & Transport	225
Road Safety & Road User Management	341
Debt Servicing & Repayment	122
M4/M5 Cashback	44
Voluntary Redundancies	7
<b>Total Expenditure</b>	<b>2,200</b>



# APPENDICES

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# APPENDIX 1

## Major Works – Sydney

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

### EASTERN DISTRIBUTOR

Estimated Cost:	\$685.0M
Cost to Date:	Net cost to RTA limited to \$20.0M, remaining costs to private sector.
1999/2000 (RTA):	\$10.0M
Completed:	December 1999

The Eastern Distributor is being financed, designed, constructed, operated and maintained as a private toll road to provide a high quality link between the Cahill Expressway at Woolloomooloo and Botany Road at Mascot. Construction started in August 1997. A Landbridge linking the grounds of the Art Gallery with the Domain and Botanic Gardens was completed in December 1998. The Eastern Distributor was opened in December 1999. The William Street ramps were opened in July 2000.

### SOUTHERN CROSS DRIVE

Estimated Cost:	\$11.0M
Cost to Date:	\$9.2M
1999/2000:	\$3.4M
Completed:	December 1999

The widening of the existing road from four to six lanes between Link Road, Rosebery and Botany Road, Botany was opened to traffic in December 1999. A cycleway is to be constructed along Wentworth Avenue and local streets.

### CITY WEST LINK ROAD SECTION 3

#### Balmain Road to Boomerang Street

Estimated Cost:	\$50.7M
Cost to Date:	\$46.5M
1999/2000:	\$15.3M
Completed:	July 2000

The City West Link connects the Glebe Island Arterial with Parramatta Road at Five Dock. The section from Balmain Road to Boomerang Street was opened to traffic in June 2000.

### M4 MOTORWAY

#### M4 Granville Viaduct

Estimated Cost:	\$9.0M
Cost to Date:	\$7.1M
1999/2000:	\$5.6M
Estimated Completion:	2001

Noise walls in conjunction with linemarking to provide six lanes were completed in May 2000.

### M5 MOTORWAY

#### M5 East

Estimated Cost:	\$784.0M
Cost to Date:	\$382.5M
1999/2000:	\$223.0M
Estimated Completion:	2002

A four-lane motorway from General Holmes Drive, south of Sydney Airport to King Georges Road, Beverly Hills. Construction commenced February 1999.

### Fairford Road to King Georges Road

Estimated Cost:	\$40.0M
Cost to Date:	\$3.1M (RTA cost)
1999/2000:	\$1.6M
Completed:	September 1999

Duplication between King Georges Road, Beverly Hills and Fairford Road, Padstow is designed, financed and constructed by the Motorway operator, Interlink Roads Pty Ltd. It provides four lanes and new, east facing on-load ramps at The River Road and Fairford Road.

### OLD WINDSOR ROAD/WINDSOR ROAD

Estimated Cost:	\$76.0M (RTA costs)
Cost to Date:	\$38.1M
1999/2000:	\$12.7M
Estimated Completion:	2003

Upgrading of Old Windsor Road and Windsor Road between Seven Hills Road and Schofields Road, Rouse Hill, to provide a four-lane divided road with provision for future transitway. Construction started March 1997.

### STACEY STREET EXTENSION, BANKSTOWN

Estimated Cost:	\$18.9M
Cost to Date:	\$17.4M
1999/2000:	\$1.6M
Completed:	September 1999

Construction of a four-lane link road between Rookwood Road and Hume Highway at Stacey Street intersection. Open to traffic in June 1999.

### CUMBERLAND HIGHWAY

Estimated Cost:	\$30.0M
Cost to Date:	\$11.0M
1999/2000:	\$8.5M
Estimated Completion:	2002

Widen to six lanes with central median and turn lanes from Merrylands Road to The Horsley Drive. The first stage from Merrylands Road to Canal Road was opened to traffic in December 1999.

### HEATHCOTE ROAD

Estimated Cost:	\$11.5M
Cost to date:	\$11.1M
1999/2000:	\$5.6M
Completed:	July 2000

Road widening to four lanes between Infantry Parade and Nuwarra Road, Holsworthy was opened to traffic in July 2000.

#### **WORONORA BRIDGE**

Estimated Cost: \$47.0M  
Cost to Date: \$29.2M  
1999/2000: \$19.6M  
Estimated Completion: December 2000

Construction of a new bridge and approaches commenced January 1999.

#### **LINDEN STREET, SUTHERLAND**

Estimated Cost: \$8.5M  
Cost to Date: \$0.8M  
1999/2000: \$0.7M  
Estimated Completion: December 2000

Widen to a four-lane divided road to match the capacity of the adjacent Woronora Bridge.

#### **TRANSITWAY**

##### **Liverpool to Parramatta**

Estimated Cost: \$203.0M  
Cost to Date: \$38.2M  
1999/2000: \$21.6M  
Estimated Completion: 2003/04

Construction of a new, rapid and substantially exclusive busway transport system, linking Liverpool to Parramatta, via Wetherill Park.

#### **WESTERN SYDNEY ORBITAL**

Estimated Cost: \$1,200.0M (Year 2000\$)  
Cost to Date: \$53.5M  
1999/2000: \$12.5M  
Estimated Completion: Not programmed

Proposed construction of a National Highway from the M5 at Prestons to the M2 at West Baulkham Hills. Land was acquired in the road corridor and environmental assessments are well advanced. Progress depends on funding from the Federal Government.

#### **ELIZABETH DRIVE**

Estimated Cost: \$27.0M  
Cost to Date: \$25.5M  
1999/2000: \$7.1M  
Estimated Completion: August 2000

Upgrading between Brown Road and Cowpasture Road, Bonnyrigg to provide two lanes in each direction. New travel lanes were opened to traffic in December 1999.

#### **THE HORSLEY DRIVE**

##### **Carramar Railway Bridge**

Estimated Cost: \$20.0M  
Cost to Date: \$13.1M  
1999/2000: \$9.0M  
Estimated Completion: October 2000

Construction of a new bridge over railway line.

#### **COWPASTURE ROAD**

##### **The Horsley Drive to Elizabeth Drive,**

Estimated Cost: \$25.4M  
Cost to Date: \$20.9M  
1999/2000: \$4.9M  
Estimated Completion: February 2001

Widening to four-lane divided road. Section from Elizabeth Drive to Edensor Road opened to traffic February 1997. Section from Edensor Road to Prairie Vale Road was opened to traffic in August 1999. Section from Prairie Vale Road to Restwell Road was opened to traffic in December 1998. Section Restwell Road to The Horsley Drive opened to traffic in March 2000.

#### **CAMDEN VALLEY WAY**

Final Cost: \$7.4M  
1999/2000: \$2.1M  
Completed: December 1999

A new intersection to link Cowpasture Road deviation to Camden Valley Way was opened to traffic in October 1999.

#### **CAMPBELLTOWN ROAD**

Final Cost: \$12.6M  
1999/2000: \$1.8M  
Completed: September 1999

Widening to four-lane divide road from Rudd Road to Blaxland Road, Campbelltown, including replacement of Morgans Gate railway bridge with new twin bridges. Queen Street intersection and new southbound bridge completed April 1998.

#### **THE NORTHERN ROAD**

Estimated Cost: \$5.3M  
Cost to date: \$5.1M  
1999/2000: \$4.5M  
Completed: July 2000

Upgrade to a four-lane undivided road between the M4 Motorway and Smith Street, Penrith. Improves traffic flow on an Olympic route and local access.

#### **CASTLEREAGH ROAD**

Estimated Cost: \$26.0M  
Cost to Date: \$25.0M  
1999/2000: \$11.7M  
Estimated Completion: September 2000

Reconstruction and widening to four-lane divided road from Jane Street to New McCarthys Lane, Penrith. An important link between Penrith, Richmond and Windsor and an access route to the Olympic rowing venue at Penrith. This work was opened to traffic in August 2000.

**HAWKESBURY/NEPEAN FLOOD PLAIN MANAGEMENT STRATEGY**

**Londonderry Road**

Final Cost:	\$5.7M
1999/2000:	\$5.2M
Completed:	July 1999

Flood evacuation route upgrade to ensure safe evacuation from Richmond.

**GREAT WESTERN HIGHWAY**

**Blaxland to Valley Heights**

Cost to Date:	\$55.5M
1999/2000:	\$1.8M
Completed:	September 1999

Widening and reconstruction of a 5 km section to provide a four-lane divided road. Includes grade separated interchange at Railway Parade, service roads and new pedestrian bridges at Warrimoo and Valley Heights stations. Opened to traffic as four lanes October 1998.

**Falconbridge**

Estimated Cost:	\$25.0M
Cost to Date:	\$12.6M
1999/2000:	\$7.8M
Estimated Completion:	August 2001

Reconstruction and widening to four-lane divided road between Grose Road and Parkes Crescent, including transport interchange at railway station.

**Linden**

Estimated Cost:	\$28.7M
Cost to Date:	\$4.5M
1999/2000:	\$4.1M
Estimated Completion:	2002

Widening to four-lane divided road between Weemala Avenue and Tollgate Drive including a duplicate bridge over the railway.

**CENTENARY DRIVE**

Final Cost:	\$1.8M
Completed:	June 2000

Pavement rehabilitation from Arthur Street to Weeroona Road.

**CASTLEREAGH ROAD**

Final Cost:	\$2.1M
Completed:	January 2000

Pavement rehabilitation and shoulder strengthening from Andrews Road to Sheens Lane

**PORT HACKING ROAD**

Final Cost:	\$1.6M
Completed:	March 2000

Asphalt resurfacing from the Princes Highway to The Boulevard

**STONEY CREEK ROAD**

Final Cost:	\$1.7M
Completed:	July 2000

Pavement rehabilitation from Croydon Road to King Georges Road.

**SYDNEY NEWCASTLE FREEWAY ROCK STABILISATION**

**Wahroonga to Brooklyn**

Estimated Cost:	\$24.3M
Cost to Date:	\$18.9M
1999/2000:	\$5.4M
Estimated Completion:	2001

Maintenance of sandstone cuttings along Sydney–Newcastle Freeway to minimise risk to traffic.

**SYDNEY HARBOUR BRIDGE NORTHERN APPROACH PAINTING**

Estimated Cost:	\$24.6M
Cost to date:	\$24.1M
1999/2000:	\$2.8M
Completed:	December 1999

First major repaint of the northern approach to Sydney Harbour Bridge in over 20 years.

## TRAFFIC MANAGEMENT

### COMPLETED IN 1999/2000

#### Transport Management Centre (3x3)

Estimated Cost: \$34.7M (for building and major associated technical systems)  
Cost to Date: \$34.9M  
1999/2000: \$6.7M  
Opened: September 1999

The Transport Management Centre manages and co-ordinates activities on the NSW road network. Key services include traffic management of incidents, traffic information and network and system operations.

#### Eastern Distributor Bus Priority Works (3x3)

Estimated Cost: \$6.0M  
Cost to Date: \$2.7M  
1999/2000: \$0.4M  
Completed: June 2000

Improvements at key intersections along Anzac Parade and traffic management initiatives in Flinders, Oxford and William Streets, to improve priority for buses.

### CONTINUING IN 2000/01

#### M4 Electronic Incident Management System

Estimated Cost: \$12.0M  
Cost to Date: \$10.7M  
1999/2000: \$3.3M  
Estimated Completion: June 2001

This project includes the development and installation of an automatic traffic data monitoring system, variable speed limit signs, an incident detection system, a number of variable message signs, and a network communications system with fibre optic cables to the Transport Management Centre.

## BICYCLES

### COMPLETED IN 1999/2000

#### Meadowbank Railway Bridge

Estimated Cost: \$1.1M  
Cost to Date: \$1.1M  
1999/2000: \$0.4M  
Completed: April 2000

Conversion of a disused heritage railway bridge for pedestrian and cyclist access across Parramatta River between Meadowbank and Rhodes. Conversion works commenced in 1998/99.

#### ANZAC Bridge Bicycle and Pedestrian Path

Estimated Cost: \$2.0M  
Cost to Date: \$2.0M  
1999/2000: \$2.0M  
Completed: June 2000

A new 450m combined pedestrian/cycle path on the ANZAC Bridge provides a safer and more direct route from Victoria Road to the ANZAC Bridge.

### CONTINUING IN 2000/01

#### Parramatta to Liverpool Rail Trail Cycleway

Estimated Cost: \$5.0M  
Cost to Date: \$4.0M  
1999/2000: \$3.5M  
Estimated Completion: October 2000

A 17 km cycleway between Parramatta and Liverpool, along the rail corridor, to provide quick access for cyclists to local and regional centres. The rail trail is part of the network of cycleways planned for Sydney as described in the State Government's document *Action for Bikes – BikePlan 2010*.

#### The Horsley Drive, Cowpasture Road and Elizabeth Drive

Estimated Cost: \$2.0M  
Cost to Date: \$0.9M  
1999/2000: \$0.9M  
Estimated Completion: January 2001

A 7.5km off-road cycle and pedestrian path along The Horsley Drive, Cowpasture Road and Elizabeth Drive will improve the safety for cyclists and pedestrians in the local area and will also benefit students who attend Bonnyrigg and Bossley Park High Schools.

#### M5 MOTORWAY

##### Bexley to Mascot Cycleway

Estimated Cost: \$8.0M  
Cost to Date: \$1.8M  
1999/2000: \$1.3M  
Estimated Completion: 2002

An off-road cycleway adjacent to the M5 Motorway corridor, being delivered as part of the extensive bike network outlined in *Action for Bikes – BikePlan 2010*.

## APPENDIX 2

### Review of Environmental Issues Relating to the Eastern Distributor

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

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

In June 2000 the RTA engaged PPK Environment and Infrastructure P/L to review environmental matters associated with the Eastern Distributor from 1 July 1999 to 30 June 2000. The company was also engaged to conduct the previous reviews from the start of construction to 30 June 1998 and for the year 1998/1999. The 1999/2000 review by PPK Environment and Infrastructure P/L forms the basis of this report.

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

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

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

Environmental issues raised by these groups have been in the areas of community interest and involvement, urban design, impacts on local traffic and pedestrian safety.

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

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#### KEY FINDINGS OF THE 1999/2000 REVIEW

##### 1. Statutory Requirements

Stage 1 of the Eastern Distributor was completed and the Motorway was opened to traffic on 19 December 1999.

Stage 2 of the Eastern Distributor comprised the northbound off ramp to William Street including a Toll Plaza between William Street and Stanley Street and a southbound on-ramp from Bourke Street just north of William Street. Work on completion of Stage 2 of the Eastern Distributor has continued and these ramps were opened to traffic on 23 July 2000.

Measures undertaken to satisfy the Minister for Urban Affairs and Planning approval and Environment Protection Authority licence conditions in relation to noise and vibration, air quality and dust, water quality, groundwater and settlement and flora and fauna are detailed in Leighton Contractors' Environmental Management Plan.

The 1999/2000 Review has assessed compliance with the statutory requirements and it is considered that the requirements have generally been satisfied during the 12 months to June 2000 and in some cases the RTA, Airport Motorway Ltd (AML) and Leighton Contractors have undertaken activities that have exceeded these requirements.

Some generally minor issues need to be addressed to fully satisfy the requirements.

The following conditions relating to operational components of the development consent require ongoing monitoring and review:

- Maintenance of Landscape Works (Condition No. 48);
- Compliance with Operational Air Quality Management Procedure (Condition No. 92).

##### 2. Environmental Management and Monitoring

The statutory requirements for the construction of the Eastern Distributor have been expressed as commitments within AML/Leighton Contractors' Environmental Management Plan. The Environmental Management Plan was amended during the previous review period and these amendments simplified the plan. The plan is supported by a set of procedures that contain more detailed controls, measures and monitoring requirements for environmental management.

An Operational Environmental Management Plan was prepared in the last 12 month period and was approved by the Minister for Urban Affairs and Planning on the 17 December 1999. The Operational Environmental Management Plan details how AML will maintain and operate the Motorway to achieve compliance with the conditions of development consent from the Minister for Urban Affairs and Planning.

The main issue during the construction of the Eastern Distributor has been the impact of construction noise and disruption caused to the local community. During the last 12 month period it is considered that in respect of noise and vibration issues AML/Leighton Contractors have responded fairly and reasonably to regenerated noise and vibration issues raised by local residents. There has been a considerable decrease in noise impacts, evidenced by a significant decrease in the number of complaints, received to the complaints hotline.

The 2000 Review concludes that AML/Leighton Contractors' actions have been undertaken in accordance with the commitments set out in the Environmental Management Plan



#### 3. Transparency of Process

The 2000 Review has found that reporting is generally being completed in accordance with the Minister for Urban Affairs and Planning's approval and Environment Protection Authority licence conditions and relevant exceedences are highlighted and preventative actions described.

The level of reporting for this review period has generally been of reasonably high standard, however the reporting on the status of conditions yet to be fulfilled or the implementation of plans in relation to urban design and landscaping could have been better. In particular, better communication regarding program and responsibilities for work on the western side of South Dowling Street would have been desirable.

In regard to the reporting of community inquiries and complaints, it is considered that the six monthly Environmental Report provides an adequate summary of construction related complaints and inquiries.

#### 4. Effective Communication and Responsiveness

Both the RTA and Leighton Contractors have met and in some cases exceeded the statutory requirements relating to community consultation. The issues raised in the 1998 and 1999 Reviews suggesting a more pro-active approach to consultation have generally been adopted throughout the three year construction period.

The 2000 Review has found that generally the community has felt that the consultation approach introduced for the Eastern Distributor process, both pre-construction and during construction has exceeded the requirements of the conditions of development consent. It is considered that the RTA and Leighton Contractors have undertaken a high level of community consultation in regard to the preparation of all plans as required under conditions of development consent.

Now that construction activities have ceased, all plans developed after community consultation have been implemented (with the exception of the Integrated Transport Strategy for servicing major events in the Moore Park area). This review has found that the level of information provided to the community regarding the development of detailed plans was above expectations. However, it appears that information regarding the implementation status of some small parts of various plans prepared or reasons why components of these plan/s have not been implemented, for example the Urban Design Plan or the Landscaping Plan for the South Dowling Street footpath, was not made available to the wider community.

The extended length of time taken to resolve some issues in relation to the restoration of affected property has been noted. Delay in the settlement of these claims has been due not so much to a lack of responsiveness, but to the time taken to establish the reasons and responsibility for damage (eg the damage could have been pre-existing) and negotiate settlement of the claims.

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#### KEY ISSUES AND RECOMMENDATIONS OF THE REVIEW AND RTA RESPONSE

The following key issues have been identified as requiring action arising from the 1999/2000 Review of Environmental Issues for the Eastern Distributor:

##### ISSUE 1: COMMUNITY INTEREST AND INVOLVEMENT

Feedback received on the annual review of the Eastern Distributor indicates that the community is generally very positive about the level of community consultation that has been undertaken during the period of this project. The high level of community consultation engaged in the construction phase of the project is recommended for future road related proposals of similar magnitude.

Nevertheless, members of the community have expressed complaints that plans prepared with community consultation have not been implemented in full to the satisfaction of the general community. In future major projects more attention needs to be given to the implementation of plans.

##### Recommendations:

– That the range of consultation and communication activities undertaken by the RTA and Leighton Contractors throughout the Eastern Distributor process be seen as an example of a thorough consultation process. In previous reviews activities were identified that required further attention and future major projects of this nature should address these issues, in particular any noisy construction activities and how to minimise inconvenience to the local community, when to notify about local traffic changes and how, and how best to communicate the process and issues to the local community.

– Provisions need to remain for community feedback on operational issues, such as the introduction of local area improvement plan initiatives, the implementation of urban design and landscaping elements and the restoration of affected properties. It is recommended that the complaints hotline be continued until all works associated with the Eastern Distributor and the local area improvement plan are completed.

– Information on the implementation status of various local area improvement programs and other urban design plans should be updated regularly on the project website.

##### Response:

– The RTA will continue to improve its community consultation strategies and plans for future projects so that the community is kept informed regarding relevant issues through the development, implementation and operational phases of this type of project.

– RTA and Council officers' phone numbers will continue to be available to the community until the project and the Local Area Improvement Program are completed.

## APPENDIX 2 (Continued)

### Review of Environmental Issues Relating to the Eastern Distributor

#### ISSUE 2: ENVIRONMENTAL MANAGEMENT

That RTA continues to monitor and manage environmental matters in accordance with the relevant conditions of approval stipulated by the Environment Protection Authority and the Minister for Urban Affairs and Planning and the procedures contained in AML's Operational Environmental Management Plan. In addition the RTA is to monitor air quality impacts of the post-construction phase of the Motorway.

Overall it is considered that the proponent has adequately managed the environmental impacts of the construction stage of the Motorway. Potential environmental impacts are expected to substantially decline in the post construction phase.

**Recommendation:**

- That the RTA continues to maintain and monitor the procedures contained in AML's Operational Environmental Management Plan.

**Response:**

- The RTA will continue to maintain and monitor the procedures contained in the AML's Environmental Management Plan.

#### ISSUE 3: TRAFFIC MANAGEMENT

Remaining issues relating to traffic management yet to be resolved need finalisation as soon as practicable. These include the full implementation of Bus Priority Measures and the completion of the Integrated Transport Plan for the Moore Park area.

**Recommendation:**

- The RTA facilitates the preparation of the Integrated Transport Plan for the Moore Park area bringing together Rail Access Corporation, Sydney Buses, Local Councils, Sydney Cricket Ground Trust, CPMPT and Department of Transport.
- The finalisation of the Local Area Improvement Plan; and implementation of Bus Priority Measures.

**Response:**

- The RTA is currently undertaking preparation of Traffic Management Plans in conjunction with other agencies for events in the Moore Park area. A draft Integrated Transport Management Plan has also been prepared and will be finalised soon.
- Most of the Local Area Improvement Program has been implemented. Measures impacting on traffic on local streets and intrusive traffic have been completed. The final Local Area Improvement Program is much bigger than originally envisaged (\$6m vs \$2m). The Bus Priority Measures agreed to by the Bus Priority Task Force immediately with or following the opening of the Eastern Distributor have been implemented.

#### ISSUE 4: URBAN DESIGN AND LANDSCAPING

A number of minor issues remain outstanding in relation to the implementation of urban design and landscaping initiatives after the construction phase.

**Recommendation:**

- It is recommended that discrepancies in works undertaken from that proposed within urban design and landscape plans should be explained. Information should be made available to the public on request, on what is implemental status of such plans. The same recommendations should apply to the overseeing of works proposed in the local area improvement programs.

**Response:**

- There have been some necessary changes within the scope of the Master Plans during the detail design development. Stakeholders such as the councils have been consulted and made aware of the reasons for such changes. More emphasis will be put in future in providing the information.

# APPENDIX 3

## Major Projects – Country

### MAJOR PROJECTS – HUNTER

#### F3 – SYDNEY TO NEWCASTLE FREEWAY

##### North of Hawkesbury River

Final Cost:	\$4.2M
1999/2000:	\$4.2M
Completed:	May 2000

Pavement rehabilitation at various locations north of the Hawkesbury River.

##### F3 Driver Aid Scheme – Wahroonga to Kariong

Estimated cost:	\$10.0M
Cost to date:	\$3.1
Estimated completion:	March 2002

An electronic Driver Aid Scheme which includes variable message signs, closed circuit television cameras, automatic incident detection and variable speed limit signs, is being progressed on the F3 Freeway between Wahroonga and Kariong.

#### PACIFIC HIGHWAY

##### Lake Munmorah

Final Cost:	\$1.2M
1999/2000:	\$1.2M
Completed:	June 2000

Pavement Rehabilitation – 300m northbound and 1.2 km southbound.

#### NEW ENGLAND HIGHWAY

##### Rixs Creek

Final Cost:	\$0.7M
1999/2000:	\$0.0M
Completed:	August 1999

Pavement rehabilitation 51.0 km north of Maitland.

##### Camberwell

Final Cost:	\$1.2M
1999/2000:	\$0.5M
Completed:	August 1999

Pavement rehabilitation 57.0 km north of Maitland.

##### Muswellbrook

Final Cost:	\$0.9M
1999/2000:	\$0.3M
Completed:	August 1999

Pavement rehabilitation.

##### South of Muswellbrook

Final Cost:	\$1.3M
1999/2000:	\$1.2M
Completed:	February 2000

Improvements to the intersection of Pamger Drive and New England Highway.

### NEWCASTLE INNER CITY BYPASS

#### West Charlestown Bypass

Estimated Cost:	\$79.0M
Cost to Date:	\$33.1M
1999/2000:	\$10.0M
Estimated Completion:	December 2002

Construction of a western bypass as part of Newcastle Inner City Bypass from Windale to Sandgate.

#### THE ENTRANCE ROAD

##### Erina Heights

Final Cost:	\$2.4M
1999/2000:	\$1.8M
Completed:	May 2000

Construction of a roundabout at Serpentine Road.

##### Erina

Final Cost:	\$2.6M
1999/2000:	\$2.1M
Completed:	February 2000

Construction of a roundabout at Carlton Road.

#### MAIN ROAD, GLENDALE

Estimated Cost:	\$5.1M
Cost to Date:	\$4.2M
1999/2000:	\$3.8M
Estimated Completion:	August 2000

Construction of dual carriageways and pavement rehabilitation from Sturt Street, Cardiff to Glendale Drive, Glendale, including widening of the Cardiff Subway overbridge.

#### LAKE ROAD, ELMORE VALE

Estimated Cost:	\$3.5M
Cost to Date:	\$2.7M
1999/2000:	\$2.6M
Estimated Completion:	September 2000

Construction of dual carriageways between Reservoir Road and Croudace Road, Elmore Vale.

#### MORPETH BRIDGE (Country Timber Bridge Program)

Final Cost:	\$2.4M
1999/2000:	\$0.9M
Completed:	April 2000

Major repairs to Morpeth Bridge to maintain this heritage listed bridge.

#### PORTERS CREEK BRIDGE

Estimated Cost:	\$0.5M (including RTA contribution)
1999/2000:	\$0.1M
Completed:	July 2000

Replacement of timber bridge and approaches to improve road capacity and safety.

#### CLARENCETOWN BRIDGE (Country Timber Bridge Program)

Final Cost:	\$2.4M
1999/2000:	\$0.9M
Completed:	March 2000

Major truss repairs and strengthening to bridge over Williams River.

# APPENDIX 3 (Continued)

## Major Projects – Country

### JOHN RENSHAW DRIVE

Estimated Cost:	\$2.0M
Cost to Date:	\$1.5M
1999/2000:	\$1.4M
Estimated Completion:	October 2000

Eastbound overtaking lane to improve traffic flow and safety between Kurri Kurri and Beresfield.

### STEWART AVENUE

Estimated Cost:	\$5.5M
Cost to Date:	\$3.6M
1999/2000:	\$3.1M
Estimated Completion:	July 2000

New connection across the railway linking Stewart Avenue, Newcastle West (Pacific Highway) with Hannell Street, Wickham, and thence to the Newcastle waterfront dock and industrial areas.

### MAJOR PROJECTS – SOUTH WESTERN

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

#### HUME HIGHWAY

##### Bookham

Estimated Cost:	\$80.2M
Cost to Date:	\$48.7M
1999/2000:	\$26.5M
Estimated Completion:	April 2001

Construction of dual carriageways 19.0 to 39.0 km south of Yass, including a bypass of Bookham. Southern 4.0 km section opened to traffic on 18 February 1998.

##### Jugiong

Final Cost:	\$0.5M
1999/2000:	\$0.5M
Completed:	April 2000

Concrete slab replacement 48.0 to 77.0 km south of Yass.

##### Gundagai

Final Cost:	\$11.1M
1999/2000:	\$0.9M
Completed:	September 1999

Construction of a grade separated interchange at South Gundagai.

##### Albury

Estimated Cost:	under review
Cost to Date:	\$21.8M
1999/2000:	\$4.8M
Estimated Completion:	under review

Construction of 37.0 km of dual carriageways on the Albury/Wodonga National Highway route in NSW is currently under review.

#### NEWELL HIGHWAY

##### Near Colombo Creek

Final Cost:	\$1.6M
1999/2000:	\$1.6M
Completed:	December 1999

Pavement rehabilitation 42.0 to 49.0 km and 64.5 to 65.7 km north of Jerilderie.

##### Gillenbah

Final Cost:	\$1.7M
1999/2000:	\$0.8M
Completed:	October 1999

Pavement rehabilitation and intersection improvements south of Narrandera.

##### Near Narrandera

Final Cost:	\$1.1M
1999/2000:	\$1.1M
Completed:	April 2000

Pavement rehabilitation 9.9 to 12.5 km north of Narrandera.

##### Near Grong Grong

Final Cost:	\$1.0M
1999/2000:	\$1.0M
Completed:	December 1999

Pavement rehabilitation 36.9 to 39.3 km north of Narrandera.

#### STURT HIGHWAY

##### Wagga Wagga

Final cost:	\$0.8M
1999/2000:	\$0.7M
Completed:	October 1999

Construction of a new roundabout at the Koorngal Road intersection.

##### Near Darlington Point

Estimated Cost:	\$2.7M
Cost to Date:	\$2.4M
1999/2000:	\$2.4M
Estimated Completion:	August 2000

Pavement rehabilitation 46.0 to 49.0 km and 55.5 to 58.3 km west of Narrandera.

##### Near Gum Creek

Estimated Cost:	\$3.3M
Cost to Date:	\$2.9M
1999/2000:	\$2.9M
Estimated Completion:	August 2000

Pavement rehabilitation 89.9 to 94.3 km west of Narrandera.

##### Euston

Final cost:	\$1.8M
1999/2000:	\$1.0M
Completed:	December 1999

Construction of a new roundabout at the Murray Terrace intersection.

#### MID WESTERN HIGHWAY

##### Goolgowi

Final cost:	\$0.7M
1999/2000:	\$0.7M
Completed:	February 2000

Pavement rehabilitation from Goolgowi to 6.0 km east.

#### **RIVERINA HIGHWAY**

##### **Finley**

Estimated Cost:	\$1.2M
Cost to Date:	\$0.9M
1999/2000:	\$0.9M
Estimated Completion:	December 2000

Pavement rehabilitation from Finley to 6.0 km east.

#### **COBB HIGHWAY**

##### **Jumping Sandhills to Mossiel (3x3)**

Final Cost:	\$6.9M
1999/2000:	\$1.1M
Completed:	December 1999

Reconstruction and sealing to provide all-weather access from Booligal to Ivanhoe.

#### **OLYMPIC HIGHWAY**

##### **Between Culcairn and Henty (3x3)**

Final cost:	\$0.8M
1999/2000:	\$0.8M
Completed:	March 2000

Pavement rehabilitation 6.0 to 7.0 km and 26.7 to 28.6 km north of Culcairn.

##### **Gerogery (3x3)**

Final cost:	\$2.9M
1999/2000:	\$2.9M
Completed:	March 2000

Pavement rehabilitation from the Hume Highway intersection to 7.9 km north of Gerogery.

#### **BURLEY GRIFFIN WAY**

##### **Illalong Creek (3x3)**

Final Cost:	\$19.3M
1999/2000:	\$3.7M
Completed:	November 1999

Construction of a new deviation 15.0 km north west of Bowning.

#### **LACHLAN VALLEY WAY**

##### **North of Boorowa (3x3)**

Final cost:	\$0.8M
1999/2000:	\$0.8M
Completed:	June 2000

Pavement rehabilitation 9.0 to 13.0 km and 34.0 to 35.3 km north of Boorowa.

#### **OTHER WORKS**

##### **Young to Boorowa Road**

Estimated Cost:	\$1.2M
Cost to Date:	\$0.7M
1999/2000:	\$0.7M
Estimated Completion:	December 2000

Initial sealing 14.5 to 24.2 km west of Boorowa.

##### **Gundagai to Tumut Road (3x3)**

Estimated Cost:	\$1.3M
Cost to Date:	\$1.3M
1999/2000:	\$0.7M
Estimated Completion:	July 2000

Realignment of substandard curves on approaches to Gundagai in conjunction with Hume Highway interchange works.

##### **Jingellic to Gilmore Road (3x3)**

Estimated Cost:	\$0.7M
Cost to Date:	\$0.6M
1999/2000:	\$0.6M
Estimated Completion:	August 2000

Pavement rehabilitation 32.0 to 35.0 km north of Tumbarumba.

##### **Visy Pulp and Paper Mill – Tumut**

Final Cost:	\$7.3M
1999/2000:	\$7.3M
Completed:	June 2000

Construction of a new 2.4 km access road from the Snowy Mountains Highway to the Visy development at Tumut.

##### **Yarrangobilly Caves Road**

Final cost:	\$0.2M
1999/2000:	\$0.2M
Completed:	May 2000

Pavement rehabilitation and drainage improvement to this tourist destination.

##### **Murray River Crossings – Howlong (3x3)**

Estimated Cost:	\$12.9M
Cost to Date:	\$7.7M
1999/2000:	\$1.9M
Estimated Completion:	March 2001

Replacement of deficient timber bridges over the Murray River and approaches at Howlong. Black Swan Lagoon Bridge completed in July 1999.



### PACIFIC HIGHWAY UPGRADING PROGRAM

#### Pacific Highway – Hexham to NSW/Queensland Border

On 25 January 1996 the Pacific Highway Upgrading Program Agreement was signed by the then Federal Minister for Transport and NSW Minister for Roads. This agreement confirmed the program objectives and funding arrangements.

This important program aims to:

- Significantly reduce road accidents and injuries
- Reduce travel times
- Reduce freight transport costs
- Be responsive to the community in making key project decisions
- Manage the upgrading of the route in accordance with Ecologically Sustainable Development principles
- Maximise the effectiveness of expenditure.

The NSW State Government will contribute \$60 million (year 1996\$) per annum to joint projects, in addition to a continuing commitment of \$100 million per annum for development and maintenance of the highway.

The Federal Government has committed a total of \$60 million (year 1996\$) per annum over the 10 years for joint projects on the Pacific Highway in NSW.

The net impact of the Agreement and the NSW State Budget allocation is that \$2.2 billion will be available for reconstruction of the Pacific Highway NSW, including a maintenance component of \$30 million per annum.

Overall, this represents almost a three-fold increase in development activity over the 10 years from July 1996.

Enormous economic, road safety and reduced travel time benefits will be generated by the Upgrading Program. In addition, the need to preserve and protect our environment is an important consideration in developing projects for this program.

Now at the end of its Fourth Year, the Upgrading Program has already achieved some important milestones, with 14 major projects and 16 minor projects opened to traffic, construction currently underway at 9 sites and 16 projects being planned.

Extensive community consultation will continue for the life of the program.

### COMPLETED MAJOR PROJECTS

#### Bulahdelah to Coolongolook Freeway

Estimated cost:	\$203.5M
Final Cost:	\$140.0 M
1999/2000:	\$17.7M
Opened to Traffic:	24 October 1999

Construction of 22.0 km dual carriageway Freeway between Bulahdelah and Coolongolook eliminating at least sixty bends including the notorious O'Sullivan's Gap and Wootton Bends section, and improving safety, motoring conditions and travel times.

#### Taree Bypass

Estimated Cost:	\$125.0M
Cost to Date:	\$126.9M
1999/2000:	\$10.0M
Opened to Traffic:	Final stage opened to traffic 12 April 2000
Final completion:	May 2000

Construction of a 14.5 km dual carriageway bypass to remove highway traffic from the town centre of Taree. Work on the final stage at Dumaresq Island was completed 12 April 2000.

#### Tyndale Realignment

Estimated Cost:	\$5.6M
Cost to date:	\$5.9M
1999/2000:	\$4.2M
Completed:	June 2000

Realignment of the highway adjacent to Tyndale. The project incorporated a single access point for the Tyndale village. The project will improve road safety and travel times as well as improving access for Tyndale village.

### MAJOR PROJECTS UNDERWAY

#### Raymond Terrace to Karuah Duplication

Estimated Cost:	\$67.0M
Cost to Date:	\$66.4M
1999/2000:	\$41.7M
Estimated Completion:	Late 2000

Construction of 18.2 km northbound carriageway next to the existing carriageway between Raymond Terrace and Karuah. The existing carriageway will also be upgraded to provide high standard dual carriageway, which will improve safety, travel conditions and travel times. Construction commenced in August 1998 and continued throughout the year.

#### Coolongolook to Wang Wauk Upgrade

Estimated Cost:	\$49.0M
Cost to Date:	\$13.3M
1999/2000:	\$10.2M
Estimated Completion:	Mid 2001

Provision of 11.7 km dual carriageways between Coolongolook and Wang Wauk. Construction commenced in December 1999.

#### Lyons Road to Englands Road, Coffs Harbour Reconstruction

Estimated Cost:	\$64.5M
Cost to Date:	\$52.3M
1999/2000:	\$20.5M
Estimated Completion:	Mid 2001

Construction of 5.3 km dual carriageways from Lyons Road to Englands Road, Coffs Harbour, including grade-separated interchanges at Lyons and Sawtell/Lindsays Roads. Construction commenced in October 1997 and continued throughout the year.

#### **Bray Street to Arthur Street, Coffs Harbour Upgrade**

Estimated Cost:	\$27.0M
Cost to Date:	\$25.2M
1999/2000:	\$11.9M
Estimated Completion:	August 2000

Upgrade of Pacific Highway between Bray/Orlando Streets and Arthur Street at the northern end of Coffs Harbour, including traffic signals at Park Beach Road, grade separated interchange at Arthur Street with a roundabout under the highway, widening of railway over-bridge and provision of facilities for pedestrians and cyclists. Construction commenced in March 1998 and continued throughout the year.

#### **Byrons Lane to Shark Creek Realignment**

Estimated Cost:	\$14.0M
Cost to Date:	\$5.3M
1999/2000:	\$3.1M
Completed:	Stage 1 – June 2000
Estimated Completion:	Stage 2 – TBD

Realignment of 4.5 km section of the Pacific Highway north of Tyndale. Stage 1 involved the realignment of the existing highway for 1 km, and Stage 2 will involve the construction of 3.5 km including overtaking lane. Construction of Stage 1 was completed in June 2000.

#### **Eversons Creek Overtaking Lane**

Estimated Cost:	\$4.1M
Cost to Date:	\$3.6M
1999/2000:	\$1.4M
Estimated Completion:	End 2000

Construction of an overtaking lane at Eversons Creek. Adjustments to Eversons Creek culvert in 2000/01 to complete the project.

#### **Ewingsdale Interchange**

Estimated Cost:	\$24.0M
Cost to Date:	\$18.6M
1999/2000:	\$12.7M
Estimated Completion:	December 2000

Construction of grade separated interchange for access to Byron Bay to reduce traffic congestion, improve travel times and road safety. Extensive landscaping including a 'gateway' into Byron Bay is included in the project. Construction commenced in February 1999 and continued throughout the year.

#### **Tandys Lane Upgrade**

Estimated Cost:	\$49.0M
Cost to Date:	\$12.3M
1999/2000:	\$6.8M
Estimated Completion:	Late 2001

Construction of 5.5 km dual carriageways at Tandys Lane between Tyagarah and Brunswick Heads. Construction commenced in February 2000.

#### **Yelgun to Chinderah Upgrade**

Estimated Cost:	\$348.0M
Cost to Date:	\$64.5M
1999/2000:	\$52.8M
Estimated Completion:	End 2002

Construction of 28.6 km dual carriageways between Yelgun and Chinderah. The project will bypass the notorious Burringbar Range. A design, construct and maintain contract was awarded. Construction commenced in March 2000.

### **MAJOR PROJECTS BEING PLANNED**

#### **Karuah Bypass**

Estimated Cost:	\$113.0M
Cost to Date:	\$4.5M
1999/2000:	\$1.4M
Estimated Completion:	TBD

Construction of 10.0 km dual carriageways at Karuah, to bypass the township of Karuah to the north. The project will improve safety and access conditions and provide increased flood immunity. Consideration of responses to EIS display is in progress.

#### **Karuah to Bulahdelah Upgrade**

Estimated Cost:	\$225.0M
Cost to Date:	\$9.3M
1999/2000:	\$3.1M
Estimated Completion:	TBD

Construction of 34.2 km dual carriageways between Karuah and Bulahdelah. Community comments received in response to the display of the Environmental Impact Statement are being assessed.

#### **Bulahdelah Upgrade**

Estimated Cost:	\$145–165.0M
Cost to Date:	\$1.0M
1999/2000:	\$1.0M
Estimated Completion:	TBD

Construction of 7.7 km dual carriageways between 92.0 and 99.7 km north of Newcastle. Community consultation has commenced and route options are being investigated.

#### **Bundacree Creek to Possum Brush Upgrade**

Estimated Cost:	\$85.0M
Cost to Date:	\$2.2M
1999/2000:	\$1.2M
Estimated Completion:	TBD

Provision of 9.0 km dual carriageway between Bundacree Creek and Possum Brush (existing dual carriageway north of Nabitac). Concept development and environmental studies in progress.

#### **Taree to Coopernook Upgrade**

Estimated Cost:	\$59.0M
Cost to Date:	\$3.2M
1999/2000:	\$1.7M
Estimated Completion:	TBD

Provision of 7.5 km dual carriageways between Cundletown (north of Taree) and Coopernook. Final design is in progress and property acquisitions are almost complete.

#### **Coopernook Bypass**

Estimated Cost:	\$66.0M
Cost to Date:	\$3.9M
1999/2000:	\$1.4M
Estimated Completion:	TBD

Construction of a 4.2 km dual carriageway bypass east of the existing highway at Coopernook. Final design is in progress and property acquisitions are almost complete.

Cooperbrook to Moorland Upgrade

Estimated Cost:	\$56.0M
Cost to Date:	\$1.1M
1999/2000:	\$0.3M
Estimated Completion:	TBD

Provision of 10.2 km dual carriageway from the northern end of the Cooperbrook Bypass to near Camp Obadiah. Consideration of responses to EIS display is in progress.

Moorland to Herons Creek Upgrade

Estimated Cost:	\$110–140.0M
Cost to Date:	\$0.4M
1999/2000:	\$0.1M
Estimated Completion:	TBD

Provision of approximately 22.0 km of dual carriageway between the proposed Cooperbrook to Moorland Upgrade and the completed Herons Creek Deviation. Route selection studies commenced June 2000.

Warrell Creek Realignment

Estimated Cost:	\$50.0M
Cost to Date:	\$3.8M
1999/2000:	\$1.5M
Estimated Completion:	TBD

Provision of 4.9 km dual carriageways between Crouches Creek and the existing Allgomera Deviation. The project will also incorporate the relocation of a section of the North Coast railway line. Final design and property acquisitions are in progress.

Bonville Deviation

Estimated Cost:	\$127.0M
Cost to Date:	\$4.6M
1999/2000:	\$1.7M
Estimated Completion:	TBD

Construction of 9.6 km dual carriageways from Perrys Road, Repton to Lyons Road, Bonville (approximately 12.0 km south of Coffs Harbour). Property acquisitions are in progress.

Halfway Creek Realignment

Estimated Cost:	\$18.0M
Cost to Date:	\$1.4M
1999/2000:	\$0.2M
Estimated Completion:	TBD

Construction of 3.4 km dual carriageway upgrade between Dunmars Lane and BP Truckstop, Halfway Creek, 46.9 to 50.3 km north of Coffs Harbour. Final design and property acquisition are in progress.

Ulmarra Bypass

Estimated Cost:	\$29.0M
Cost to Date:	\$1.4M
1999/2000:	\$0.3M
Estimated Completion:	TBD

Construction of a 4.8 km single carriageway bypass of Ulmarra township and northbound overtaking lane (11.1 to 15.9 km north of Grafton). Community comments received in response to the display of the Environmental Impact Statement are being assessed.

Ballina Bypass

Estimated Cost:	\$198.0M
Cost to Date:	\$8.2M
1999/2000:	\$2.8M
Estimated Completion:	TBD

Construction of 12.6 km dual carriageway bypass of Ballina. Community comments received in response to the display of the Environmental Impact Statement are being assessed.

Bangalow to St Helena Upgrade

Estimated Cost:	\$63.0M
Cost to Date:	\$1.9M
1999/2000:	\$0.9M
Estimated Completion:	TBD

Construction of 5.2 km of dual carriageways between the completed Bangalow Bypass in the south to the Ewingsdale Interchange project in the north. Consideration of responses to the display of the EIS is in progress.

Brunswick Heads to Yelgun Upgrade

Estimated Cost:	\$154.0M
Cost to Date:	\$5.6M
1999/2000:	\$2.3M
Estimated Completion:	TBD

Construction of 6.7 km dual carriageways from the Brunswick River to Yelgun including the second carriage way of the Brunswick Heads Bypass. Acquisitions and final design are in progress.

MAJOR PROJECTS – SOUTHERN

(3X3) denotes projects partly or wholly funded by the 3x3 fuel levy

HUME HIGHWAY

Menangle to Gunning

Final Cost:	\$3.2M
1999/2000:	\$3.2M
Completed:	June 2000

Asphalt overlay on several sections of highway north and south of Goulburn.

PRINCES HIGHWAY

Waterfall to Yallah

Final Cost:	\$1.8M
1999/2000:	\$1.8M
Completed:	June 2000

Pavement rehabilitation at Bulli Tops, Figtree and Dapto.

Interchange at Helensburgh

Estimated Cost:	\$8.7M
Cost to Date:	\$5.9M
1999–2000:	\$4.7M
Estimated Completion:	October 2000

Provision of north and southbound on/off-loading ramps at Helensburgh.

## APPENDIX 3 (Continued)

### Major Projects – Country

#### Oak Flats

Estimated Cost:	\$28.0M
Cost to Date:	\$17.3M
1999/2000:	\$2.3M
Estimated Completion:	May 2001

Construction of an interchange as part of the future route between Yallah and Oak Flats and to connect with an “east-west” link to Albion Park.

#### Gerrington

Final Cost:	\$4.5M
1999/2000:	\$3.0M
Completed:	April 2000

Realignment south of Belinda Street to eliminate sub standard curves and extend north and southbound overtaking lanes.

#### Wollongong to south of Eden

Final Cost:	\$4.8M
1999/2000:	\$4.8M
Completed:	June 2000

Pavement rehabilitation at Falls Creek, Ulladulla, Moruya and south of Eden.

#### Mogo to Moruya

Estimated Cost:	\$8.5M
Cost to Date:	\$4.7M
1999/2000:	\$2.4M
Estimated Completion:	2002

Widening at various locations.

#### Kiama to Batemans Bay

Final Cost:	\$1.0M
1999/2000:	\$0.9M
Completed:	June 2000

Junction improvements at Rose Valley, Berry, Moruya and Eden.

#### Harts Creek (Country Timber Bridge Program)

Estimated Cost:	\$1.0M
1999/2000:	\$0.6M
Completed:	September 2000

Construction of new concrete bridge and approaches at Harts Creek, 7.0 km south of Pambula.

#### Eden

Final Cost:	\$1.0M
1999/2000:	\$0.7M
Completed:	December 1999

Construction of new bridge and approaches at Government Road, Eden.

#### ILLAWARRA HIGHWAY

##### Albion Park and Moss Vale

Final Cost:	\$0.7M
1999/2000:	\$0.7M
Completed:	December 1999

Pavement rehabilitation at Albion Park and Moss Vale.

#### Macquarie Pass

Final Cost:	\$0.9M
1999/2000:	\$0.6M
Completed:	December 1999

Widen Tongarra Creek bridge and upgrade approaches near the foot of Macquarie Pass.

#### Robertson

Final Cost:	\$5.1M
1999/2000:	\$4.2M
Completed:	July 2000

Realignment west of Jamberoo Road including a new concrete bridge over Moss Vale – Port Kembla Rail Line.

#### FEDERAL HIGHWAY

##### South of Goulburn

Final Cost:	\$0.2M
1999/2000:	\$0.2M
Completed:	June 2000

Pavement rehabilitation 2.0 km south of Hume Highway.

##### Lake George

Final Cost:	\$117.0M
1999/2000:	\$4.4M
Completed:	August 1999

Construction of 24.0km of dual carriageways. Southbound carriageway between Remembrance Driveway and south of Brooks Creek was opened to traffic on 27 May 1998. Full project opened to traffic on 13 August 1999.

##### ACT to Sutton

Estimated Cost:	\$42.6M
Cost to Date:	\$32.5M
1999/2000:	\$21.8M
Completed:	September 2000

Dual carriageways from Sutton in NSW to ACT border opened to traffic September 2000, completing dual carriageway conditions between Sydney and Canberra.

#### SNOWY MOUNTAINS HIGHWAY

##### Bega to Kiandra

Final Cost:	\$0.3M
1999/2000:	\$0.3M
Completed:	June 2000

Pavement rehabilitation between Brown Mountain and Bemboka.

#### MONARO HIGHWAY

##### ACT Border to Bombala

Final Cost:	\$0.6M
1999/2000:	\$0.6M
Completed:	May 2000

Pavement rehabilitation at Michelago, Ingelara and Bobingah.

##### South of Bombala (3x3)

Final Cost:	\$10.7M
1999/2000:	\$0.8M
Completed:	November 1999

Realignment and sealing, 31.8 to 37.2 km south of Bombala, to eliminate the final unsealed section of this route.

## APPENDIX 3 (Continued)

### Major Projects – Country

#### KINGS HIGHWAY

##### Batemans Bay to Queanbeyan (3x3)

Final Cost:	\$1.0M
1999/2000:	\$1.0M
Completed:	March 2000

Pavement rehabilitation at Nelligen, Bungendore and Queanbeyan.

##### Batemans Bay to Queanbeyan

Final Cost:	\$1.1M
1999/2000:	\$0.7M
Completed:	February 2000

Reconstruction and realignment 35.0 to 37.0 km east of Queanbeyan.

##### Braidwood (Country Timber Bridge Program)

Estimated Cost:	\$0.7M
Cost to Date:	\$0.6M
1999/2000:	\$0.6M
Completed:	September 2000

Construction of new concrete bridge and approaches at Northangera Creek 12 km east of Braidwood.

#### OTHER

##### Lanyon Drive, Queanbeyan

Final Cost:	\$1.6M
1999/2000:	\$1.5M
Completed:	February 2000

Duplication McRae Street to Jerrambomberra Road.

##### Goulburn to Crookwell Road

Final Cost:	\$0.5M
1999/2000:	\$0.5M
Completed:	May 2000

Pavement rehabilitation between Crookwell and Binda.

##### Goulburn to Doughboy Road

Final Cost:	\$0.7M
1999/2000:	\$0.7M
Completed:	March 2000

Pavement rehabilitation between Goulburn and Tarago.

##### Mt Ousley Road

Estimated Cost:	\$1.5M
Cost to Date:	\$0.7M
1999/2000:	\$0.6M
Estimated Completion:	December 2000

Construction of new concrete bridge over Mt Ousley Road at New Mt Pleasant Road.

##### Nowra–Mittagong Road

Final Cost:	\$0.8M
1999/2000:	\$0.8M
Completed:	May 2000

Pavement rehabilitation at Kangaroo Valley.

##### Kosciuszko Road

##### Cooma to Perisher Valley

Final Cost:	\$1.2M
1999/2000:	\$1.2M
Completed:	April 2000

Pavement rehabilitation near Cooma Airport, at East Jindabyne and Perisher Valley.

##### Jindabyne

Final Cost:	\$1.1M
1999/2000:	\$0.2M
Completed:	December 1999

Capacity improvements between Thredbo Terrace and Kalkite Street and Barry Way, including roundabout at Kalkite Street.

##### Alpine Way

##### Jindabyne to National Park Entrance

Final Cost:	\$0.2M
1999/2000:	\$0.2M
Completed:	March 2000

Pavement rehabilitation and minor widening 7.8 km west of Kosciuszko Road.

##### Shellharbour Road

Final Cost:	\$0.3M
1999/2000:	\$0.3M
Completed:	March 2000

Pavement rehabilitation at Warilla.

##### Bulli

Final Cost:	\$0.2M
1999/2000:	\$0.2M
Completed:	June 2000

Upgraded commuter parking at Bulli Railway Station.

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## MAJOR PROJECTS – WESTERN

#### NEWELL HIGHWAY

##### Alawa

Estimated Cost:	\$4.7M
Cost to Date:	\$4.8M
1999/2000:	\$0.2M
Completed:	April 2000

Pavement rehabilitation and widening 60.3 to 68.0 km north of Moree.

##### Gil Gil

Estimated Cost:	\$3.2M
Cost to Date:	\$3.0M
1999/2000:	\$2.0M
Estimated Completion:	November 2000

Pavement rehabilitation 30.7 to 36.9 km north of Moree.

##### Moree By-Pass

Estimated Cost:	\$27.0M
Cost to Date:	\$0.8M
1999/2000:	\$0.3M
Estimated Completion:	December 2003

Planning for future construction of heavy vehicle by-pass of Moree.

##### Five Mile, Sandy and Bulga Creek Bridges

Estimated Cost:	\$3.0M
Cost to Date:	\$3.2M
1999/2000:	\$2.2M
Completed:	April 2000

Widening of 5 Mile and Bulga Creek bridges and replacement of Sandy Creek Bridge between 8.0 and 16.0 km north of Gilgandra.



## APPENDIX 3 (Continued)

### Major Projects – Country

#### Yarrabah

Estimated Cost:	\$4.2M
Cost to Date:	\$0.9M
1999/2000:	\$0.8M
Estimated completion:	December 2000

Construction of 2 overtaking lanes near Yarrabah Creek, south of Dubbo.

#### Ugumjil

Estimated Cost:	\$3.4M
Cost to Date:	\$3.0M
1999/2000:	\$2.0M
Estimated Completion:	July 2000

Pavement rehabilitation 85.9 to 90.7 km north of Parkes.

#### GREAT WESTERN HIGHWAY

##### Little Hartley

Estimated Cost:	\$20.0M
Cost to Date:	\$1.0M
1999/2000:	\$0.3M
Estimated Completion:	to be decided

Reconstruction and realignment at Mid Hartley.

#### CASTLEREAGH HIGHWAY

##### Lidsdale to Coxs River

Estimated Cost:	\$6.8M
Cost to Date:	\$0.7M
1999/2000:	\$0.3M
Estimated Completion:	June 2004

Pavement rehabilitation, widening and realignment from Lidsdale to Coxs River between 11.0 and 13.0 km north of Lithgow.

##### Lidsdale Rail Overbridge

Estimated Cost:	\$6.0M
Cost to Date:	\$3.1M
1999/2000:	\$2.9M
Estimated Completion:	May 2001

Replacement of brick arch rail overbridge and pavement reconstruction, 9.0 to 10.5 km north of Lithgow.

#### MID WESTERN HIGHWAY

##### Carcoar

Estimated Cost:	\$3.3M
Cost to Date:	\$3.2M
1999/2000:	\$3.2M
Completed:	March 2000

Pavement rehabilitation on Mid Western Highway at Carcoar.

##### Dicks and McLeans Creeks

Estimated Cost:	\$6.7M
Cost to Date:	\$3.1M
1999/2000:	\$2.7M
Estimated Completion:	February 2001

Reconstruction and realignment including replacement of two bridges, between 18.0 and 21.0 km west of Bathurst.

##### Kings Plains

Estimated Cost:	\$9.0M
Cost to Date:	\$0.7M
1999/2000:	\$0.6M
Estimated Completion:	June 2002

Realignment of Mid Western Highway at Kings Plains Village.

#### GOLDEN HIGHWAY

##### West of Dunedoo to Cobborah (3x3)

Estimated Cost:	\$1.5M
Cost to Date:	\$0.8M
1999/2000:	\$0.5M
Estimated Completion:	June 2001

Widening 6.9 to 14.8 km west of Dunedoo.

##### Fitzells Creek (3x3)

Estimated Cost:	\$1.8M
Cost to Date:	\$1.7M
1999/2000:	Nil
Completed:	February 2000

Reconstruction and widening of 4.0 km from Fitzells Creek to Ballimore.

##### Elong Elong (3x3)

Estimated Cost:	\$0.8M
Cost to Date:	\$0.7M
1999/2000:	\$0.7M
Estimated Completion:	August 2000

Rehabilitation of pavement 35.0 to 40.2 km west of Dunedoo.

#### CARNARVON HIGHWAY

##### Moree to Mungindi

Estimated Cost:	\$3.0M
Cost to Date:	\$3.0M
1999/2000:	\$2.6M
Completed:	April 2000

Completion of initial sealing of final 16.0 kms.

#### KAMILAROI HIGHWAY

##### Gunnedah to Narrabri

Estimated Cost:	\$3.6M
Cost to Date:	\$3.7M
1999/2000:	\$0.5M
Completed:	March 2000

Widening north of Boggabri to enable use by B-Doubles.

##### Gunnedah Boundary

Estimated Cost:	\$1.5M
Cost to Date:	\$0.7M
1999/2000:	\$0.7M
Estimated Completion:	December 2000

Pavement rehabilitation 28.8 to 34.1 km north of Gunnedah.

##### Wee Waa Road

Final Cost:	\$3.0M
Cost to Date:	\$3.1M
1999/2000:	\$1.7M
Completed:	April 2000

Restoration of flood damage 29.0 to 39.0 km west of Narrabri.

##### Brewarrina Shire (3x3)

Final Cost:	\$5.0M
1999/2000:	\$0.9M
Completed:	December 1999

Completion of bitumen sealing from Brewarrina to Walgett Boundary.

<b>Walgett Shire (3x3)</b>	
Final Cost:	\$3.6M
1999/2000:	\$0.6M
Completed:	November 1999
Completion of bitumen sealing from Walgett to Brewarrina Shire Boundary.	

<b>KIDMAN WAY</b>	
<b>Western Rail Line to Cobar</b>	
Estimated Cost:	\$10.5M
Cost to Date:	\$9.8M
1999/2000:	\$0.3M
Completed:	May 2000
Completion of initial seal from the Western Rail Line to Cobar.	

<b>Sandy Creek</b>	
Estimated Cost:	\$1.1M
Cost to Date:	\$0.7M
1999/2000:	\$0.6M
Estimated Completion:	November 2000
Construction of new concrete bridge.	

<b>BATHURST TO ILFORD ROAD</b>	
Final Cost:	\$3.4M
Cost to Date:	\$3.0M
1999/2000:	\$1.0M
Completed:	December 1999
Completion of new bitumen sealing near Sofala.	

**WALGETT BRIDGES (Country Timber Bridge Program)**

<b>Castlereagh/Gwydir/Kamilaroi Highways</b>	
Estimated Cost:	\$10.2M
Cost to Date:	\$6.2M
1999/2000:	\$6.2M
Estimated Completion:	January 2001

- Construction of 12 concrete bridges and approaches at:
- Cumberdoon Creek 108.0 km north of Coonamble
  - Shallow Creek 109.0 km north of Coonamble
  - Booroom Creek 56.0 km west of Walgett
  - Borumbil Creek 43.0 km west of Walgett
  - Pian Creek 13.0 km east of Walgett
  - Pagans Creek 6.0 km north of Walgett
  - 5 mile Warramboos 9.0 km north of Walgett
  - Narran River–Jim Harter Bridge 115.0 km north of Walgett
  - Castlereagh River 68.0 km north of Coonamble
  - Nugal Swamp 75.0 km north of Coonamble
  - 2 mile Warramboos 4.0 km north of Walgett
  - 13 mile Warramboos 54.0 km south of Collarenebri.

**MAJOR PROJECTS – NORTHERN**

<b>OXLEY HIGHWAY (SH11)</b>	
<b>Congi Creek (Country Timber Bridge Program)</b>	
Estimated Cost:	\$0.9M
Cost to Date:	\$0.1M
1999/2000:	\$0.1M
Estimated Completion:	January 2001
Construction of new concrete bridge and approaches, 34.0 km west of Walcha.	

<b>SUMMERLAND WAY</b>	
<b>Grafton Bridge approaches</b>	
Final Cost:	\$0.7M
1999/2000:	\$0.6M
Completed:	April 2000
Improvements to the northern Grafton Bridge approaches.	
<b>14 to 16 km north of Grafton</b>	
Final Cost:	\$0.9M
1999/2000:	\$0.5M
Completed:	November 1999
Pavement rehabilitation, 14.0 to 15.8 km north of Grafton.	

<b>Gordons Bridge</b>	
Final Cost:	\$2.0M
1999/2000:	\$0.2M
Completed:	November 1999
Gordons Bridge, north of Kyogle.	

<b>95.1 to 96.3 km north of Grafton</b>	
Estimated Cost:	\$0.9M
Cost to Date:	\$0.5M
1999/2000:	\$0.5M
Estimated Completion:	August 2000
Widen Summerland Way 95.1 to 96.3 km north of Grafton.	

<b>Newpark overtaking lane</b>	
Estimated Cost:	\$0.5M
Final Cost:	\$0.5M
1999/2000:	\$0.3M
Estimated completion	September 1999
Overtaking lane at Newpark, 2.0 km north of Kyogle	

<b>Overtaking lanes north of Grafton</b>	
Estimated Cost:	\$0.9M
Final Cost:	\$0.5M
1999/2000:	\$0.5M
Estimated completion	October 2000
Northbound overtaking lane, 18.0 to 19.1 km north of Grafton.	

<b>GWYDIR HIGHWAY (SH12)</b>	
<b>Middle Creek (Country Timber Bridge Program)</b>	
Final Cost:	\$0.5M
1999/2000:	\$0.1M
Completed:	August 1999
Construction of new concrete bridge and approaches, 65.0 km west of Grafton.	

## APPENDIX 3 (Continued)

### Major Projects – Country

#### **Nogulga Creek (Country Timber Bridge Program)**

Final Cost: \$0.6M  
1999/2000: \$0.5M  
Completed: December 1999

Construction of new concrete bridge and approaches, 45.0 km west of Grafton.

#### **Cangai Creek (Country Timber Bridge Program)**

Estimated Cost: \$0.8M  
Cost to Date: \$0.8M  
1999/2000: \$0.8M  
Estimated Completion: July 2000

Construction of new concrete bridge and approaches at Cangai Creek, 52.0 km west of Grafton.

#### **BRUXNER HIGHWAY (SH16)**

##### **Tabulam Overflow No.1 (Country Timber Bridge Program)**

Estimated Cost: \$0.8M  
1999/2000: \$0.3M  
Cost to Date: \$0.3M  
Estimated Completion: January 2001

Construction of new concrete bridge and approaches 56.0 km west of Casino.

##### **Tabulam Overflow No.2 (Country Timber Bridge Program)**

Estimated Cost: \$0.9M  
1999/2000: \$0.2M  
Cost to Date: \$0.2M  
Estimated Completion: January 2001

Construction of new concrete bridge and approaches 56.0 km west of Casino.

##### **Slatey Creek (Country Timber Bridge Program)**

Estimated Cost: \$0.4M  
1999/2000: \$0.0M  
Cost to Date: \$0.0M  
Estimated Completion: January 2001

Construction of new concrete bridge and approaches, 91.0 km west of Casino.

##### **Swamp Oak Creek (Country Timber Bridge Program)**

Estimated Cost: \$1.3M  
1999/2000: \$0.3M  
Cost to Date: \$0.3M  
Estimated Completion: January 2001

Construction of new concrete bridge and approaches, 114.0 km west of Casino.

##### **Barney Downs Creek (Country Timber Bridge Program)**

Estimated Cost: \$1.2M  
1999/2000: \$0.1M  
Cost to Date: \$0.1M  
Estimated Completion: January 2001

Construction of new concrete bridge and approaches, 118.0 km west of Casino.

#### **Plumbago Creek (Country Timber Bridge Program)**

Estimated Cost: \$1.2M  
1999/2000: \$0.1M  
Cost to date: \$0.1M  
Estimated Completion: December 2000

Construction of new concrete bridge and approaches, 77.0 km west of Casino.

#### **Sandy Creek (Country Timber Bridge Program)**

Final Cost: \$0.7M  
1999/2000: \$0.2M  
Completed: July 1999

Construction of new concrete bridge and approaches, 58.0 km west of Casino.

#### **Maguires Creek, Alstonville (Country Timber Bridge Program)**

Final Cost: \$0.5M  
1999/2000: \$0.1M  
Completed: July 1999

Construction of new concrete bridge and approaches in Alstonville.

#### **WATERFALL WAY**

##### **Connells Creek (Country Timber Bridge Program)**

Final Cost: \$0.3M  
1999/2000: \$0.0M  
Completed: October 1999

Construction of new concrete bridge and approaches 3.6 km west of Pacific Highway.

##### **Rocky Creek No.1 (Country Timber Bridge Program)**

Estimated Cost: \$0.3M  
1999/2000: \$0.2M  
Cost to Date: \$0.3M  
Estimated Completion: September 2000

Construction of new concrete bridge and approaches 3.0 km east of Dorrigo.

##### **Rocky Creek No.2 (Country Timber Bridge Program)**

Estimated Cost: \$0.2M  
1999/2000: \$0.1M  
Cost to Date: \$0.2M  
Estimated Completion: September 2000

Construction of new concrete bridge and approaches 3.0 km east of Dorrigo.

##### **Cooney Creek No.1 (Country Timber Bridge Program)**

Final Cost: \$0.5M  
1999/2000: \$0.5M  
Completed: June 2000

Construction of new concrete bridge and approaches 23.0 km east of Armidale.

##### **Cooney Creek No.2 (Country Timber Bridge Program)**

Final Cost: \$0.2M  
1999/2000: \$0.2M  
Completed: June 2000

Construction of new concrete bridge and approaches, 23.0 km east of Armidale.

## APPENDIX 4

### Heritage and Conservation Register

The RTA has a responsibility to identify and manage the items of environmental heritage which are in its ownership, care or control. These items are predominantly bridges. However, the RTA is also responsible for a number of other items including vehicular ferries and property assets.

To assist heritage management and to meet its statutory obligation under Section 170 of the Heritage Act 1977, the RTA holds a heritage and conservation register. Furthermore, in accordance with the Heritage Act, the RTA is required to inspect, and report annually on items in its register including their condition.

#### Abbreviations:

SHI	– State Heritage Inventory reference number
LOS	– Level of significance assigned in accordance with NSW Heritage Manual
CMP	– Conservation management plan (some are Heritage Council endorsed)
SHR	– State Heritage Register listing

#### SYDNEY REGION ITEMS

<b>Alfords Point Bridge</b> CMP: No Condition: Good In Use? Yes	SHI: 15046 SHR: No Statutory Applications: None Activities/Changes: None	Location: Alfords Point Last Insp: 11/3/99	LOS: Not Assessed
<b>Box Girder Bridge, Nepean River</b> CMP: No Condition: Fair In Use? Yes	SHI: 12852 SHR: No Statutory Applications: None Activities/Changes: None	Location: Penrith Last Insp: 16/3/99	LOS: Not Assessed
<b>Cable Ferry</b> CMP: No Condition: Good In Use? Yes	SHI: 14052 SHR: No Statutory Applications: None Activities/Changes: None	Location: Mortlake Last Insp: Not Available	LOS: Not Assessed
<b>Cable Ferry</b> CMP: No Condition: Good In Use? Yes	SHI: 4300311 SHR: No Statutory Applications: None Activities/Changes: None	Location: Wisemans Ferry Last Insp: Not Available	LOS: Not Assessed
<b>Captain Cook Bridge, Southern Approach</b> CMP: Condition: Good In Use? Yes	SHI: 14978 SHR: No Statutory Applications: None Activities/Changes: None	Location: Taren Point Last Insp: 21/11/96	LOS: Not Assessed
<b>De Burghs Bridge</b> CMP: No Condition: Fair In Use? Yes	SHI No: 14050 SHR: No Statutory Applications: None Activities/Changes: None	Location: Macquarie Park Last Insp: 29/7/98	LOS: Not Assessed
<b>Disused section of MR 181 adjacent Portion 32</b> CMP: No Condition: Poor, work required In Use? No	SHI No: 5856 SHR: No Statutory Applications: None Activities/Changes: None	Location: Wisemans Ferry Last Insp: 6/99	LOS: Not Assessed
<b>Gladesville Bridge</b> CMP: No Condition: Good In Use? Yes	SHI No: 4300309 SHR: No Statutory Applications: None Activities/Changes: Oral history on the bridge's construction to be undertaken	Location: Drummoyne Last Insp: 27/7/98	LOS: Not Assessed

**APPENDIX 4** (Continued)  
Heritage and Conservation Register

<b>Glebe Island Bridge</b> CMP: No Condition: Fair In Use? No	SHI No: 8791 SHR: No Statutory Applications: None Activities/Changes: CMP on hold	Location: Glebe Island Last Insp: 21/9/97	LOS: Not Assessed
<b>Hawkesbury River Bridge</b> CMP: No Condition: Good In Use? Yes	SHI No: 5481 SHR: No Statutory Applications: None Activities/Changes: None	Location: North Richmond Last Insp: 23/3/99	LOS: Not Assessed
<b>House – 164 Ramsay St</b> CMP: No Condition: Fair In Use? Rented	SHI No: 770 SHR: No Statutory Applications: None Activities/Changes: None	Location: Haberfield Last Insp: Ongoing	LOS: Not Assessed
<b>House – 1d River Rd</b> CMP: No Condition: Poor In Use? Vacant with project	SHI No: 15243 SHR: No Statutory Applications: None Activities/Changes: None	Location: Woronora Last Insp: Ongoing	LOS: Not Assessed
<b>House – 46 Martin St</b> CMP: Condition: Fair In Use? Rented	SHI: 771 SHR: No Statutory Applications: None Activities/Changes: None	Location: Haberfield Last Insp: Ongoing	LOS: Not Assessed
<b>House 48 Kingston St</b> CMP: No Condition: Good In Use? Sold	SHI No: 650 SHR: No Statutory Applications: None Activities/Changes: Sold in April 2000. To be removed from RTA register.	Location: Haberfield Last Insp: Ongoing to sale date	LOS: Not Assessed
<b>Knapsack Viaduct</b> CMP: No Condition: Good In Use? Yes	SHI No: 1584 SHR: No Statutory Applications: None Activities/Changes: None	Location: Lapstone Last Insp: 13/7/98	LOS: Not Assessed
<b>Lansdowne Bridge</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4253 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Lansvale Last Insp: 16/3/93	LOS: State
<b>Lennox Bridge</b> CMP: No Condition: Good In Use? Yes	SHI No: 4300301 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Parramatta Last Insp: 5/00	LOS: State
<b>Macquarie St Gate House</b> CMP: No Condition: Good In Use? Not operating asset	SHI No: 12597 SHR: No Statutory Applications: None Activities/Changes: Concrete pillars subject to repair	Location: Parramatta Last Insp: 2/9/99	LOS: Not Assessed
<b>Milestone – Liverpool Rd cnr Badmington Rd</b> CMP: No Condition: Fair In Use? Not operating asset	SHI No: 2753 SHR: No Statutory Applications: None Activities/Changes: Heritage assessment & conservation study completed	Location: Croydon Last Insp: Early 1999	LOS: Local



## APPENDIX 4 (Continued)

### Heritage and Conservation Register

<b>Milestone – Parramatta Rd near Cheltenham Rd</b> CMP: No Condition: In Use? Not operating asset	SHI No: 2756 SHR: No Statutory Applications: None Activities/Changes: Heritage assessment & conservation study completed	Location: Croydon Last Insp: Early 1999	LOS: Local
<b>Milestone – Parramatta Rd</b> CMP: No Condition: Currently missing In Use? Not operating asset	SHI No: 10321 SHR: No Statutory Applications: None Activities/Changes: Heritage assessment & conservation study completed	Location: Stanmore Last Insp: Early 1999	LOS: Local
<b>Old Windsor Rd – Seven Hills to Kellyville</b> CMP: No Condition: Fair In Use? Yes	SHI No: 1385 SHR: No Statutory Applications: None Activities/Changes: None	Location: Seven Hills to Kellyville Last Insp: 2/9/99	LOS: Not Assessed
<b>Pearces Creek Bridge</b> CMP: Yes Condition: Poor In Use? Yes	SHI No: 4300009 SHR: No Statutory Applications: None Activities/Changes: CMP completed	Location: Galston Gorge Last Insp: 9/9/98	LOS: State
<b>Peats Ferry Bridge Crown Land</b> CMP: No Condition: Not available In Use? NA	SHI No: 4300308 SHR: No Statutory Applications: None Activities/Changes: None	Location: Brooklyn Last Insp: Not available	LOS: Not Assessed
<b>Pyes Creek Bridge</b> CMP: No Condition: Not available In Use? No	SHI No: 4300310 SHR: No Statutory Applications: None Activities/Changes: Question of RTA responsibility to be investigated.	Location: Cherrybrook Last Insp: Not available	LOS: Not Assessed
<b>Queen Anne House – London Terrace</b> CMP: No Condition: Good In Use? Rented	SHI No: 10287 SHR: No Statutory Applications: None Activities/Changes: None	Location: Enmore Last Insp: Ongoing	LOS: Not Assessed
<b>Remains of Figtree Bridge</b> CMP: No Condition: Good In Use? No	SHI No: 7378 SHR: No Statutory Applications: None Activities/Changes: None	Location: Hunters Hill Last Insp: Ongoing	LOS: Not Assessed
<b>Remains of Wandella &amp; Garden</b> CMP: No Condition: Fair In Use? No	SHI No: 7473 SHR: No Statutory Applications: None Activities/Changes: Vacant land	Location: Hunters Hill Last Insp: Ongoing	LOS: Not Assessed
<b>Slab Cottage, Western end – Neeve St</b> CMP: No Condition: Fair In Use? Information not available	SHI No: 1365 SHR: No Statutory Applications: None Activities/Changes: None	Location: Prospect Last Insp: Not available	LOS: Not Assessed

## APPENDIX 4 (Continued)

Heritage and Conservation Register

<b>Southern Gate House</b> CMP: No Condition: Poor In Use? No	SHI No: 12615 SHR: No Statutory Applications: None Activities/Changes: None	Location: Parramatta Park Last Insp: 2/9/99	LOS: Not Assessed
<b>Ryde Bridge</b> CMP: No Condition: Poor In Use? Yes	SHI No: 14049 SHR: No Statutory Applications: None Activities/Changes: None	Location: Ryde Last Insp: 12/8/98	LOS: Not Assessed
<b>Site of Figtree Tea Rooms &amp; Aquatic Tea Room</b> CMP: No Condition: NA In Use?	SHI No: 7380 SHR: No Statutory Applications: None Activities/Changes: None	Location: Hunters Hill Last Insp: Ongoing	LOS: Not Assessed
<b>Site of Figtree Wharf &amp; Boatshed</b> CMP: No Condition: NA In Use? No	SHI No: 7386 SHR: No Statutory Applications: None Activities/Changes: None	Location: Hunters Hill Last Insp: Ongoing	LOS: Not Assessed
<b>St Albans Bridge, MacDonald River</b> CMP: Yes Condition: Poor In Use? Yes	SHI No: 4300129 SHR: Yes Statutory Applications: None Activities/Changes: CMP completed	Location: St Albans Last Insp: 24/9/99	LOS: State
<b>Stone Setting, Tom Ugly's Bridge</b> CMP: No Condition: Fair In Use? Yes	SHI No: 14981 SHR: No Statutory Applications: None Activities/Changes: Stone walls subject to runoff from under carriageway	Location: Sylvania Last Insp: 15/9/99	LOS: Not Assessed
<b>Suspension Bridge, Northbridge</b> CMP: No Condition: Good In Use? Yes	SHI No: 18303 SHR: No Statutory Applications: None Activities/Changes: None	Location: Northbridge Last Insp: 1/3/99	LOS: Not Assessed
<b>Harbour Bridge &amp; Approaches</b> CMP: Yes (HC endorsed) Condition: Fair  In Use? Yes	SHI No: 15492 SHR: Yes Statutory Applications: S.60 approvals granted. Various works. Activities/Changes: Regular maintenance and alterations.	Location: Milsons Pt/Dawes Pt Last Insp: 29/3/99	LOS: State
<b>The Spit Bridge</b> CMP: No Condition: Good In Use? Yes	SHI No: 4300307 SHR: No Statutory Applications: None Activities/Changes: None	Location: Mosman Last Insp: 15/5/99	LOS: Not Assessed
<b>Tom Ugly's Bridge (1929)</b> CMP: No Condition: Poor In Use? Yes	SHI No: 14982 SHR: No Statutory Applications: None Activities/Changes: None	Location: Sylvania Last Insp: 26/1/99	LOS: Not Assessed
<b>Tom Ugly's Bridge (1987)</b> CMP: No Condition: Fair In Use? Yes	SHI No: 14983 SHR: No Statutory Applications: None Activities/Changes: None	Location: Sylvania Last Insp: 14/11/96	LOS: Not Assessed

**HUNTER REGION ITEMS**

<b>Barrington Bridge, Barrington River</b> CMP: No Condition: Fair In Use? Yes	SHI No: 4300161 SHR: No Statutory Applications: None Activities/Changes: None	Location: Gloucester Last Insp: 18/5/99	LOS: Regional
<b>Beckers Bridge over Webbers Creek</b> CMP: No Condition: Fair In Use? Yes	SHI No: 4300128 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Gresford West Last Insp: 1/7/99	LOS: State
<b>Bulga Bridge over Wollombi Brook</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300181 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Bulga Last Insp: 7/2/00	LOS: State
<b>Clarencetown Bridge, Williams River</b> CMP: Yes Condition: Fair In Use? Yes	SHI No: 4063 SHR: Yes Statutory Applications: None Activities/Changes: CMP in preparation.	Location: Clarencetown Last Insp: 25/8/99	LOS: State
<b>Cooreei Bridge, Williams River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300177 SHR: Yes Statutory Applications: None Activities/Changes:	Location: Last Insp: 1/10/99	LOS: State
<b>Dunmore Bridge, Paterson River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 9544 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Woodville Last Insp: 23/9/99	LOS: State
<b>Elderslie Bridge over Hunter River</b> CMP: No Condition: Fair In Use? Yes	SHI No: 14311 SHR: No Statutory Applications: None Activities/Changes: None	Location: Elderslie Last Insp: 11/8/99	LOS: Not Assessed
<b>Fitzgerald Bridge, Hunter River</b> CMP: No Condition: Fair In Use? Yes	SHI No: 14109 SHR: No Statutory Applications: None Activities/Changes: None	Location: Aberdeen Last Insp: 1/7/98	LOS: Not Assessed
<b>Fitzgerald Bridge, Williams River</b> CMP: No Condition: Fair In Use? Yes	SHI No: 4300313 SHR: No Statutory Applications: None Activities/Changes: None	Location: Raymond Terrace Last Insp: 19/5/99	LOS: Local
<b>Gostwyck Bridge, Paterson River</b> CMP: No Condition: Good In Use? Yes	SHI No: 4016 SHR: No Statutory Applications: None Activities/Changes: None	Location: Paterson Last Insp: 29/9/99	LOS: Not Assessed
<b>Hexham Bridge</b> CMP: No Condition: Fair In Use? Yes	SHI No: 11526 SHR: No Statutory Applications: None Activities/Changes: None	Location: Hexham Last Insp: 11/5/98	LOS: Not Assessed

## APPENDIX 4 (Continued)

Heritage and Conservation Register

<b>Hinton Bridge, Paterson River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 9528 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Hinton Last Insp: 23/9/99	LOS: State
<b>Kayuga Bridge</b> CMP: No Condition: Poor In Use? Yes	SHI No: 11196 SHR: No Statutory Applications: None Activities/Changes: None	Location: Muswellbrook Last Insp: 30/7/99	LOS: Not Assessed
<b>Luskintyre Bridge, Hunter River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300305 SHR: No Statutory Applications: None Activities/Changes: None	Location: Lochinvar Last Insp: 30/9/99	LOS: Regional
<b>Martin Bridge, Manning River</b> CMP: No Condition: Fair In Use? Yes	SHI No: 4300300 SHR: No Statutory Applications: None Activities/Changes: None	Location: Taree Last Insp: 10/2/99	LOS: Not Assessed
<b>Middle Falbrook Bridge, Glennies Creek</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300131 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Middle Falbrook Last Insp: 29/7/99	LOS: State
<b>Monkerai Bridge, Karuah River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300133 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Monkerai Last Insp: 17/5/99	LOS: State
<b>Morpeth Bridge, Hunter River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 9702 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Morpeth Last Insp: 3/9/99	LOS: State
<b>Paterson River Road Bridge</b> CMP: No Condition: Fair In Use? Yes	SHI No: 3931 SHR: No Statutory Applications: None Activities/Changes: None	Location: Paterson Last Insp: 21/5/98	LOS: Not Assessed
<b>Redbourneberry Bridge over Hunter River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300304 SHR: No Statutory Applications: None Activities/Changes: None	Location: Singleton West Last Insp: 28/7/99	LOS: Local
<b>Vacy Bridge, Paterson River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 3951 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Vacy Last Insp: 1/9/99	LOS: State
<b>Yarrawa Bridge, Goulburn River</b> CMP: No Condition: Good In Use? Yes	SHI No: 4300170 SHR: No Statutory Applications: None Activities/Changes: None	Location: Denman Last Insp: 29/7/99	LOS: Regional

## APPENDIX 4 (Continued)

Heritage and Conservation Register

### NORTHERN REGION ITEMS

<b>Ashby Dry Dock</b> CMP: No Condition: Good In Use? Yes	SHI No: 4300303 SHR: No Statutory Applications: None Activities/Changes: Tenders received for CMP preparation	Location: Ashby Last Insp: Not available	LOS: Not Assessed
<b>Bean Tree Bridge, Richmond River</b> CMP: No Condition: Fair In Use? Yes	SHI No: 4300168 SHR: No Statutory Applications: None Activities/Changes: None	Location: Wiangaree Last Insp: 23/2/98	LOS: Local
<b>Bridge over Five Day Creek</b> CMP: No Condition: Fair  In Use? Yes	SHI No: 4300008 SHR: No Statutory Applications: DA to demolish approved. Activities/Changes: CMP under preparation	Location: Kempsey Last Insp: 12/1/99	LOS: State
<b>Bridge over Orara River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 12485 SHR: No Statutory Applications: None Activities/Changes: None	Location: Coramba Last Insp: 7/6/99	LOS: Local
<b>Briner Bridge over Upper Coldstream River</b> CMP: No Condition: Good In Use? Yes	SHI No: 4300158 SHR: No Statutory Applications: None Activities/Changes: CMP in progress	Location: Tucabia Last Insp: 13/11/98	LOS: Regional
<b>Clarence River Bridge</b> CMP: SRA has CMP Condition: Good In Use? Yes	SHI No: 4505 SHR: No Statutory Applications: None Activities/Changes: None	Location: Grafton Last Insp: Not available	LOS: Not Assessed
<b>Clarence River Road Bridge</b> CMP: No Condition: Fair In Use? Yes	SHI No: 8230 SHR: Yes Statutory Applications: None Activities/Changes: CMP being prepared	Location: Tabulam Last Insp: 17/9/98	LOS: State
<b>Colemans Bridge, Leycester Creek</b> CMP: No Condition: Poor In Use? Yes	SHI No: 9179 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Lismore Last Insp: 2/7/99	LOS: State
<b>Gwydir River Road Bridge</b> CMP: No Condition: Fair In Use? Yes	SHI No: 17593 SHR: No Statutory Applications: None Activities/Changes: None	Location: Bundarra Last Insp: 2/12/98	LOS: No Assessed



<b>Gwydir River/Halls Creek Road Bridges, Bingara (A)</b> CMP: No Condition: Good In Use? Yes	SHI No: 1345 SHR: No Statutory Applications: None Activities/Changes: None	Location: Bingara Last Insp: Not available	LOS: Not Assessed
<b>Gwydir River/Halls Creek Road Bridges, Bingara (B)</b> CMP: No Condition: Poor In Use? Yes	SHI No: 1347 SHR: No Statutory Applications: None Activities/Changes: None	Location: Bingara Last Insp: 30/11/98	LOS: Not Assessed
<b>Korns Crossing Bridge, Rous River</b> CMP: No Condition: Good In Use? Yes	SHI No: 4300160 SHR: No Statutory Applications: None Activities/Changes: None	Location: Crystal Creek Last Insp: 9/10/98	LOS: Regional
<b>Kynnumboon Bridge, Rous River</b> CMP: No Condition: Poor In Use? No from mid August 2000	SHI No: 4300169 SHR: No Statutory Applications: None Activities/Changes: Bridge being bypassed	Location: Kynnumboon Last Insp: 5/5/99	LOS: Regional
<b>Shark Creek Bridge, Pacific Hwy</b> CMP: No Condition: Good In Use? No	SHI No: 9518 SHR: No Statutory Applications: None Activities/Changes: None	Location: Shark Creek Last Insp: 14/9/98	LOS: Not Assessed
<b>Sportsmans Creek Road Bridge</b> CMP: No Condition: Good In Use? No	SHI No: 3595 SHR: No Statutory Applications: None Activities/Changes: None	Location: Lawrence Last Insp: 2/7/99	LOS: State

**SOUTHERN REGION ITEMS**

<b>Charleyong Bridge over Mongarlowe Rover</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300172 SHR: No Statutory Applications: None Activities/Changes: None	Location: Charleyong Last Insp: 13/2/99	LOS: Local
<b>Crankies Plain Bridge</b> CMP: Yes Condition: Poor In Use? Yes	SHI No: 4300006 SHR: Yes Statutory Applications: None Activities/Changes: Currently being repaired. Truss members replaced with similar age members.	Location: Bombala Last Insp: 4/3/99	LOS: State
<b>Cunningham's Point Bridge</b> CMP: Yes Condition: Poor In Use? No	SHI No: 4300004 SHR: No Statutory Applications: None Activities/Changes: None	Location: Bombala Last Insp: 15/10/99	LOS: Regional
<b>Gundaroo Bridge, Yass River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300157 SHR: No Statutory Applications: None Activities/Changes: None	Location: Gundaroo Last Insp: 15/11/99	LOS: Local
<b>Hampden Bridge, Kangaroo Valley</b> CMP: Yes Condition: Poor In Use? Yes	SHI No: 14251 SHR: No Statutory Applications: None Activities/Changes: None	Location: Kangaroo Valley Last Insp: 27/2/99	LOS: State
<b>House – 306 Princes Hwy</b> CMP: No Condition: House demolished In Use? No	SHI No: 4300521 SHR: No Statutory Applications: None Activities/Changes: Site no longer a heritage item. Removed from LEP.	Location: Bulli Last Insp: Ongoing	LOS: Not Assessed
<b>House – 85 Farell Rd,</b> CMP: No Condition: Fair In Use? Rented	SHI No: 19125 SHR: No Statutory Applications: None Activities/Changes: None	Location: Bulli Last Insp: Ongoing	LOS: Not Assessed
<b>Landsdowne Bridge over Mulwaree Ponds</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300186 SHR: No Statutory Applications: Activities/Changes: Repaired in 1999. Replacement of girders on approach span to truss. Replacement of handrails.	Location: Goulburn Last Insp: 10/99	LOS: Regional
<b>Maldon Bridge</b> CMP: No Condition: Poor In Use? Yes	SHI No: 19064 SHR: No Statutory Applications: None Activities/Changes: Control has been passed to Wollondilly Council	Location: Picton Last Insp: 3/12/98	LOS: Not Assessed
<b>New Buildings Bridge over Towamba River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300139 SHR: Yes Statutory Applications: None Activities/Changes: Currently being repaired. Replacement of top cord of truss with similar age member.	Location: Wyndham Last Insp: 10/9/96	LOS: State

## APPENDIX 4 (Continued)

Heritage and Conservation Register

<b>Old Marulan Town</b> CMP: No Condition: Fair In Use? No, Vacant land.	SHI No: 4300302 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Marulan Last Insp: Ongoing	LOS: State
<b>Old Nowra Road Bridge, Shoalhaven River Road Bridge</b> CMP: Yes Condition: Good In Use? Yes	SHI No: 14236 SHR: No Statutory Applications: None Activities/Changes: Vertical truss member and bracing replaced in December 1998 after accident.	Location: Nowra Last Insp: Not Available	LOS: State
<b>Rossis Bridge</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300156 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Goulburn Last Insp: 22/2/00	LOS: State
<b>Stone Lined Channel Outlet, Federal Highway</b> CMP: No Condition: Good In Use? Yes	SHI No: 5187 SHR: No Statutory Applications: None Activities/Changes: None	Location: Lake George Last Insp: 27/7/2000	LOS: Not Assessed
<b>Thornes Bridge, Mulwaree River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300163 SHR: No Statutory Applications: None Activities/Changes: None	Location: Goulburn Last Insp: 2/99	LOS: Regional
<b>Towrang Bridge &amp; Culverts</b> CMP: No Condition: N/A In Use? Yes	SHI No: 11022 SHR: Statutory Applications: None Activities/Changes: Not under RTA ownership care or control. Will be removed from S.170 register.	Location: Towrang Last Insp: Not available	LOS:
<b>Truss Bridge over Crookwell River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300130 SHR: No Statutory Applications: None Activities/Changes: None	Location: Crookwell Last Insp: 4/6/98	LOS: Regional
<b>Victoria Bridge, Stonequarry Creek</b> CMP: No Condition: Good In Use? Yes	SHI No: 19066 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Picton Last Insp: Not Available	LOS: State
<b>Yowaka Bridge</b> CMP: No Condition: Fair In Use? Yes	SHI No: 4300515 SHR: Yes Statutory Applications: None Activities/Changes: repairs to concrete and post tensioning cables after accident. Repairs completed June 2000	Location: Eden Last Insp: 26/6/95	LOS: State

## APPENDIX 4 (Continued)

### Heritage and Conservation Register

#### SOUTH-WESTERN REGION ITEMS

<b>Abbotsford Bridge, Murray River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 18250 SHR: No Statutory Applications: None Activities/Changes: Traffic signals installed on approaches.	Location: Curlwaa Last Insp: 4/6/97	LOS: Regional
<b>Barham Bridge, Murray River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 17676 SHR: Yes Statutory Applications: None Activities/Changes: Emergency lift span strengthening.	Location: Barham Last Insp: 27/11/96	LOS: State
<b>Barmah Bridge, Murray River</b> CMP: No Condition: Fair In Use? Yes	SHI No: 11047 SHR: No Statutory Applications: None Activities/Changes: None	Location: Barmah Last Insp: 30/11/97	LOS: Regional
<b>Biggara Bridge, Murray River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 17476 SHR: No Statutory Applications: None Activities/Changes: Upgrade guard rail on approaches. Add timber piles.	Location: Biggara Last Insp: Not Available	LOS: Local
<b>Bringenbrong Bridge, Murray River</b> CMP: No Condition: Good In Use? Yes	SHI No: 17471 SHR: No Statutory Applications: None Activities/Changes: None	Location: Bringenbrong Last Insp: 15/12/94	LOS: Local
<b>Bungambrawatha Creek Bridge</b> CMP: No Condition: Good In Use? Yes	SHI No: 15 SHR: No Statutory Applications: Activities/Changes:	Location: Albury Last Insp: 2/11/94	LOS: Not Assessed
<b>Carrathool Bridge over Murrumbidgee River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300165 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Carrathool Last Insp: 12/11/96	LOS: State
<b>Cobram Bridge, Murray River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 1334 SHR: Yes Statutory Applications: None Activities/Changes: Like for like substructure repairs. Lift span strengthening.	Location: Barooga Last Insp: 14/3/95	LOS: State
<b>Coonamit Bridge, Wakool River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300142 SHR: Yes Statutory Applications: None Activities/Changes: Completion of SLT deck. Pier repairs.	Location: Swan Hill Last Insp: 11/3/96	LOS: State
<b>Coopers Bridge, Lachlan River</b> CMP: No Condition: Poor In Use? No	SHI No: 4300164 SHR: No Statutory Applications: None Activities/Changes: None	Location: Willanthry Last Insp: Not Available	LOS: Not Assessed

## APPENDIX 4 (Continued)

Heritage and Conservation Register

<b>Derringgullen Creek Area</b> CMP: No Condition: Good In Use? NA	SHI No: 20433 SHR: No Statutory Applications: None Activities/Changes: None	Location: Yass Last Insp: Not available	LOS: Not Assessed
<b>Echuca–Moama Road/Rail Bridge over Murray River</b> CMP: No Condition: 5/4/98 In Use? Yes	SHI No: 11064 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Moama Last Insp: 5/4/98	LOS: State
<b>Euroley Bridge over Murrumbidgee River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300141 SHR: No Statutory Applications: None Activities/Changes: None	Location: Yanco Last Insp: Not Available	LOS: Local
<b>Gee Gee Bridge, Wakool River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300138 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Murrabit Last Insp: 12/3/96	LOS: State
<b>George Chaffey Bridge over Murray River</b> CMP: No Condition: Good In Use? Yes	SHI No: 18251 SHR: No Statutory Applications: None Activities/Changes: Scour repairs at NSW abutment.	Location: Mildura Last Insp: 25/6/97	LOS: Regional
<b>Gonn Crossing, Murray River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 17675 SHR: No Statutory Applications: None Activities/Changes: None	Location: Murrabit Last Insp: 25/7/96	LOS: Local
<b>Heywoods Bridge, Hume Dam</b> CMP: No Condition: Fair In Use? Yes	SHI No: 7024 SHR: No Statutory Applications: None Activities/Changes: None	Location: Riverina Hwy Last Insp: 17/12/94	LOS: Local
<b>Howlong Bridge, Murray River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 7026 SHR: No Statutory Applications: None Activities/Changes: Partial redecking. Essential substructure repairs.	Location: Howlong Last Insp: 26/3/99	LOS: Regional
<b>Indi Bridge, Murray River</b> CMP: No Condition: Good In Use? Yes	SHI No: 17470 SHR: No Statutory Applications: None Activities/Changes: Guard rail on approaches	Location: Indi Last Insp: 9/12/96	LOS: Local



## APPENDIX 4 (Continued)

### Heritage and Conservation Register

<b>Jingellic Bridge, Murray River</b> CMP: No Condition: Fair In Use? Yes	SHI No: 17474 SHR: No Statutory Applications: None Activities/Changes: None	Location: Jingellic Last Insp: 16/12/94	LOS: Regional
<b>John Foord Bridge, Murray River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 3608 SHR: Yes Statutory Applications: None Activities/Changes: Weep hole repairs to truss bottom chords. NSW approach correction.	Location: Corowa Last Insp: 17/12/93	LOS: State
<b>Junction Bridge</b> CMP: No Condition: Fair In Use? Yes	SHI No: 4300007 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Tumut Last Insp: Not Available	LOS: State
<b>Mulwala Bridge, Murray River</b> CMP: No Condition: Fair In Use? Yes	SHI No: 3606 SHR: No Statutory Applications: None Activities/Changes: Traffic barrier railing improvements	Location: Mulwala Last Insp: 8/5/97	LOS: Regional
<b>Nyah Bridge, Murray River</b> CMP: No Condition: Good In Use? Yes	SHI No: 17673 SHR: No Statutory Applications: None Activities/Changes: None	Location: Nyah Last Insp: 1/12/94	LOS: Regional
<b>Prince Alfred Bridge</b> CMP: No Condition: Poor In Use? Yes	SHI No: 5172 SHR: No Statutory Applications: None Activities/Changes: Timber replacements	Location: Gundagai Last Insp: 17/11/94	LOS: Not Assessed
<b>Robinvale Bridge, Murray River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 807 SHR: No Statutory Applications: None Activities/Changes: Decking repairs.	Location: Robinvale Last Insp: 23/1/95	LOS: Regional
<b>Speewa Ferry, Murray River</b> CMP: No Condition: Good In Use? Yes	SHI No: 17685 SHR: No Statutory Applications: None Activities/Changes: Major overhaul	Location: Speewa Last Insp: Every 6 months	LOS: Local
<b>Swan Hill – Murray River Road Bridge</b> CMP: No Condition: Poor In Use? Yes	SHI No: 17678 SHR: Yes Statutory Applications: None Activities/Changes: Emergency lift span strengthening	Location: Swan Hill Last Insp: 27/11/96	LOS: State

## APPENDIX 4 (Continued)

Heritage and Conservation Register

<b>Tintaldra Bridge, Murray River</b> CMP: No Condition: Fair In Use? Yes	SHI No: 17473 SHR: No Statutory Applications: None Activities/Changes: None	Location: Tintaldra Last Insp: 16/12/94	LOS: Regional
<b>Tocumwal Bridge, Murray River</b> CMP: No Condition: Good In Use? Yes	SHI No: 1335 SHR: No Statutory Applications: None Activities/Changes: NSW scour repair.	Location: Tocumwal Last Insp: 3/1/96	LOS: Local
<b>Tooleybuc Bridge, Murray River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 17674 SHR: Yes Statutory Applications: None Activities/Changes: Truss and substructure repairs. Replacement (strengthening) of truss cross girders. Lift span strengthening.	Location: Tooleybuc Last Insp: 9/4/97	LOS: State
<b>Towong Bridge, Murray River</b> CMP: No Condition: Good In Use? Yes	SHI No: 17472 SHR: No Statutory Applications: None Activities/Changes: Guard rail on approaches.	Location: Towong Last Insp: 9/12/96	LOS: Regional
<b>Union Bridge, Murray River</b> CMP: No Condition: Fair In Use? Yes	SHI No: 7025 SHR: No Statutory Applications: None Activities/Changes: None	Location: Albury Last Insp: 2/6/96	LOS: Local
<b>Wee Jasper Bridge over Goodradigbee River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300140 SHR: Yes Statutory Applications: None Activities/Changes: Timber replacements	Location: Wee Jasper Last Insp: 7/4/94	LOS: State
<b>Wymah Ferry, Murray River</b> CMP: No Condition: Good In Use? Yes	SHI No: 17475 SHR: No Statutory Applications: None Activities/Changes: None	Location: Wymah Last Insp: Every 6 months	LOS: Regional

## APPENDIX 4 (Continued)

Heritage and Conservation Register

### WESTERN REGION ITEMS

<b>Abercrombie Bridge over Abercrombie River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300162 SHR: No Statutory Applications: None Activities/Changes: None	Location: Tuena Last Insp: 24/11/99	LOS: Local
<b>Beryl Bridge</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300167 SHR: No Statutory Applications: None Activities/Changes: CMP in preparation.	Location: Gulgong Last Insp: 26/10/99	LOS: Regional
<b>Boonanga Bridge, Barwon River</b> CMP: No Condition: Not Available In Use? Yes	SHI No: 4300171 SHR: No Statutory Applications: None Activities/Changes: None	Location: Boomi (north) Last Insp: Not Available	LOS: Local
<b>Bridge over Turon River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300155 SHR: Yes Statutory Applications: None Activities/Changes: CMP in preparation	Location: Wallaby Rocks Last Insp: 26/10/99	LOS: State
<b>Collins Bridge, Namoi River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 9989 SHR: No Statutory Applications: None Activities/Changes: None	Location: Wee Waa Last Insp: 1/12/99	LOS: Local
<b>Dangar Bridge, Barwon River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300143 SHR: No Statutory Applications: None Activities/Changes: None	Location: Walgett Last Insp: 8/12/99	LOS: Local
<b>Holman Bridge, Lachlan River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300132 SHR: No Statutory Applications: None Activities/Changes: None	Location: Gooloogong Last Insp: 20/4/99	LOS: Local
<b>McKanes Falls Bridge</b> CMP: Yes (HC endorsed) Condition: Poor In Use? Yes	SHI No: 4300003 SHR: Yes Statutory Applications: None Activities/Changes: None	Location: Lithgow Last Insp: 18/5/98	LOS: State
<b>Mudgee Overpass Road Cutting</b> CMP: No Condition: Fair In Use? NA	SHI No: 4697 SHR: No Statutory Applications: None Activities/Changes: None	Location: Marrangaroo Last Insp: Not available	LOS: Not Assessed
<b>Mungindi Bridge, Barwon River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300159 SHR: No Statutory Applications: None Activities/Changes: None	Location: Mungindi Last Insp: 16/11/99	LOS: Local
<b>Paytens Bridge, Lachlan River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300166 SHR: No Statutory Applications: None Activities/Changes: None	Location: Collets Crossing Last Insp: 13/4/99	LOS: Local

## APPENDIX 4 (Continued)

Heritage and Conservation Register

<b>Rawsonville Bridge, Macquarie River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300182 SHR: No Statutory Applications: None Activities/Changes: CMP in preparation	Location: Minore Last Insp: 25/10/99	LOS: Regional
<b>Road Bridge, Darling River</b> CMP: No Condition: Good In Use? Yes	SHI No: 3248 SHR: No Statutory Applications: None Activities/Changes: None	Location: Wilcannia Last Insp: 27/8/99	LOS: Not Assessed
<b>Scabbing Flat Bridge, Macquarie River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300179 SHR: No Statutory Applications: None Activities/Changes: CMP in preparation	Location: 4 km south of Guerie Last Insp: 9/4/98	LOS: Not Assessed
<b>Stone Culvert &amp; Retaining Wall near "Emoh"</b> CMP: No Condition: Good In Use? NA	SHI No: 4796 SHR: No Statutory Applications: None Activities/Changes: None	Location: Old Bowenfels Last Insp: Not available	LOS: Not Assessed
<b>Victoria Pass Mitchell's Pass</b> CMP: No Condition: NA In Use? NA	SHI No: 4795 SHR: No Statutory Applications: None Activities/Changes: None	Location: Mt Victoria Last Insp: Ongoing	LOS: Not Assessed
<b>Yamble Bridge, Cudgegong River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300180 SHR: No Statutory Applications: None Activities/Changes: CMP in preparation	Location: Goolwa Last Insp: 25/10/99	LOS: Regional
<b>Warroo Bridge, Lachlan River</b> CMP: No Condition: Poor In Use? Yes	SHI No: 4300178 SHR: No Statutory Applications: None Activities/Changes: CMP in preparation	Location: West of Forbes Last Insp: 25/10/99	LOS: Local

## APPENDIX 5

### Species Recovery

**Table 1: Status of RTA action taken to implement measures from the *Microtis angusii* (Angus's Onion Orchid) Species Recovery Plan, Sydney Region**

Measures	Action taken to implement measures	Estimated annual cost	Status
Consider the impact of any activities undertaken within areas under control of the RTA that are known to contain <i>M. angusii</i> or are potential habitat	Environmental Services Representative to advise Project Manager of the need to consider the impact of proposed activities on <i>M. angusii</i> Project Manager to advise EIA Consultant of the need to consider the impact of proposed activities on <i>M. angusii</i> Environmental Assessor to ensure that the impact of a proposed activity on <i>M. angusii</i> is considered in all relevant Environmental Impact Assessments (EIAs) Environmental Assessor to take known and potential locations of <i>M. angusii</i> and likely impact on <i>M. angusii</i> into account when preparing Decision Reports	NA	No activity affecting <i>M. angusii</i> has been undertaken since endorsement of the Recovery Plan
Liaise with National Parks & Wildlife Service, Warringah Council, Pittwater Council and Ku-ring-gai Council to achieve and maintain a permanent record of the location of <i>M. angusii</i> populations and potential habitats	RTA Recovery Team member to share information with other Recovery Team members, and update records accordingly	\$750	Regular liaison occurring through Recovery Team meetings. GIS established for the recording of location data
Ensure that roadworks/maintenance will not cause destruction or degradation to populations of <i>M. angusii</i> or potential habitat	Environmental Services Representative to advise Project Manager of the need to consider the impact of roadworks/maintenance work on <i>M. angusii</i> Environmental Assessor to ensure that the impact of roadworks/maintenance work on <i>M. angusii</i> is considered in all relevant EIAs Environmental Assessor to take known and potential locations of <i>M. angusii</i> and likely impacts on <i>M. angusii</i> into account when preparing Decision Reports	NA	Road maintenance contractors informed of the location of <i>M. angusii</i> . No roadworks have been proposed that may have an impact on the species
Ensure that all environmental personnel are familiar with the location of <i>M. angusii</i> populations and potential habitat	Environmental Services Branch (ESB) to establish central database for sensitive sites, including known and potential locations for <i>M. angusii</i> populations	\$1,124	GIS established for the recording of sensitive locations. <i>M. angusii</i> has not yet been mapped on system Completed. ESB to be informed of any changes
	RTA Recovery Team Member to brief ESB on location of <i>M. angusii</i> population and potential habitat	\$300	
Ensure that all site personnel are familiar with the location of <i>M. angusii</i> populations and potential habitat	RTA Recovery Team Member to provide information to Transfield (via Asset Management) regarding identification of <i>M. angusii</i> known and potential locations of <i>M. angusii</i> populations and preferred weed control methods	\$1,050	Transfield advised of preferred weed control and known locations of <i>M. angusii</i>



## APPENDIX 5 (Continued)

### Species Recovery

Measures	Action taken to implement measures	Estimated annual cost	Status
Ensure that all Environmental Impact Assessment surveys are conducted between May and October	ESB Representative to advise Project Manager of this requirement Project Manager to advise EIA Consultant of this requirement Environmental Assessor to ensure that EIA surveys were conducted between May and October in all relevant EIAs Environmental Assessor to take this requirement into account when preparing Decision Reports	NA	No proposal affecting any <i>M. angusii</i> location or potential habitat has been undertaken since the endorsement of the plan
Notify NPWS of any new <i>M. angusii</i> populations discovered	ESB Representative to notify RTA Recovery Team Member upon becoming aware of any new <i>M. angusii</i> populations discovered during any EIA or other process RTA Recovery Team Member to pass this information onto NPWS coordinator of <i>M. angusii</i> Recovery Team	\$115	No new populations have been discovered
Contribute to targeted survey of <i>M. angusii</i> to determine the full distribution of the plant, as appropriate	ESB Representative to notify RTA Recovery Team Member upon becoming aware of any new <i>M. angusii</i> populations discovered during any EIA or other process RTA Recovery Team Member to pass this information on to NPWS coordinator of <i>M. angusii</i> Recovery Team RTA to provide in-kind contribution to <i>M. angusii</i> surveys being conducted by NPWS as appropriate	\$115 \$525	No new populations have been discovered since the endorsement of the Recovery Plan No <i>M. angusii</i> surveys have been conducted since the endorsement of the plan

**Table 2: Status of RTA action taken to implement measures from the *Acacia pubescens* (Downy Wattle) Species Recovery Plan, Sydney Region**

Measures	Action taken to implement measures	Estimated annual cost	Status
Identify existing and potential threats to the <i>A. pubescens</i> population at Beverly Hills/Narwee on the F5 (north of Windarra Street)	Environmental Services Representative to visit site and identify existing and potential threats to the population	\$525	Site visited and extent of population mapped. Awaiting information from Interlink Roads regarding maintenance regimes before finalising existing and potential threats
Develop and implement a threat and habitat management program for the <i>A. pubescens</i> population at Beverly Hills/Narwee on the F5 (north of Windarra Street)	Asset Services to develop a threat and habitat management program to be incorporated into the Maintenance Plan for the F5, with advice from Environmental Services Representative. Asset Services to ensure that the program is implemented	\$1,500	Awaiting further information prior to developing threat and habitat management program
Monitor the <i>A. pubescens</i> population at Beverly Hills/Narwee on the F5 (north of Windarra Street) on a regular basis to assess the effectiveness of the threat and habitat management programs	ESB Representative to conduct at least an annual inspection of the population, including photographic survey Following each inspection compare inspection records and initiate corrective action if required	\$525	Inspection completed for 2000
Assess development activities with reference to the recovery plan, the EIA Guidelines for <i>A. pubescens</i> and future advice from NPWS	Environmental Services Representative to advise Project Manager of this requirement if aware of the proposed activity prior to 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 EIAs Environmental Assessor to take this requirement into account when preparing Decision Reports	NA	No EIAs affecting <i>A. pubescens</i> in 2000 since the endorsement of the Recovery Plan
Prepare or review any relevant environmental policies or management plans with reference to the recovery plans and any future advice from the NPWS	During next review of the Maintenance EMP for the F5, Asset Services to add references to the <i>A. pubescens</i> Recovery Plan with advice from Environmental Services Representative	\$750	Environmental Services awaiting information regarding the maintenance regime in this location. Interlink Roads reviewing landscape plans with reference to the Recovery Plan
Forward information on all planning decisions which affect populations of <i>A. pubescens</i> , including decisions that protect habitat as well as those that lead to reduction of habitat and/or individuals, to the NPWS	Environmental Services Representative to advise Project Manager of this requirement RTA Project Manager to forward the information to NPWS	NA	No planning decisions which affect populations of <i>A. pubescens</i> have been made since the endorsement of the Recovery Plan

**Table 3: Status of RTA action taken to implement measures from the *Grevillea caleyi* (Caley's Grevillea) Species Recovery Plan, Sydney Region**  
\*Costs are yet to be determined because final recovery plans are not fully developed.

Measures	Action taken to implement measures	Estimated annual cost	Status
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		Underway
Sympathetic management of plants on roadways	Meeting held with maintenance contractor, who was informed of appropriate maintenance techniques for minimising damage to <i>G. caleyi</i> . Training day held for Warringah Council		Completed
Management of roadworks near Bahai Temple	Review of Environmental Factors prepared. Temporary fencing erected to protect remaining plants. The cleared/weedy area in Garigal NP is to be revegetated with good topsoil removed		Underway
Poster/ brochure	Draft RTA brochure prepared		Underway

**Table 4: Status of RTA action taken to implement measures from the *Eleocharis tetraquetra* (Square-Stemmed Spike-Rush) Species Recovery Plan, Mid North Coast Region**

Measures	Action taken to implement measures	Estimated annual cost	Status
Site management of public land at Boambee using the Precautionary Principle	Ongoing		Ongoing
Evaluate population size	A flora specialist has been commissioned and is to report findings on 24/8/00	\$500	Underway
Prepare maps	A flora specialist has been commissioned and is to report findings on 24/8/00	\$500	Underway
Mark sites	The site has been marked and a sign is to be drawn up to NPWS requirements	\$750	Underway
No adverse impacts from site management actions	Completed	–	Ongoing
Manage stock-piles of soil	Completed	\$4,000	Ongoing
Maintain drainage patterns	Completed	\$1,500	Ongoing
Monitor population	Completed	\$1,500	Ongoing
Reconsider works if the population is in decline	N/A – the population is expanding	–	Ongoing
Control invasive weeds	This is subject to NPWS advice and a strategy is to be ratified on 24/8/00	\$5,000	Underway and ongoing
Environmental management plan	Completed	–	Completed
Investigate translocation	A strategy is yet to be developed	\$1,000	Under review
Research <ul style="list-style-type: none"> <li>– Census data</li> <li>– Population dynamics</li> <li>– Disturbance regimes</li> </ul>	Research is subject to specialist study and report is due on 24/8/00	\$500 \$1,000 \$1,500	Underway and ongoing
Establish <i>ex situ</i> collections	Collections are subject to recommendations from the specialist study	\$500	Underway

# APPENDIX 6

## Advisory Bodies

### Roads & Traffic Advisory Council

Established under the Transport Administration Act 1988, the Roads and Traffic Advisory Council advises the RTA and the Minister for Roads on:

- The promotion of traffic safety
- Improvements in the movement of traffic
- 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, and
- Any other matter relating to roads and traffic that the Council considers appropriate

Membership of the Roads and Traffic Advisory Council is by appointment by the Minister for Roads and comprises representatives from various organisations. As at 30 June, the Council comprised:

- Mr Bill Wallace (Chair) – the road freight industry
- Mr George Karagiannakis – NRMA Limited
- Councillor William Bott – Local Government and Shires Association
- Mr Warrick Irvine – Labour Council of New South Wales
- Emeritus Professor Ron Huckstep – the medical profession

There are also four ex-officio members, the:

- Chief Executive of the RTA
- Director-General of the Department of Urban Affairs and Planning
- Director-General of the Department of Transport
- Commissioner of the New South Wales Police Service

### Government Agencies' Road Safety Council (GARS)

The previous Road Safety Advisory Council was dissolved in December, 1999 and replaced by a new committee:

The Government Agencies' Road Safety Council, chaired by the RTA Chief Executive, is a forum for high-level senior managers from government agencies involved in road safety practice to meet and discuss their priorities and programs. It aims to capture the synergies available from ensuring that all agencies with road safety initiatives are kept informed of the whole range of road safety activity across the State.

As at 30 June 2000 the Council comprised:

- Mr Paul Forward (Chair) – RTA
- Chief Supt Ron Sorrenson – NSW Police Service Traffic Branch
- Mr David Bowen – Motor Accidents Authority
- Mr Laurie Glanfield – Attorney General's Department
- Mr Garry Payne – Department of Local Government
- Mr John Hall – Department of Transport
- Dr Andrew Wilson – NSW Health, and
- Mr Lindsay Wasson – Department of Education and Training.

### 3X3 Committee

This independent committee, representing the community, monitors expenditure to ensure '3x3' funds are spent on road projects in accordance with criteria contained in the legislation.

The independent committee in 1999/2000 consisted of:

- Mr Don Mackay AM (Chair) – Senior Partner, Deacons, Graham & James, former President NRMA and former Chairman NSW Police Board
- Councillor Allan Fifield OAM – Culcairn Council, Grants Commissioner and Past President Shires Association
- Mrs Audrey Hardman OAM – Past President Country Women's Association, Deputy Chair NSW Women's Consultative Committee and Co-Chair Rural Women's Network, and
- Mr Robert Lynn – Financial Services Industry Leader, PricewaterhouseCoopers and Chairman Australian Audit Standards Board.

### Western Sydney Roads and Transport Committee

This independent committee, representing the community, was established in 1996 to monitor and verify expenditure of road funds approved for western Sydney by the Minister for Roads. The NSW Government's commitment to the people of western and south-western Sydney to spend an average of \$160 million annually on road and road-related public transport infrastructure works in western Sydney was achieved in 1999/2000.

The independent committee in 1999/2000 consisted of:

- the late Mr Lindsay Barnett (Chair) – Chairman, Coal Compensation Review Tribunal
- Mr Marzi De Santi – Manager Transport and Economics, Nominee of NRMA
- Mr Jim Angel – Deputy Mayor, City of Blue Mountains, Nominee of Western Sydney Regional Organisation of Councils, and
- Mr Mike Veysey – RTA Advisor to the Committee.

#### **Road Traffic Noise Committee**

Meets every three months and produces an annual report of progress towards achieving Road Traffic Noise Taskforce recommendations.

Members:

- Ms Jay Stricker (chair) – RTA
- Ms Katye Jackett – Cabinet Office
- Mr Ballabh Acharya – Department of Housing
- Mr Norm Smith – Department of Local Government
- Ms Karen Wyatt – Department of Transport
- Ms Suzi Dryden – Department of Urban Affairs and Planning
- Mr Geoff Mellor – EPA
- Ms Debra Rae – Local Government and Shires Associations, and
- Mr Murray Johnson – Rail Access Corporation.

#### **RTA Heritage Committee**

Advises on proactive management of heritage; reviews and endorses recommendations on the management of our heritage portfolio and develops appropriate policy in heritage management areas.

Membership was made up of representatives from the RTA, National Trust, Institution of Engineers Australia, the NSW Heritage Office and the community.

#### **Environment Council**

Committee membership has expired and is currently under review in accordance with Premier's Memorandum No. 99-3 Government Boards and Committees.

#### **Department of Urban Affairs and Planning Local Government Liaison Committee**

A statutory committee established under Section 20 of the Environmental Planning and Assessment Act, 1979. Its function is to advise the Minister for Urban Affairs and Planning on a range of issues including:

- effective coordination of public authority and local council activities and programs
- policies and procedures relating to the function of councils under the Environmental Planning and Assessment Act
- information, advice and procedural needs of councils in connection with their responsibilities under the Environmental Planning and Assessment Act, and
- local environmental planning policies and procedures.

The RTA is represented on the committee by the General Manager, Environment and Community Policy.

#### **Bicycle Advisory Council**

The Council was established to provide the RTA with advice and recommendations on all bicycle related matters; facilitate all activities of the RTA which impinge on bicycling; assist in the efficient coordination of effective programs to benefit cyclists throughout the public and private sectors; facilitate, but not necessarily undertake, provisions for cyclists by all levels of government; assist in the development and ongoing review of RTA strategic plans for bicycles; and provide an effective consultative forum for cyclist organisations and Government.

As at 30 June 2000, the Council comprised six ex-officio members and chaired by Cr Patricia Gould – Local Government and Shires Association.

The organisations represented by members are:

- Local Government and Shires Association
- Bicycle NSW
- Newcastle Cycleways Movement
- Department of Transport
- NSW Police Service, and
- RTA.

#### **Road Freight Advisory Council**

The Council provides a consultative forum for industry and government to consider matters related to the development, coordination, planning, regulation and operation of road freight transport services in NSW.

Council members are:

- Mr Bob Angus – (Chairman), Boral Transport
- Mr Warrick Irvine – Transport Workers' Union
- Mr David Pierce – NatRoad Limited
- Mr Robert Gunning – Livestock Transporters Assn of NSW
- Mr Joe Sepos – Livestock Transporters Assn of NSW
- Mr Geoff Tinney – NSW Road Transport Assn
- Mr Terry Dene – NSW Road Transport Assn
- Mr Paul Campbell – Charter Freightlines Pty Ltd
- Mr David Anderson – NatRoad Limited
- Mr Peter Lewis – Mr John Morris, Mr Trevor Smith – regional road freight groups nominees, and
- Mr Phil Leeds – RTA adviser.



# APPENDIX 7

Senior Executive Performance Statements (Level 5 and above)

Name: Paul Forward  
Position: Chief Executive  
Level: 8  
Period in position: 1999/2000  
Total Remuneration Package: \$265,000

Mr Forward was appointed to the position in December 1999, and occupied the position since June 1999 on an acting basis.

Mr Forward led the development and implementation of key programs in the RTA's core business areas of road network infrastructure, road safety and road user management and traffic management. All programs were delivered as per prearranged targets.

Mr Forward led organisational improvements to achieve the Government's efficiency targets, with savings directed back into the roads program through the implementation of structural realignment and initiatives in road maintenance service delivery. Rural employment strategies employed were the transfer of the telephone customer service operations to a Call Centre in Newcastle, Cashback relocating to Dubbo, the Enforcement Litigation unit transferring to Grafton and the Vehicle Infringement Processing Unit transferring to Glen Innes.

Successful implementation of the Goods and Services Tax on tollway increases and impact on contracts and provision of services. The Y2K project was also successfully executed with full compliance.

Mr Forward led the development and maintenance of the State Road network, focusing on strategic routes to promote economic growth, providing safer roads and contributing to a totally integrated transport solution.

Initiatives accomplished included the development of a program to provide suitable and reliable freight corridors and the provision of road access to inter-modal freight terminals and ports, *Road Safety 2010* with a key focus on reducing road trauma due to speeding, drink driving and fatigue and the NSW *Bike Plan 2010* with a key focus on improving facilities for cyclists and making it safer to cycle.

Development of road safety initiatives by the RTA were led by Mr Forward and road safety programs co-ordinated across Government agencies that contributed to improved overall road safety outcomes. Traffic management initiatives implemented included the official opening of the Transport Management Centre, improvements to the SCATS system, variable message and variable speed limit signs, electronic tolling and other intelligent transport systems technology.

Major road infrastructure commitments included the completion of the construction of the Eastern Distributor, and the continuation of construction works on the M5 East Motorway. Incident management on major routes continued to be a priority with 24 hour traffic management response capability.

The management of environmental issues continued to be a major focus. The second *RTA Environment Report* was released and the environmental and heritage aspects of RTA contracts were strengthened to meet or exceed the requirements of the Construction Policy Steering Committee Guidelines.

Initiatives undertaken in the Motor Registry include the extension of access to services by using Internet technology, extending the Government Access Centre concept, improvements to the standard of driver licensing in NSW including a Graduated Licensing Scheme, trialing a hazard perception test system for novice drivers and an upgraded heavy vehicle driver test.

Improved performance of Occupational Health & Safety (OH&S), the rehabilitation of injured staff and the management of workers compensation claims has continued to result in significant cost savings, reduced workers compensation premiums and improved workplace safety. A corporate OH&S standard and audit instrument has been implemented and extensive work has been undertaken on refining the RTA's project management of OH&S on contract works.

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Name: Mike Hannon  
Position: Director, Road Network Infrastructure  
Level: 6  
Period in position: March 2000 – June 2000  
Total Remuneration Package: \$210,985  
Performance Payment 1998-1999: \$6,000 (SES Level 5 at the time of payment)

Criteria applied for performance payment: Strong performer – meets objectives in performance agreement

Mr Hannon was seconded to the position on 1 May 1999 and was appointed to the position in March 2000.

Mr Hannon developed strategic priorities and consolidated the role of RNI Directorate within the framework of the RTA's funder/purchaser/provider business model.

Mr Hannon continued to determine strategic road network priorities to meet Government objectives and managed the development of major projects. Major road infrastructure commitments included the completion of the construction of the Eastern Distributor, the Bulahdelah to Coolongolook freeway, and the continuation of construction works on the M5 East Motorway. Under Mr Hannon's direction and client management a number of strategic projects progressed through the planning stages including the Sydney Cross City Tunnel, the Lane Cove Tunnel, Liverpool Parramatta Transitway and the Western Sydney Orbital.

The implementation of *Action for Transport 2010* continued ensuring the projects of strategic priority including the commencement of the Great Western Highway – Blue Mountain projects and the Yelgun to Chinderah project on the Pacific Highway. The Rebuilding Country Roads Program continued to focus on the road infrastructure investment towards road transport industry needs, including intermodal transport. As a part of this initiative Country Timber Bridge Program proceeded with 36 of 140 bridges completed. A number of route strategies for key routes were prepared including the Princes Highway and the Windsor Road.

Other major initiatives include ensuring the achievement of maximum value for money from the development and delivery of infrastructure maintenance using business like principles and practices, and the ongoing assessment of achievements of standards and targets applied through reporting on the trends and outcomes of the Infrastructure Maintenance program.

Mr Hannon implemented the Roads Maintenance Reform Package to ensure the delivery of value for money service through the introduction of Single Invitation Contracts arrangements for maintenance works and the mandatory pre-qualification scheme for Councils and RTA Road Services. Enhanced requirements for environmental management on projects as well as OHS requirements in contracts were implemented.

Mr Hannon successfully negotiated the National Highway Performance Agreement as well as implemented the recommendations of the Report on the Review of the Roads Act. The Urban and Regional Design Practice Notes were finalised and implemented.

## APPENDIX 7 (Continued)

### Senior Executive Performance Statements (Level 5 and above)

Name: Chris Ford  
Position: Director, Traffic and Transport  
Level: 5  
Period in position: 1999 – 2000  
Total Remuneration Package: \$161,304  
Performance Payment 1998-1999: \$6,000  
Criteria applied for performance payment: Strong performer – meets objectives in performance agreement

As Director Road Safety and Traffic Management until February 2000 and subsequently as Director Traffic and Transport, Mr Ford successfully managed and implemented programs to improve road safety and traffic management across NSW. Specific achievements in 1999/2000 included successful transport arrangements for major events and Olympic Games test events, improved management of incidents, priority for buses, the launch of *Action for Bikes - BikePlan 2010* and *Road Safety 2010* and improved road user programs addressing speeding, driving impaired and fatigue.

Mr Ford played a major role in the planning and implementation of the traffic and transport arrangements for major events and in particular, the Sydney 2000 Olympic and Paralympic Games test events and the Torch Relay. Major events included the highly successful New Year's Eve and Australia Day celebrations, many parades and festivals and the Corroboree 2000 and Walk for Reconciliation across the Sydney Harbour Bridge, for which the RTA received a commendation from the Premier. Olympic test events included the trial Marathon and Triathlon, test events at all venues, the Royal Easter Show and major tests for Stadium Australia, such as the NRL Grand Final and State of Origin matches and Bledisloe Cup and Tri-Nations rugby union, several of which attracted crowds of over 100,000.

Mr Ford's achievements in incident management included the Transport Management Centre commencing operations, the appointment of Traffic Commanders to assume primary responsibility for traffic management around incident scenes on major roads and the introduction of a Traffic Emergency Patrol service for motorists along major routes in and around Sydney. Mr Ford led other initiatives to improve the reliability of traffic flow, including improvements to the SCATS coordinated traffic signal system, variable message and variable speed limit signs, electronic tolling and other intelligent transport systems technology.

Mr Ford also led enhancements to bus priority, including additional bus and transit lanes, particularly in comprehensive schemes in the Sydney CBD and associated with the Eastern Distributor, the colouring of bus lanes red to make them easily visible to motorists, and a pilot bus passenger information system for the northern beaches.

Mr Ford developed and began implementation of *Action for Bikes – BikePlan 2010*, integrated with *Action for Transport 2010*. *BikePlan 2010* was prepared in consultation with the Bicycle Advisory Council and other stakeholders, with a key focus on improving facilities for cyclists and making it safer to cycle, through the creation of a network of cycleways in Sydney and in regional areas.

As Director Road Safety and Traffic Management, Mr Ford implemented a speed management and road user safety program, consistent with *Road Safety 2010* which was launched in November 1999, to reduce the incidence of speeding, driving while impaired and driver fatigue. Automatic digital speed cameras were introduced, in conjunction with the NSW Police Service, on lengths of road identified with a high incidence of speed-related crashes. The enhanced enforcement program with the Police Service was also continued.

Mr Ford led programs to improve the safety of roads, included the treatment of accident blackspots, and with particular emphasis on

country roads. Public education campaigns for both road safety and traffic management were again a feature of the year's programs.

Mr Ford satisfactorily built partnerships on a number of major traffic and road safety issues, with stakeholders such as the Sydney City Council, developers, STAYSAFE, the NSW Police Service and local government. The development of the road event, route and venue traffic operations plans for the Sydney 2000 Olympic and Paralympic Games also required cooperation and consultation with ORTA, OCA and SOCOG. A review during the year of the Road Safety and Traffic Management Program, conducted by the Premier's Department for the Council on the Cost and Quality of Government, resulted in a favourable report.

Name: Peter Scarlett  
Position: Director, Finance  
Level: 5  
Period in position: 1999 – 18 June 2000  
Total Remuneration Package: \$169,938  
Performance Payment 1998-1999: \$12,000  
Criteria applied for performance payment: Outstanding performer – exceeds Chief Executive's expectations – has capability for position of increased accountability

Mr Scarlett led the delivery of a range of projects which have resulted in improved efficiencies and savings.

Projects undertaken during the year included the assessment of the impact of the Goods and Services Tax on RTA's operations and implementation of financial system changes to deal with the Y2K issue.

Mr Scarlett developed contemporary commercial and operational pricing and accounting policies. Further enhancements were made to the commercially based financial reporting framework

Risk Management procedures and policies were further strengthened. Mechanisms were implemented for the formalisation of the status of land under road and improvements for the management of vacant road corridor land. This year also saw the full implementation of the use of Purchasing Cards as an ordering and payment mechanism.

The RTA's 2000/2001 Budget was developed and the balance between the RTA's competing objectives and across core functions was determined. In accordance with the NSW Government Strategic Management Cycle, timely and accurate advice was provided for the State Budget, the RTA's annual Accounts and other reporting requirements.

Name: David Stuart-Watt  
Position: Director, Client Services  
Level: 5  
Period in position: 1999/2000  
Total Remuneration Package: \$169,938  
Performance Payment 1998-1999: \$9,000  
Criteria applied for performance payment: Excellent performer – exceeds Chief Executive's expectations

Mr Stuart-Watt successfully established Client Services Directorate as the RTA's principal agent in managing the provision and procurement of road transport services with emphasis on ensuring value for money, integrating programs at the local level, and achieving consistency and implementing best practices in the delivery of programs and projects.

Important milestones in achieving these outcomes have been the establishment of 'Centres of Excellence' in project and contract management, asset management, pavement technology and environmental services; securing quality certification to ISO 9000 standards for the integrated project management system and environmental management system; benchmarking of project management activities against Australian and international organisations; and facilitating the introduction of Single Invitation Contracts for road maintenance across the State.

APPENDIX 7 (Continued)  
Senior Executive Performance Statements (Level 5 and above)

The core programs of road development, road maintenance, road safety and traffic management amounting to \$1.62 billion were delivered. This included the timber bridge replacement, rebuilding country roads, bicycles, and Western Sydney roads and transport programs.

Significant accomplishments include the completion of the Bulahdelah to Coolongolook Deviation, the Taree and Tyndale Bypasses, and sealing of major roads including the Kamilaroi Highway, and the Monaro Highway south of Bombala. Some of the major works completed in Sydney include the M5 Motorway duplication between Beverly Hills and Revesby, the Cowpasture Road from Elizabeth Drive to Horsley Drive, the City West Link 3, and the replacement of timber culverts on the Putty Road.

Road safety behavioural programs successfully delivered through increasing use of variable message signs and speed cameras at strategic locations, and partnership with local Councils.

Mr Stuart-Watt has ensured that key Government and client priorities were delivered on schedule and to budget. His leadership during a period of major organisational change has been instrumental in transforming the Directorate into a commercially focussed business, particularly the development of a client and customer service ethic among staff.

Name:	Ulf Fraser
Position:	Director, Operations
Level:	5
Period in position:	1999/2000
Total Remuneration Package:	\$169,938
Performance Payment 1998-1999:	\$9,000
Criteria applied for performance payment:	Excellent performer – exceeds Chief Executive's expectations

Following adoption by the RTA of a funder/purchaser/provider organisational model, Mr Fraser focussed primarily throughout 1999/00 on the establishment of RTA Operations as a viable statewide business able to operate in open markets, and capable of winning work from internal and external clients.

He has led the development and implementation of the systems infrastructure needed for successful participation in a competitive environment. He has also led the development of a commercially attuned culture across RTA Operations based on integrity, innovation, customer focus and achievement of financial targets.

He paid particular attention during this period to Road Services, the branch most subject to competition and which provided \$36M of the \$59M overall financial surplus achieved from the successful delivery of works and services to the value of \$774M in 1999/00. While the vast bulk of this income came from internal clients, some \$21M was earned by the Road Services, Technical Services, Fleet Services and Environmental Technology branches from external clients. The surplus achieved enabled the RTA to fund some works and services across the program areas earlier than would otherwise have been the case.

Initiatives successfully completed during the year in the Driver and Vehicle Services branch included relocation of all telephone customer service operations to a new consolidated Call Centre in Newcastle together with the Help Desk for the DRIVES computer based registration and licensing system. Two new Motor Registries were also opened at Wetherill Park and Rockdale.

Mr Fraser continued his senior role on the RTA's Single Bargaining Unit involved in high level industrial negotiations with the unions/staff associations during the year. He also continued to play an active part in the RTA's overall Change Management Program throughout 1999/00.

Name:	Sue Sinclair
Position:	Director, Road Safety and Road User Management
Level:	5
Period in position:	May 2000 – June 2000
Total Remuneration Package:	\$174,890

Ms Sinclair led the integration of road safety strategies with the management of road users since May 2000. Regional forums were initiated to obtain community and road user input into the development of strategies to underpin the objectives of Road Safety 2010.

A load restraint training package was developed in consultation with the transport industry and will be introduced as part of the national reform agenda of the National Road Transport Council (NRTC).

The new Graduated Licensing Scheme, aimed at improving the skills of novice drivers, was finalised for introduction on 1 July 2000. This included the development of comprehensive handbooks, media campaigns and information for industry and other stakeholders.

Final preparations were undertaken for the introduction of the storage of photographic images on DRIVES to increase the integrity of the licensing system.

Ms Sinclair played a key role in planning and implementing RTA's contribution to support the Sydney 2000 Olympic and Paralympic Games.

CES/SES Positions and Performance

Level	Total CES/SES End of previous year	Total CES/SES End of current year
6	1	1
5	4	5
4	6	5
3	13	15
2	14	13
1	2	1
CEO under S.11A*	1	1
Total	41	41

\*CEO position listed under S.11A of the Statutory and Other Offices Remuneration Act 1975, not included in Schedule 3A of the Public Sector Management Act 1988.  
Number of positions filled by women in the current year is 5.  
Previous year 5.

# APPENDIX 8

## Internal Audit

During the year the internal audit function was integrated into a newly created branch called Control Management Services (CMS).

A major driving force in the creation of CMS was the growing public focus on the issue of Corporate Governance which has been broadly defined as “a process used for the effective management of the total risks of a business in order to optimise value for the Stakeholders”.

The creation of the CMS Branch facilitates the necessary coordination and integration of a range of functions related to the Corporate Governance issue, ie

- Critical Control Management
- Internal Audit,
- Investigations, and
- Corruption Prevention.

This in turn facilitates the provision of effective and efficient support and advice to the CEO and senior management in meeting the greater levels of accountability required in regard to identifying, assessing and controlling “the total risks” associated with the operations of the Authority.

In this regard the newly developed Critical Control Management (CCM) process is the focal point of our efforts.

- CCM has as its aim the achievement of the following two objectives:
- to raise line management’s awareness of their responsibilities in regard to ensuring that the businesses for which they are responsible operate in an appropriately controlled environment, and
  - to provide a tool/process to enable management to satisfy themselves that the critical controls within their operations remain appropriate and operate on an on-going basis.

The CCM process generally involves line management working with CMS staff to identify:

- the critical functions within the business
- the major risks which exist within these critical functions
- controls to address these major risks, and
- a means by which line management can confirm that the controls continue to operate on an ongoing basis.

The project is currently being implemented in the Road Safety & Road User Management business and will eventually be implemented throughout the Authority.

The internal audit function consists of three sections, Information Technology (IT), Engineering and Financial and Operations.

IT Audit had three areas of major focus during the year, ie:

- pre-implementation reviews of new initiatives within the driver and vehicle systems including Registration Renewals using Internet facilities, Graduated Licensing System and online interface with the Registry of Births, Deaths and Marriages
- review of contract negotiation and scoping study for a proposed Integrated Management System, and
- review of computer system changes in relation to Year 2000 and GST as well as other major system upgrades.

Financial and Operations Audit focussed on identifying and managing risks. Systems, activities and asset categories identified as high risk were targetted during the year. Major reviews included the administration of roadworks carried out by local councils on the RTA's behalf and of three of the RTA's seven regional administration centres.

Engineering Audit has undertaken both system and compliance audits on projects from the stage of concept to post-completion. The audits identified significant opportunities for improvements in systems, processes and procedures within the RTA and service providers. Some of the major audits undertaken were on projects such as the M5 East, the Transport Management Centre, Ballina Bypass, M4 Widening, Pacific Highway – Wang Wauk to Bundacree Creek and Council Management of RTA funded projects.

All reported allegations of internal corruption are investigated by the Investigations Section. Proven matters are forwarded to RTA senior management for disciplinary considerations and recommendations are made to line management to address any weaknesses or areas of concern relating to policies, procedures or controls highlighted by the investigations.

The Investigation Section was expanded and refocussed during the year to enable it to more fully address allegations of external fraud impacting on the motor registry environment. Outcomes from these matters are primarily referred to the NSW Police for investigation and RTA senior management to address any policy, procedure and control issues.

The Corruption Prevention Section continued to provide research, advice and education initiatives to facilitate the RTA's commitment to mandatory ethical, probity and performance standards as expected by the public, executive management and Government. Highlights of its activities during the year included:

- the conducting of seminars around the state with new and existing staff as part of their induction or in response to identified needs, investigations or organisational changes
- working collaboratively with Road Safety and Road User Management, to produce a Data Integrity and Customer Service video and case studies, which were incorporated into the High Risk Transactions training package and delivered to all registry staff
- probity audits of contracting processes, particularly large infrastructure projects, and
- providing advice on ethical issues in the workplace to many different staff members. Advice matters and investigation data fuelled research into such areas as contracting and gifts/benefits.

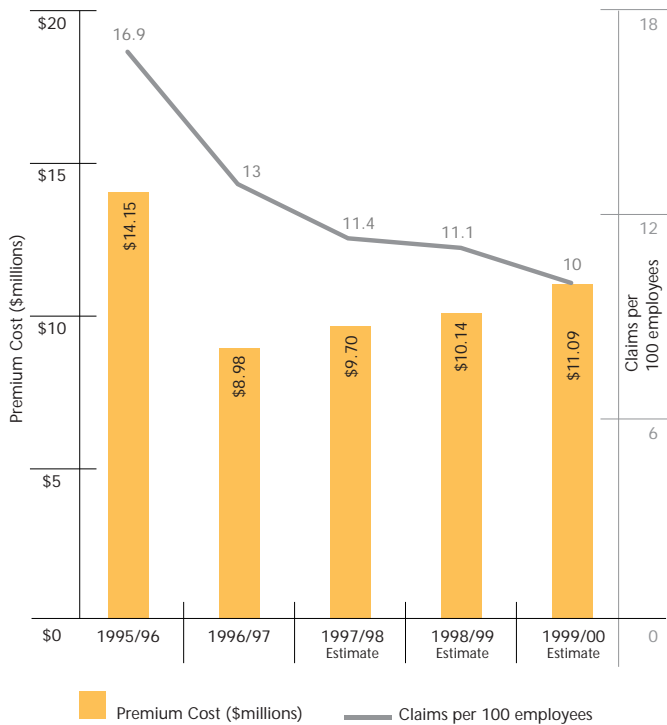
A further highlight during the year was that the section won the inaugural NSW Premier's Award in the Ethics category.

General

The risk management focus in 2000 was the reduction of risk exposures associated with the engagement of contractors providing professional services to the RTA. New standard contracts for engagement of contractors were developed, clearly defining indemnification and insurance requirements, and made available on a centralised database for use by project managers.

Insurable Risks

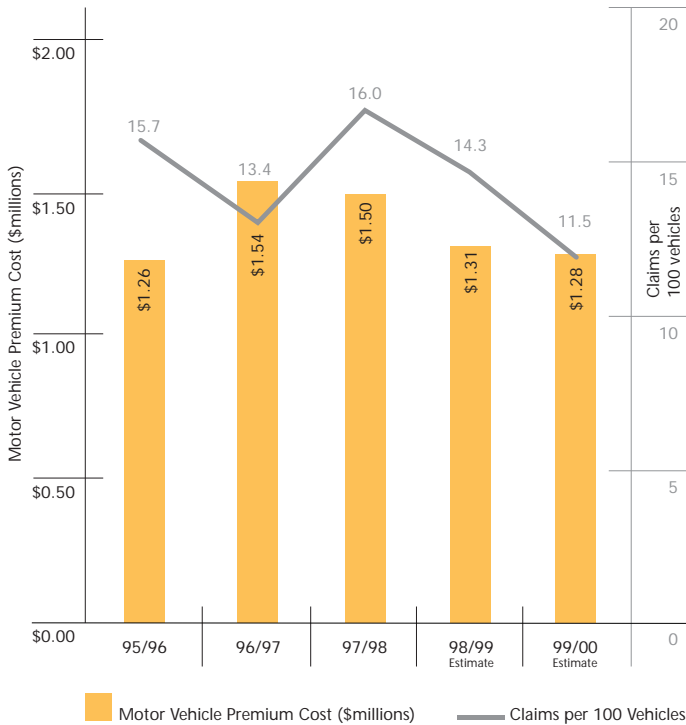
Figure 17 – Workers Compensation Premium Costs and Claims Frequency



Frequency of claims has fallen by over 40% when compared to 1995/96. Premium costs appear to have peaked in 1995/96 and have remained below that level in the following years. This improvement is the direct result of senior management's commitment to improving performance in the areas of OHS & Rehabilitation.

Note: Premium costs are expressed as constant dollars using Sydney CPI

Figure 18 – Motor Vehicle Premium and Motor Vehicle Accident Claims Frequency



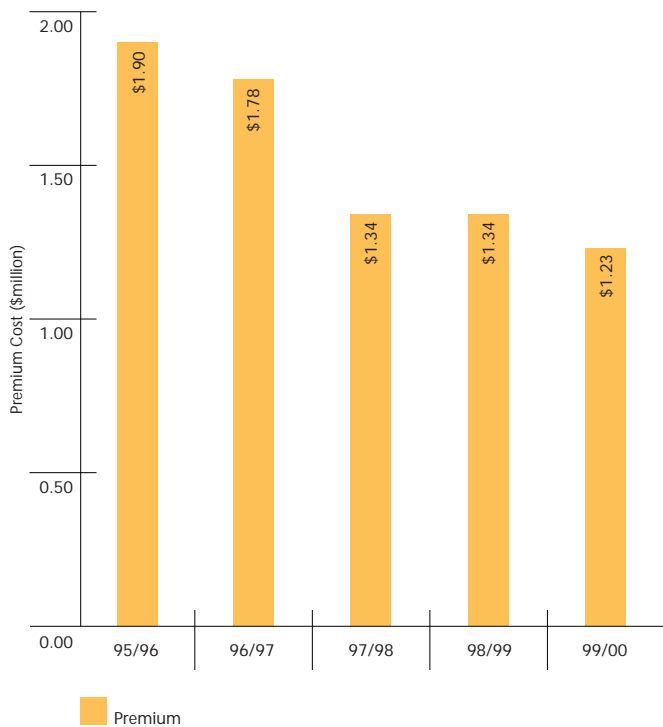
The number of claims per 100 vehicles has fallen by over 19% when compared to last year. Premium cost remains low and it is estimated to be 2.3% less than in 1998/1999.

Note: Premium costs are expressed as constant dollars using Sydney CPI



Property

Figure 19 – Property Insurance Premium

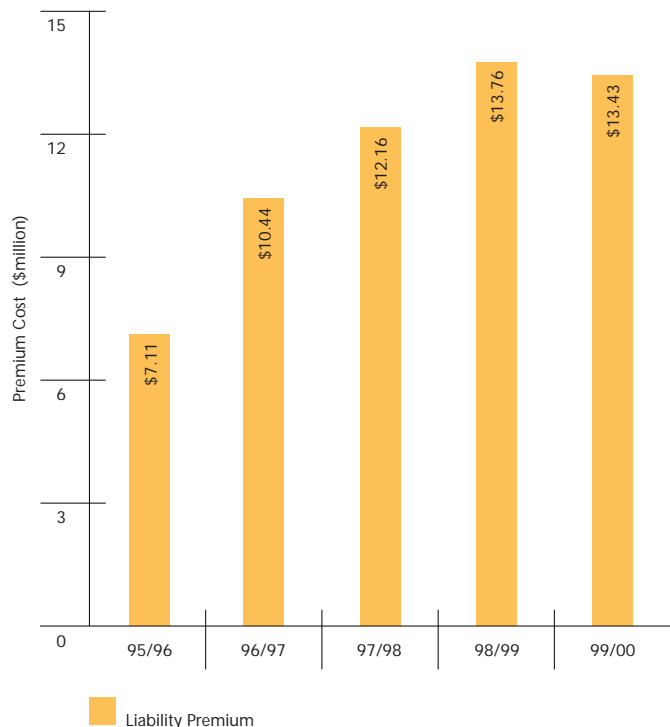


The 1999/2000 premium has reduced by over 8% when compared to 1998/1999 due to low claims history.

Note: Premium costs are expressed as constant dollars using Sydney CPI

Liability Insurance Premium

Figure 20 – Liability Insurance Premium



The 1999/2000 liability insurance premium has decreased by 2.4% when compared to the previous year due to the RTA's focus on reducing this category of risk exposure and improving claims management. However, increased community awareness of litigation processes will require a maximum effort if future premium costs are to be contained.

Note: Premium costs are expressed as constant dollars using Sydney CPI



# APPENDIX 10

## Staffing

### Staff Numbers – 1995/96 to 1999/2000

Year	Total EFT* Numbers			Total Staff
	Salaried Staff	Wages Staff	Casual Staff	
1995/96	4,224	2,200	469	6,893
1996/97	4,128	2,196	334	6,658
1997/98	4,163	2,116	346	6,625
1998/99	4,368	1,893	238	6,499
1999/00	4,374	1,870	181	6,425

The RTA employs full time, part time and casual staff. Equivalent full time\* staff at 30 June 2000 was 6,425, or 1.1% less than at 30 June 1999. Total staff numbers decreased by 468, or nearly 7%, in the last five years to 30 June 2000.

### WORKPLACE RELATIONS

#### Enterprise bargaining

Nearly 40% of staff are covered by four enterprise agreements. These cover professional engineers, wages staff, wages staff working in Broken Hill and traffic signals salaried staff.

The Wages Classification Structure working party continued negotiations throughout the year, and is finalising the methods to implement the structure in the RTA.

#### Communication and consultation

Consultative groups representing management, spokeswomen, grievance officers and unions discussed matters under review, sought opinions to proposals including the implementation of outcomes resulting from enterprise bargaining, change management and workplace reforms.

#### Movements in salaries, wages and allowances

The Public Service Association of NSW (PSA) obtained sector-wide salary increases totalling 16% to cover the period January 2000 to July 2003. Increases were passed on to classifications in the RTA covered by the PSA.

Unions covering other staff in the RTA are currently negotiating similar increases through enterprise bargaining.

#### Industrial relations policies and practices

The RTA introduced an Award to cover staff redirected into other duties, including working for ORTA, during the Olympic and Paralympic Games and implemented the conditions for staff volunteering for the Games, as negotiated by Premier's Department.

Two new awards are currently being negotiated with the PSA – the Crown Employees (Roads & Traffic Authority of NSW – Salaried Staff Conditions of Employment) Award 2000, and the Crown Employees (Roads & Traffic Authority of NSW – Unified Salary Scale) Award 2000 (USS Award). These will replace the Crown Employees (Roads & Traffic Authority of NSW) Officer's Salaries and Conditions Award.

Sick leave during the year increased by 9% after a reduction of 12% in the previous year. During the year a total of 48 working days were lost through industrial action by staff. This is compared to 231 working days lost because of industrial action in the 1998/99 financial year, a reduction of 79%.

### GREAT Appeals

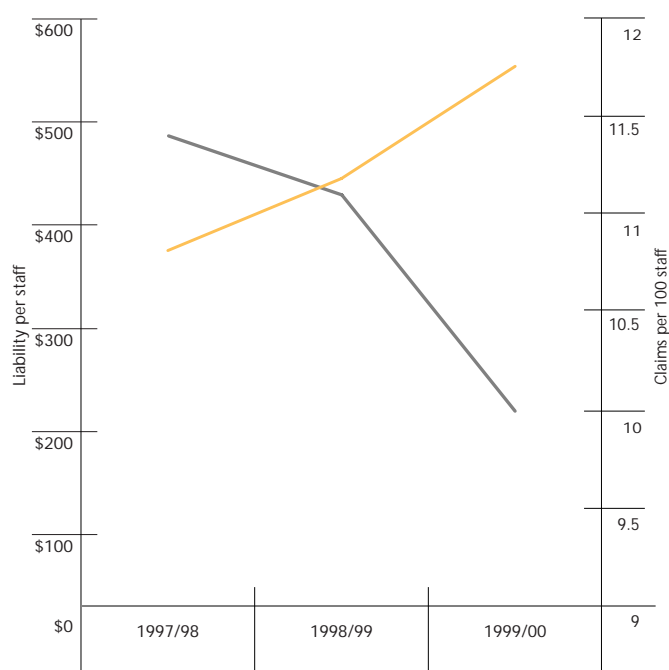
Six promotional appeal were lodged with the Government and Related Employees Appeal Tribunal (GREAT). Three appeals were successfully defended by the RTA, two were withdrawn and the other is proceeding.

### Reinstatement applications

On one occasion GREAT found that a staff member had not been unfairly dismissed. This matter has been appealed to the Court of Appeal and is yet to be decided. Another matter where a staff member has been reduced in rank has not been finalised under GREAT.

### WORKERS COMPENSATION

Figure 21 – Workers compensation claims performance



Notes: — Liability per 100 staff — Claims per 100 staff

1. Figures shown are as at the end of the 4th quarter

Claims liability figures are amounts paid plus estimated future payments for claims in the reporting period. The estimated amounts are subject to change as claims management progresses.

**EEO STRATEGIES 2000/2001**

Our ongoing EEO programs will continue to be implemented and improved in 2000/2001 and beyond. Our initiatives will include:

- ensuring our position as a best practice EEO organisation is maintained and enhanced during a major review of the RTA, through the Change Management Program Stage 2
- continuing to provide funding to the community-based knowledge testing program in Aboriginal communities. Funding will provide more resources at existing centres and establish other centres in areas with high Aboriginal populations
- implementing approved actions under the Disability Action Plan 2000/2004
- promoting the reviewed and enhanced Employee Assistance Program (EAP) including the new managers' helpline
- developing and delivering Aboriginal Cultural Awareness Training with components on Aboriginal ageing and disability issues
- recruiting Aboriginal trainees, including ATSI people with a disability, in motor registries, business administration areas and the Newcastle Call Centre
- replacing the Aboriginal Customer Service Traineeship Scheme (ACSTS) with a nationally accredited NSW registered traineeship program. Offer up to eight positions in regional and metropolitan locations. Expand the trainee Customer Service Officer program and place new positions in registries where high populations of Aboriginal people exist, including Dubbo, Blacktown, Coffs Harbour, Lismore, Gunnedah, Wagga Wagga, Albury and Batemans Bay
- ensuring completion of up to 14 Pedestrian Access and Mobility Plans (PAMPS) to assist people with a disability
- evaluating the Women's Strategy in the context of the major structural review underway and to update it to provide employment opportunities for women, people with a disability and/or older people
- identify options to effectively address Aboriginal road safety issues across NSW and develop and deliver Aboriginal road safety programs, and
- continuing to identify opportunities for naming and/or renaming of bridges and roads to reflect Aboriginal history and the refurbishment of existing signs. Undertake relevant consultation with Aboriginal communities and local councils.

Table 1    Percent of Total Staff by Level

Subgroup as % of Staff at each Level				
EMPLOYMENT LEVEL	TOTAL STAFF (Number)	Men	Women	Respondents to EEO Survey
< \$26,276	53	68%	32%	6% <sup>2</sup>
\$26,276 – \$38,582	2,528	78%	22%	50%
\$38,583 – \$48,823	2,074	56%	44%	68%
\$48,824 – \$63,137	995	79%	21%	72%
> \$63,137 (non SES)	836	91%	9%	77%
SES	39	90%	10%	85%
TOTAL	6,525	73%	27%	62%
Estimated Subgroup Totals		4,769	1,756	4,069

1. This information is gathered from the staff responses to the EEO survey.  
Figures for EEO groups other than women have been adjusted to compensate for the effects of non-response to the EEO data collection.  
EEO statistics reported in previous years may not be comparable due to a change in the method of estimating EEO group representation.
2. Response was insufficient to generate a statistically valid estimate.

Table 2    Percent of Total Staff by Employment Basis

		Subgroup as % of Staff at each Category			
EMPLOYMENT BASIS		TOTAL STAFF (Number)	Men	Women	Respondents to EEO Survey
Permanent	Full-Time	5,563	81%	19%	66%
	Part-Time	655	11%	89%	44%
Temporary	Full-Time	205	77%	23%	33%
	Part-Time	63	21%	79%	3% <sup>3</sup>
Contract	SES	39	90%	10%	85%
SUB-TOTAL		6,525			
Casual		1,123	37%	63%	21%
TOTAL <sup>2</sup>		7,648	68%	32%	56%
Estimated Subgroup Totals			5,190	2,458	4,306

1. This information is gathered from the staff responses to the EEO survey.  
Figures for EEO groups other than women have been adjusted to compensate for the effects of non-response to the EEO data collection.  
EEO statistics reported in previous years may not be comparable due to a change in the method of estimating EEO group representation.
2. Total staff numbers include all casual and school crossing staff.
3. Response was insufficient to generate a statistically valid estimate.

# APPENDIX 10 (Continued)

## Staffing

Subgroup as Estimated % of Total Staff in each Employment Category based on EEO Survey <sup>1</sup>					
Aboriginal People and Torres Strait Islanders	People from Racial Ethnic, Ethno-Religious Minority Groups	People whose Language First Spoken as a Child was not English	People with a Disability	People with a Disability Requiring Work-related Adjustment	
4.0%	18%	17%	18%	7.0%	
1.3%	17%	16%	11%	4.0%	
0.7%	14%	11%	10%	2.6%	
0.2%	27%	26%	9%	1.5%	
	9%	9%	15%	3.0%	
2.0%	18%	17%	13%	4.7%	
133	1,177	1,115	875	307	

Subgroup as Estimated % of Total Staff in each Employment Category based on EEO Survey <sup>1</sup>					
Aboriginal People and Torres Strait Islanders	People from Racial Ethnic, Ethno-Religious Minority Groups	People whose Language First Spoken as a Child was not English	People with a Disability	People with a Disability Requiring Work-related Adjustment	
1.8%	18%	18%	13%	4.4%	
	14%	13%	8%	2.8%	
3.0%	21%	13%	12%	3.0%	
	9%	9%	15%	3.0%	
1.7%	7%	7%	11%	0.8%	
1.7%	16%	15%	13%	4.1%	
128	1,248	1,167	972	311	

# APPENDIX 11

## Overseas Visits by RTA Officers

From 1 July 1999 to 30 June 2000, officers of the Roads and Traffic Authority (RTA) travelled overseas on occasions to undertake official duties for the RTA and the Government of NSW. The countries visited were Papua New Guinea, Singapore, New Zealand, China, Philippines, Malaysia, USA, France, England, Spain, Hungary, Sweden, Finland, Switzerland, Norway, Canada, Mexico and Austria.

Twenty three of these visits involved officers from the RTA's Traffic Technology Branch. Their duties included the installation, technical support, Y2K compliance testing, reviewing and upgrading of the RTA's Sydney Co-ordinated Adaptive Traffic System (SCATS) operating or being established in Singapore, New Zealand, China, Mexico and the Philippines as well as the training of, and providing expert advice to, customers.

All associated costs incurred by the RTA on the SCATS visits are fully recoverable along with a margin of profit.

Also, at no cost to the RTA, overseas visits were made by:

- the Computer Systems Manager, Traffic Technology Branch to New Zealand to help develop Bus Priority Specification for Christchurch City Council
- the Manager, Research and Development, Corporate Strategy to New Zealand to attend the meeting of the Austroads Asset Management Reference Group
- the General Manager, Corporate Strategy, to Malaysia to attend the PIARC World Road Congress Conference
- an Inspector, Vehicle Regulation to Florida in the United States as part of a Rotary Group Study Exchange Program
- the Bitumen Sprayer, Inspector, Fleet Services, who visited Papua New Guinea to test and calibrate a bitumen sprayer, and
- the Pavement Condition Manager, Road Network Infrastructure, who travelled to the UK, Spain, France, Hungary, Sweden, Finland and Canada and visited selected Road Agencies in relation to the RoadCrack pavement condition monitoring system.

In addition, the General Manager, Environment and Community Policy and the Manager, Sydney Motorway Projects, visited Paris to attend the PIARC Technical Committee Meeting. Half of the cost of the trip was paid by Austroads, the other half by the RTA.

Visits during 1999/2000 for which the costs were met by the RTA were as follows:

- The Chief Executive travelled to Kuala Lumpur, Malaysia to represent the Minister for Roads at the 21st World Road Congress, and to Singapore where he met with officials of the Singapore Land Transport Authority to discuss electronic tolling and transport issues
- The Director, Strategic Projects, went to Canada and the United States to attend the 6th World Intelligent Transport Systems Conference in Toronto and also visited various authorities in New York and Albany to gather information on smartcards and electronic tolling
- The RTA's Southern Region, Road Safety & Traffic Management Manager also attended the Intelligent Transport Systems Conference in Toronto
- The Manager, Traffic Facilities Asset went to New Zealand to attend a three day conference on performance based specifications
- The Director, Road Network Infrastructure, along with the General Manager, Infrastructure Maintenance, flew to New Zealand to discuss delivery arrangements for road maintenance in New Zealand with several road agencies
- The Acting Manager, Information and Technology, went to New Zealand in relation to the Austroads Asset Management Reference Group
- The General Manager, National Policy and Regulation, visited New Zealand to discuss current developments in road user charges, the application of performance based standards to vehicle regulation, mass limits and options for research into the comparative pavement wear effects of road friendly and steel suspension systems
- The Manager of the Vehicle Emissions Management Program attended the 15th Annual Mobile Sources/Clean Air Conference in Colorado, USA
- The General Manager, Transport Management Centre, visited a number of key traffic management facilities and organisations in the United States
- The Manager, Intelligent Transport Systems went to Switzerland and Norway in relation to Electronic Tolling
- The Manager, Network Strategy, attended the Austroads Road System Management Advisory Panel Meeting
- The General Manager, Environment and Community Policy, and the Manager, Environment Compliance, travelled to New Zealand to attend the Transit New Zealand Environmental Performance Indicators Workshop and the Austroads Environmental Reference Group Meeting, and
- The Sydney Motorway Projects Manager, visited Switzerland and Austria to attend a meeting of the Permanent International Association of Road Congresses (PIARC) Technical Committee C5 – Road Tunnel Operations. He also inspected road tunnels in relation to environmental issues, including air quality, fire safety and smoke control.

In 1999/2000 the RTA received 494 requests for information under the Freedom of Information Act 1989, compared with 286 in 1998/99 ie 73 % increase. Sixteen applications were brought forward into the current period, compared to 31 in 1998/99. Eight applications were not completed at the end of the 1999/2000 reporting period.

FOI requests continued to be received for access to internal documents concerning decisions made, details of the history of motor vehicles, the names and addresses of certain Authorised Inspection Stations (AIS), the sources of complaint letters, accident reports on motor vehicles, documents relating to the planning, construction, maintenance and funding of roads and records relating to maintenance of the road system. A significant number of applicants continue to use FOI to obtain accident reports on motor vehicles and to obtain details of the identity of the authors of complaint letters concerning licence holders. The use of FOI by legal practitioners and insurance investigators has undergone a significant increase.

Of the 498 requests completed, 348 were granted in full, 22 in part, and 108 were refused. However, of the 130 applications refused in full or in part, 13 were refused on the grounds that the information was otherwise available, 55 were refused as the documents were not held by the RTA and 24 were refused as the applicant did not pay the necessary fees.

Of those requests not granted in full, 10 applicants sought an internal review of the decision (compared with nine in 1998/99) and 7 took the matter to the Ombudsman (compared with one in 1998/99). Two of the seven cases are dealt with under the section on the Administrative Decisions Tribunal.

There were 2 appeals to the Administrative Decisions Tribunal this year (compared with none last year).

One hundred and twenty-eight applications required consultation with a total of 212 third parties outside the RTA (85 applications required a total of 186 consultations in 1998/99).

Processing FOI requests cost an estimated \$26,487 (\$18,754 in 1998/99) and fees received totalled \$27,440 (\$22,604 in 1998/99). There were no requests for amendments to personal records (none in 1998/99). There were no requests for a notation to personal records (none in 1998/99) and no Ministerial certificates have been issued in the last two years.

A significant number of applications (168) were finalised after the normal 35 day processing period. One of the major contributing factors for this was the significant increase in applications during the reporting period (73%). The RTA initially provided additional assistance and followed this up with recent review of the resources available to the area responsible for Freedom of Information and Privacy. This resulted in a significant increase in the resources available for dealing with these vital functions. The RTA will continue to monitor the area over the next twelve months.

There continues to be increased awareness by management of the importance of documenting the reasons for decisions.

The RTA continued with the identification, computerised recording and the provision of policy documents in accordance with the requirements of the FOI Act.

### FOI Appeals to the Ombudsman

In the first case the applicant made an FOI application seeking access to reports, surveys, studies and any other documents prepared by Connell Wagner or the RTA regarding the assessment of route options for the proposed Pacific Highway bypass of Ulmarra. The RTA determined a number of pages of documents were exempt. The applicant only appealed in relation to two pages of documents. The matter was referred to the Ombudsman in April 1998. In May 2000 the Ombudsman recommended that the RTA reconsider its determination in relation to the two pages. The RTA gave further consideration to the two pages and determined to release three additional segments of one page. The remaining parts of both pages were still considered exempt.

In the second and fourth cases the applicant, an RTA employee, made two separate FOI applications seeking access to copies of his personnel file and copies of any documents relating to the applicant and held by nominated RTA employees.

The first application was lodged in January 1998 and a second application was lodged in April 1998 for any documents created since the first application. Over 1,200 documents were located. Most of the documents were released. Determinations were made that some documents were exempt under clauses relating to law enforcement, personal affairs, internal working documents or legal professional privilege.

The applicant lodged an internal review application. The internal review upheld the original determination.

Both matters were referred to the Ombudsman in August 1998. In February 2000 the Ombudsman recommended that the RTA reconsider its determination in relation to the documents related to both applications. The RTA gave further consideration and determined to release all remaining documents.

In the third case the applicant made an FOI application seeking access to copies of documents related to a complaint concerning the applicant's ability to drive safely.

Four documents were located. A determination was made that part of two of the documents were exempt under clauses relating to law enforcement and documents containing confidential material.

The applicant lodged an internal review application. The internal review upheld the original determination.

The applicant lodged a separate claim that an RTA report was incorrect and misleading. A statement was placed on the report following negotiations with RTA representatives.

In the fifth case the applicant made an FOI application seeking access to copies of documents related to all submissions including confidential submissions in reply to the Pacific Highway Ulmarra Bypass, also that submissions have names attached.

The RTA located 125 pages of documents and determined 25 pages were exempt. The applicant appealed in relation to the exempt documents. The original determination was upheld. The matter was referred to the Ombudsman in July 1999. In April 2000 the Ombudsman recommended that the RTA reconsider its determination. The RTA gave further consideration and determined that the documents were still considered exempt.



### Pending FOI Appeals to the Ombudsman

One FOI matter has been referred to the Ombudsman and is yet to be finalised. The applicant applied for part of a copy of an RTA audit report into the way a number of local councils handled their road funding allocations. The RTA stated that the report was still being finalised and the part of the report requested would need to be read in conjunction with the general section of the report, covering all six councils examined.

### FOI Appeals to the Administrative Decisions Tribunal

In the first case solicitors acting for the applicant made an FOI application seeking access to copies of documents related to a complaint concerning the applicant's ability to drive safely.

Four documents were located. A determination was made that part of one and all of the other three documents were exempt under clauses relating to law enforcement and documents containing confidential material.

The applicant lodged an internal review application. The internal review upheld the original determination.

The applicant then lodged an appeal with the Ombudsman's Office. On 15 September 1999 the Ombudsman's Office advised that it had determined not to take any further action.

The applicant lodged an appeal with the Administrative Decisions Tribunal on 29 November 1999.

The Administrative Decisions Tribunal upheld the RTA's determination that the documents were exempt. The applicant subsequently lodged an appeal with the Administrative Decisions Tribunal Appeal Panel. The appeal is yet to be heard.

In the second case, on 9 February 1999, an RTA employee, made a FOI application seeking access to copies of documents relating to allegations raised, subsequently investigated and disciplinary action taken against him, from the period 1 June 1996 to 8 January 1999. The documents claimed as exempt were forwarded to the Ombudsman.

Approximately 419 documents were located. Most of the documents were released. Determinations were made that some documents were exempt under clauses relating to law enforcement, documents containing confidential material and the management of agency personnel.

The applicant lodged an internal review application. The internal review upheld the original determination.

In May 1999 the applicant lodged an appeal with the Ombudsman's Office. On a recommendation of the Ombudsman two of the documents were subsequently released. In February 2000 the Ombudsman's Office advised that it would not continue with the case as the applicant had lodged an appeal with the Administrative Decisions Tribunal, on 25 January 2000.

On 28 April 2000 the Administrative Decisions Tribunal determined that the documents were not exempt under the FOI Act and stated that the RTA should release the documents unless it intended to lodge an appeal. The RTA determined not to appeal and the documents were subsequently released to the applicant.

## FOI REQUESTS

	Personal		Other		Total	
	1998-1999	1999-2000	1998-1999	1999-2000	1998-1999	1999-2000
New (including transferred in)	59	44	227	450	286	494
Brought forward (incomplete requests from previous year)	10	5	21	11	31	16
Total to process	69	49	248	461	317	510
Complete	63	39	227	439	290	478
Transferred out	0	10	0	1	0	2
Withdrawn	1	2	11	16	12	18
Total processed	64	42	238	456	302	498
Unfinished (carried forward)	5	6	10	2	15	8

## RESULTS OF FOI REQUESTS

	Personal		Other	
	1998-1999	1999-2000	1998-1999	1999-2000
Grant in full	32	17	164	331
Grant in part	13	7	22	15
Refused	18	15	40	93
Deferred	0	0	1	0
Completed	63	39	227	439

**BASIS OF DISALLOWING OR RESTRICTING ACCESS**

	Personal		Other	
	1998–1999	1999–2000	1998–1999	1999–2000
Section 19 (application incomplete, wrongly directed)	0	0	0	0
Section 22 (deposit not paid)	1	1	6	23
Section 25 (1) (a1) (Unreasonable diversion of resources)	0	0	0	1
Section 25 (1) (a) (exempt)	14	12	27	21
Section 25 (1) (b), (b1), (c), (d) (otherwise available)	8	6	4	7
Section 28 (1) (b) (documents not held)	10	2	27	53
Section 24 (2) (deemed refused, over 21 days)	0	1	0	2
Section 31 (4) (released to medical practitioner)	0	0	0	1
Totals	33	22	64	108

**DAYS TO PROCESS**  
1997/98 and 1998/99

	Personal		Other	
	1998–1999	1999–2000	1998–1999	1999–2000
0–21	41	20	157	234
22–35	10	3	34	51
Over 35	12	16	36	152
Over 21 (Out of time)	0	0	0	0
Over 35 (Out of time)	0	0	0	0
Totals	63	39	227	437

**HOURS TO PROCESS**

	Personal		Other	
	1998–1999	1999–2000	1998–1999	1999–2000
0–10	61	35	220	430
11–20	2	2	6	2
21–40	0	3	1	3
Over 40	0	1	0	2
Totals	63	39	227	437

**TYPE OF DISCOUNT ALLOWED ON FEES CHARGED**

	Personal		Other	
	1998–1999	1999–2000	1998–1999	1999–2000
Public interest	1	0	3	10
Financial hardship – Pensioner/Child	13	6	15	16
Financial hardship – Non profit organisation	0	1	5	12
Totals	14	7	23	38
Significant correction of personal records	0	0	3	0

**GROUND ON WHICH INTERNAL REVIEW REQUESTED**

	Personal				Other			
	Upheld		Varied		Upheld		Varied	
	1998–1999	1999–2000	1998–1999	1999–2000	1998–1999	1999–2000	1998–1999	1999–2000
Access refused	1	0	0	0	3	0	0	0
Deferred release	0	0	0	0	0	0	0	0
Exempt matter	2	2	0	0	3	7	1	1
Unreasonable estimate of charges	0	0	0	0	0	0	0	0
Charges unreasonably incurred	0	0	0	0	0	0	0	0
Amendment								
Totals	3	2	0	0	6	7	1	1

### **Ombudsman**

The Ombudsman referred twenty-two complaints to the RTA compared to eight the previous year. Complaints were received on the following matters:

- a complaint from a man who had incurred a fine for late payment of transfer on his motor vehicle and the RTA's policy on rounding off the charges. The RTA contacted the Ombudsman and provided information over the telephone. The Ombudsman was satisfied with the response and did not require a written reply
- a complaint from a company that it had been excluded from tendering for the supply and planting of native seeds along the Pacific Highway, Coolongolook. The RTA advised the Ombudsman that it had already responded to the complaint and advised that it had obtained three quotes from specialist companies. It had also given an undertaking that it would call public tenders in future
- a complaint from a man who alleged that there had been a serious waste of public monies by the RTA. The Audit Office was investigating the first issue raised and the Ombudsman stated that, therefore, it would be inappropriate for the Ombudsman to duplicate the investigation. The Ombudsman declined to investigate the second allegation as the alleged incident had occurred 12 years ago
- a complaint from a man concerning proposed changes to Moore Park Road and surrounding streets. The RTA explained the extensive public consultation process involved in the planning for the area
- a complaint from a man who had his driver's licence cancelled. The RTA advised the Ombudsman that the complainant had lodged an appeal to the NSW local court and that the matter was now in the hands of the court. No further action could be taken until the court had made a determination
- a complaint from a woman who had received fines recorded against her motor dealership but allegedly incurred by a former employee in a previous dealership. The RTA advised that the name of the complainant's dealership had been changed, following her request. The RTA also advised the procedures for advising the Department of Fair Trading over the misuse of a trading name and confirmed arrangements for the dealership to process notices of vehicle disposals
- a complaint from a man that his wife had incurred a fine for late payment of transfer on his motor vehicle. The RTA confirmed the late fee was payable but waived the fee
- a complaint from a solicitor on behalf of a client who had purchased a motor vehicle in NSW. The vehicle was confiscated as stolen when he tried to register it in Queensland. The RTA advised that the complainant did not try to register the vehicle in NSW prior to returning to Queensland. The vehicle was not recorded as stolen in NSW
- a complaint from a man who had his driver's licence cancelled. The Ombudsman asked a number of questions concerning the legislation and RTA policies relating to the cancellation of drivers' licences
- a complaint from a man concerning his dissatisfaction with speed signs in a number of roads in the Moorebank area. The RTA responded to the complainant's eleven suggestions. The RTA agreed to three of the suggestions and provided reasons as to why the other suggestions were not practical
- a complaint from a man who claimed that the RTA had not addressed a number of issues in relation to the wearing of bicycle helmets. In particular the complainant raised the question of the consideration of a specific report. The RTA considered the report and advised the complainant that it contained no information relevant to the wearing of bicycle helmets
- a complaint from a man that he had incurred a fine for late payment of transfer on his motor vehicle. The Ombudsman raised a number of questions concerning the policies associated with the transfer of motor vehicles
- a complaint from a man who had his driver's licence cancelled for fines incurred for parking fines on number plates he had reported as being stolen. The RTA investigated the matter and, after consultation with the Police Service and the SDRO, restored the complainant's driver's licence
- a complaint from a woman who had her motor vehicle transferred from her name without her approval. The RTA contacted the new registered owner and asked him to 'show cause' why the RTA should not restore the registration to the name of the previous owner. All documentation was forwarded to the Ombudsman for further investigation
- a further complaint from a woman who had received fines recorded against her motor dealership but allegedly incurred by a former employee in a previous dealership. The RTA advised that the complainant should contact the Department of Fair Trading
- a complaint from a company that it had been excluded from tendering for the supply and planting of viro-tubes and viro cells as part of landscaping works on a State Highway. The RTA advised that it had decided not to proceed with the tender. The RTA would use its own workforce.
- a complaint from a woman that the RTA had lost a file relating to an investigation of allegations that an Authorised Inspection Station had passed a motor vehicle that was not roadworthy. The RTA provided details of the investigation and the circumstances relating to the loss of the file. The right to inspect vehicles had already been taken away from the Station for a previous offence
- a complaint from a man concerning delays in responding to his request for information on a number of issues relating to the Eastern Distributor. The RTA provided details on efforts made to contact the complainant and also responded to each of the points concerning the Eastern Distributor
- a complaint from a woman that her motor vehicle had been defected for not complying with regulations. The complainant stated that an engineer's certificate had already been obtained for the vehicle. The complainant agreed to obtain a new engineer's certificate for a non-standard engine that had been fitted after the issue of the original certificate
- a complaint from a man concerning alleged deficiencies in the RTA's 1996 investigation on the Alternative Inner and Outer Selection Route Albury/Wodonga Project. The RTA advised the Ombudsman that this matter had been investigated by ICAC approximately two years previously
- further enquiries on behalf of a solicitor and his client who had purchased a motor vehicle in NSW. The Ombudsman requested details of policies and procedures in place at the time the vehicle was registered. On receipt of the RTA's reply the Ombudsman determined to take no further action, and
- a complaint from a man concerning the level of customer service at an RTA motor registry. The RTA apologised for the delays experienced by the complainant and undertook to examine the resources to ensure that in future there would be sufficient staff available to meet peak demands.

Thirteen of the complaints were referred by the Ombudsman to the RTA for investigation and eight were referred for consideration and response direct to the complainants in the first instance.

Most matters were responded to by 30 June 2000.

In addition, an enquiry was received from the Queensland Ombudsman's Office concerning the policies and practices associated with registering motor vehicles arriving from interstate.

## LEGAL CHANGE

### New Acts

The **Road Transport (General) Act 1999** was assented to on 1 July 1999 and commenced on 1 December 1999. This Act provides for the administration and enforcement of road transport legislation. It also makes provision with respect to written off and wrecked vehicles, review of decisions made under road transport legislation, and the use of vehicles on roads and road related areas.

The **Road Transport (Safety and Traffic Management) Act 1999** was assented to on 1 July 1999 and commenced on 1 December 1999. This Act facilitates the adoption of nationally consistent road rules (the **Australian Road Rules**) in New South Wales as well as providing for matters concerning safety and traffic management on roads and road related areas.

The **Road Transport Legislation Amendment Act 1999** was assented to on 1 July 1999 and commenced on 1 December 1999 and it repeals the Traffic Act 1909 and related legislation as well as amending other legislation consequent on those repeals and the enactment of the Road Transport (General) Act 1999 and the Road Transport (Safety and Traffic Management) Act 1999.

The **Road Transport (Safety and Traffic Management) Amendment (Camera Devices) Act 1999** was assented to on 3 December 1999 and commenced on 24 December 1999. It amends the Road Transport (Safety and Traffic Management) Act 1999 and makes further provision for the use and inspection of certain devices in connection with the recording of speeding and traffic light offences as well as making consequential amendments and an amendment of the Crimes Act 1900 relating to evidentiary certificates.

The **Road Improvement (Special Funding) Amendment Act 1998** commenced on 30 July 1999. This Act permitted the continuation of special funding arrangements for road improvement, road safety and road related public transport infrastructure under the "3x3 Program".

The **Roads Amendment (Transitways) Act 1999** was assented to on 7 July 1999 and its provisions commenced on 16 July 1999 and 1 December 1999. The Act amends the Roads Act 1993 and enables certain roads to be classified as transitways and makes provision with respect to roads so classified.

The **Road Transport (Driver Licensing) Amendment Act 1999** was assented to on 24 November 1999 and fully commenced on 11 February 2000. The Act amends the Road Transport (Driver Licensing) Act 1998 setting out the circumstances in which the RTA may retain and use photographs of applicants who have applied for driver licences, "proof of age" cards or certain other licences. Schedule 2, which commenced on 1 December 1999, to the Act provides for the cancellation and suspension of a driver licence for some speeding offences.

### Uncommenced Acts

The **Roads Amendment (Tolls) Act 1999** was assented to on 3 December 1999 and is expected to commence later in 2000. The Act amends the Roads Act 1993 to provide a substantially uniform enforcement regime for the collection of both government and private tolls on tollways.

The **Statute Law (Miscellaneous Provisions) Act 2000** which commenced on 1 July 2000 includes provisions clarifying the operation of section 25A of the Road Transport (Driver Licensing) Act 1998 and correcting cross-references not reproduced when section 7A of the now repealed Traffic Act 1909 was re-enacted as section 25A.

The **Road Transport (Heavy Vehicles Registration Charges) Amendment Bill 2000** was passed by Parliament in late June 2000.

The Bill will, once assented to, amend the Road Transport (Heavy Vehicles Registration Charges) Act 1995 and the Road Transport (Heavy Vehicles Registration Charges) Regulation 1996 and will:

- revise the charges payable for registration and renewal of registration of heavy vehicles (in line with the charges developed by the National Road Transport Commission); and
- provide for the indexation of those charges and heavy vehicle permit charges in line with determinations, based on the Consumer Price Index, of the Australian Transport Council, but so as to enable the Minister to determine a lesser rate of increase.

### New Regulations

The **Motor Traffic Amendment (Fees, Charges and Penalties Imposed by Penalty Notices) Regulation 1999** increased as from 1 July, 1999 fees and charges payable in connection with, as well as certain penalties imposed by penalty notices issued under, the now repealed Traffic Act 1909.

The **Recreation Vehicles (General) Amendment (Fees) Regulation 1999** increased as from 1 July, 1999 fees on 3 types of applications under the Recreation Vehicles Act 1983.

The **Driving Instructors Amendment (Fees) Regulation 1999** increased as from 1 July, 1999 licence related fees.

The **Roads (General) Amendment (Penalties Imposed by Penalty Notices) Regulation 1999** increased as from 1 July, 1999 penalties imposed by penalty notices for offences prescribed by the Roads (General) Regulation 1994.

The **Motor Traffic Amendment (Penalty Notices and Short Descriptions) Regulation 1999** prescribed short descriptions for offences in the now repealed Motor Traffic Regulations 1935 and provided for the issue of penalty notices for offences under the now repealed Traffic Act 1909.

The **Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999** incorporates the Australian Road Rules into the law of NSW and as well as additional NSW road rules. The Regulation also provides for parking schemes and miscellaneous other matters relating to the use of roads and road related areas by vehicles.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Digital Security Indicators) Regulation 1999** prescribes a security indicator for digital images taken by any approved digital speed camera.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Testing of Speed Measuring Devices) Regulation 2000** empowers the RTA (in addition to the Police Commissioner) to approve the manufacturer's recommended calibration method for the purpose of testing for accuracy and functional requirements of certain non-radar based speed measuring devices used by the RTA.

The **Road Transport (Safety and Traffic Management) (Driver Fatigue) Regulation 1999** contains provisions designed to minimise the number of road accidents involving heavy trucks and commercial buses that arise from driver fatigue. The Regulation deals with:

- the regulation of driving hours,
- the keeping of driving records,
- the creation of offences in relation to acts that induce contraventions of the requirements of the Regulation,
- the issuing of logbooks,
- the administration of the transitional fatigue management scheme, and
- the granting of exemptions from certain requirements of the Regulation.

The **Road Transport (General) Regulation 1999** makes provision with respect to:

- information concerning written off and wrecked motor vehicles,
- special service requirements for notices and documents,
- fees in respect of the impounding of vehicles, and
- matters relating to the maintenance by the RTA of a database of certain types of declarations and orders.

The **Road Transport (General) Amendment (Saving of Breath Testing Devices) Regulation 1999** provides for the continued validity of those breath analysing instruments and breath testing devices that were approved under the now repealed Traffic Act 1909.

The **Road Transport (General) Amendment (Registration Appeals) Regulation 2000** enables appeals to be made to a Local Court against a decision of the RTA to refuse to grant or renew, or to vary the conditions of, suspend or cancel, the registration of a vehicle.

The **Road Transport (General) (Short Descriptions and Penalty Notice Offences) Regulation 1999** prescribes:

- certain offences as penalty notice offences,
- short descriptions for such offences,
- the authorised officers who may serve penalty notices for such offences, and
- the penalties payable for such offences if dealt with by way of penalty notice.

The **Road Transport (Driver Licensing) Amendment (Law Revision) Regulation 1999** exempts certain drivers from licensing requirements and makes consequential amendments as a result of the enactment of the Road Transport (Safety and Traffic Management) Act 1999 and the Road Transport (General) Act 1999.

The **Road Transport (Driver Licensing) Amendment (Cancellation of Licences) Regulation 1999** deals with the power of the RTA to cancel or suspend driver licences for certain serious speeding offences.

The **Road Transport (Driver Licensing) Amendment (Double Demerit Points) Regulation 1999** expands the definition of ‘over a long weekend’ for the purposes of calculating double demerit points to include public holidays declared on Tuesdays and Thursdays and public holidays declared for part of a day and to include 29 December 1999.

The **Road Transport (Driver Licensing) Amendment (Fees) Regulation 1999** increases from 1 July 1999 certain fees payable in connection with the administration of the Road Transport (Driver Licensing) Act 1998 and by effecting law revision concerning demerit points offences and penalties.

The **Road Transport (Vehicle Registration) Amendment (Miscellaneous) Regulation 1999**:

- provides that a registration charge must be paid before a registrable vehicle can be registered,
- makes further provision in respect of the display of registration labels on trailers and caravans,
- enables the RTA to alter the distinguishing number of a registrable vehicle if its number-plates were issued in error,
- enables the RTA to require the registered operator of a vehicle to return number-plates issued in respect of a vehicle with expired registration,
- specifies the place in which the holders of trader’s plates are to keep records concerning the plates,
- enables the RTA to waive and postpone payment of fees for number-plates,
- makes it clear that it is an offence for a person to cause or permit an unregistered vehicle to be used on a road or road related area,
- makes it an offence for the driver of a registrable vehicle to use the vehicle with an incorrectly affixed registration label,
- enables police officers to seize number-plates from certain vehicles driven while unregistered,

- exempts self-propelled elevating work platforms from the operation of the Road Transport (Vehicle Registration) Act 1997, and
- makes other amendments that are consequential from the enactment of the Road Transport (Safety and Traffic Management) Act 1999 and the Road Transport (General) Act 1999.

The **Road Transport (Vehicle Registration) Amendment (Vehicle Standards) Regulation 1999** adopts uniform national motor vehicle standards applicable to registrable vehicles.

The **Road Transport (Vehicle Registration) Further Amendment (Fees) Regulation 1999** increases certain fees as from 1 July, 1999.

The **Roads (General) Amendment (Short Descriptions) Regulation 1999** prescribes short descriptions for offences for the purposes of section 145B of the Justices Act 1902, including certain offences under the Roads (General) Regulation 1994.

The **Road Transport (Mass, Loading and Access) Amendment (Road Trains and Other Vehicles) Regulation 1999** transfers certain provisions from the repealed Motor Traffic Regulations 1935 to the Road Transport (Mass, Loading and Access) Regulation 1996 as a consequence of the replacement of the Motor Traffic Regulations 1935 by the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999.

The **Road Transport (Mass, Loading and Access) Amendment (Rear Overhang) Regulation 1999** exempts the rear overhang of a heavy vehicle complying with Regulation 118 of the now repealed Motor Traffic Regulations 1935 from rear overhang requirements. This Regulation will expire on 1 July 2005 and applies to heavy vehicles that have been continuously registered on and from 1 July 1996 and the registered operator of which has been the same since the commencement of this amendment.

The **Road Transport (Mass, Loading and Access) Amendment (Vehicle Checks and Fees) Regulation 1999** allows:

- an authorised officer to direct the driver of a light vehicle (being a vehicle with a gross vehicle mass, or a combination with a gross combination mass, not exceeding 4.5 tonnes) to stop for mass checks where the officer is of the opinion that the vehicle is being used for business or commercial purposes, and
- the RTA to exempt persons from certain application fees for permits.

The **Road Transport (Mass, Loading and Access) Amendment (Axle Spacing and Exemptions) Regulation 2000**:

- enables the RTA to exempt a person or class of persons from the operation of any of the provisions of clause 55 (1) of the Road Transport (Mass, Loading and Access) Regulation 1996 relating to the projection of loading or equipment of vehicles,
- provides for the payment, waiver or refund of fees for permits exempting persons from the operation of any of the provisions of clause 55 (1), and
- modifies the total mass limit for combinations of a particular axle spacing.

The **Transport Administration (General) Amendment (Traffic Control Facilities) Regulation 2000** prescribes certain signs, markings, structures and other devices containing or relating to requirements or directions the contravention of which are offences under the road transport legislation, as traffic control facilities in the context of Part 6 of the Transport Administration Act 1988.



### Uncommenced Regulations

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The following regulations were gazetted on 30 June 2000 to take effect on 1 July 2000 increasing road transport fees, charges and fixed penalties generally in line with the anticipated inflation rate of 2000–2001 and including 10% GST:

- Driving Instructors Amendment (Fees) Regulation 2000,
- Roads (General) Amendment (Penalty Notices) Regulation 2000,
- Road Transport (Mass, Loading and Access) Amendment (Fees) Regulation 2000,
- Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2000,
- Road Transport (Driver Licensing) Amendment (Fees) Regulation 2000,
- Road Transport (General) Amendment (Fees) Regulation 2000,
- Road Transport (General) (Short Descriptions and Penalty Notice Offences) Amendment Regulation 2000,
- Road Transport (Safety and Traffic Management) (Driver Fatigue) Amendment (Fees) Regulation 2000, and
- Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Tow-away Charge) Regulation 2000.

The following regulations were also gazetted on 30 June, 2000 to commence on 1 July, 2000:

- Road Transport (Driver Licensing) Amendment (Graduated Licensing) Regulation 2000,
- Road Transport (Driver Licensing) Amendment (Miscellaneous) Regulation 2000,
- Road Transport (General) (Short Descriptions and Penalty Notice Offences) Amendment (Graduated Licensing) Regulation 2000,
- Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Graduated Licensing) Regulation 2000,
- Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Miscellaneous) Regulation 2000, and
- Road Transport (Vehicle Registration) Amendment (Miscellaneous) Regulation 2000.

### Subordinate Legislation Act 1989

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There were no departures from the Subordinate Legislation Act 1989.

### JUDICIAL DECISIONS AFFECTING THE RTA

#### Thredbo Coronial Inquiry

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The Coroner handed down his findings on the Thredbo Landslide on 29 June 2000. The Coroner found the causes of the landslide that led to the deaths of 18 people were:

- The failure of any government authority responsible for the care, control and management of the Kosciusko National Park and the maintenance of the Alpine Way to take any steps throughout the relevant period to ensure that the village was rendered safe from exposure to the marginally stable embankment
- The approval and construction of a water main constructed of materials which could not withstand the movement which was taking place in the marginally stable Alpine Way embankment into which it was laid, and
- Leakage from the water main leading to the saturation of the marginally stable Alpine Way fill embankment.

The Coroner also noted the history of landslides along the Alpine Way was well known although not recorded in any systematic fashion. He also stated that despite the propensity of the Alpine Way to landsliding which was known to relevant authorities throughout the period, no specific recommendation was ever made to those directly responsible for the road that would have led to the reconstruction of the road above the village. In this regard the Coroner expressed grave concern that the principal road maintenance authority, now the RTA, previously the DMR, never expressly advised NPWS of the need to reconstruct the road adjacent to the village to avoid the risk of death or injury due to the landslide.

The Coroner also expressed concern that despite a representative of the RTA inspecting the Alpine Way between 1991/1996 no recommendation was ever made that the road above the village should be reconstructed. In this regard the Coroner was critical that although the RTA had then developed a Slope Risk Assessment system, it was not used during this period in assessing the Alpine Way.

#### WorkCover (Insp. Hannah –v– RTA)

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On 11 February 1997 an RTA employee was standing in the bucket of a skid steer loader operated by another RTA employee. The operator had his hands on the controls of the loader at the time and although the engine was switched off, the controls still operated the hydraulics. The employee's foot was caught in the bucket, causing crush injuries. He was wearing safety boots at the time. WorkCover proceeded against the RTA for a breach of section 15(1) of the Occupational Health and Safety Act for failure to have a safe system of work, to which the RTA pleaded guilty.

The maximum penalty which could have been payable was \$55,000. A fine of \$35,000 was imposed. The magistrate was of the view that it was appropriate to award a penalty in the higher range of the scale.

#### WorkCover (Insp. Tyler –v– RTA)

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On Thursday 21 March 1996 the RTA was undertaking roadworks on Miller and Bank Streets Pyrmont associated with the Glebe Island Bridge Project.

At approximately 11.00 am a mechanical excavator was being used to dig a trench in sandstone for stormwater pipes when its rock breaker attachment struck a 5 kV low voltage underground power line. The resulting flash burnt an RTA worker who was involved in guiding the excavator. He was standing on the roadway adjacent to the excavated area. His clothes caught fire and he suffered serious burns to 45% of his body.

Following the accident WorkCover prosecuted the RTA alleging breaches of section 15 of the Occupational Health and Safety Act. The RTA entered a plea of guilty and the matter was heard before Kavanagh J in the Industrial Court of NSW on 24 February 1999 and 15 March 1999.



In her judgment Kavanagh J found this offence to be of a serious nature. In making this finding Her Honour referred to the fact that the RTA was aware of the existence of the cable within the vicinity of the excavation works yet it did not ensure that prior to excavation adequate steps were taken to ensure that the cable was either located or de-energised. The Court also referred to the failure to provide the RTA's employee with the usual induction training prior to carrying out his duties. The RTA also had a record of eight prior breaches.

In considering penalty the Court had regard to the serious nature of the offence and also mitigating factors put forward by the RTA. These included the RTA's early plea of guilty, its dedicated commitment to a safe working environment, its full co-operation with the WorkCover Authority in its investigation of the accident and the regard it has had to improvement of the already established RTA safety procedures.

The Court applied section 51A of the Occupational Health and Safety Act which provides that an additional penalty may be imposed where a Defendant has previously offended against the Act. The relevant maximum penalty in this case was \$750,000.

A penalty of \$200,000 was imposed on the RTA in this matter.

### **RTA –v– Scroop and others**

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These proceedings arose out of a motor vehicle accident on the Hume Highway while roadworks were being carried out by a contractor to the RTA. The RTA had appealed the original findings that it was negligent and that it had in certain circumstances a non-delegable duty of care towards users of the road, and argued that it was entitled to be indemnified by the contractor.

The Court of Appeal dismissed the RTA's appeal and held that in the circumstances the RTA had a non-delegable duty of care towards highway users. The RTA filed an application for leave to appeal to the High Court on the grounds that it does not owe a non-delegable duty of care to road users where roadworks are carried out by a contractor to it and that the RTA had not breached such a duty of care.

The High Court held that there was sufficient basis for a finding that the RTA was negligent independently of any act or omission on the part of its contractor (which finding was made by the trial Judge and not upset by the Court of Appeal). Thus the Court considered that this case was not a suitable vehicle to determine any question of general principle with respect to a non-delegable duty of care.

Accordingly special leave to appeal to the High Court was refused.

### **RTA –v– Lonaport Pty Limited AND Chris Riley**

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Lonaport Pty Limited was the proprietor of a service station and was authorised to conduct inspections of motor vehicles pursuant to the Road Transport (Vehicle Registration) Regulations. Following show cause letters being sent to this Company and to the authorised examiner, a recommendation was made to the Committee of Review provided for in the Regulations and the authorities of each were cancelled on the grounds set out in the initial notice. The authorised examiner and proprietor appealed to a Local Court. The Magistrate conducted the appeal in the nature of judicial review of administrative action and, based upon evidence of the authorised examiner and authorised proprietor that they had not received the show cause letters allowed the appeal. The RTA appealed to the Supreme Court which held that the appeal provisions under the Road Transport (Vehicle Registration) Regulation concerning decisions by the RTA to suspend or cancel the relevant authorities is a hearing de novo. The jurisdiction of the Local Court is to determine whether the authorities should be cancelled in light of material before the Court whether or not that material was before the RTA at the time the administrative action was taken. On this basis the Supreme Court held that the Magistrate misapprehended the nature of the jurisdiction and referred the matter back to the Court for consideration accordingly.

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 1999/2000 contracts were brought to account for the sale of 159 properties for a total value of \$38.736 million. Of these, 26 properties were valued over \$0.5 million each, with a total value of \$23.001 million.

No properties valued greater than \$5 million were sold.

No properties were sold to people with family or business connections between the purchaser and the person responsible for approving the disposal.

Proceeds from property sales are returned to the Roads program.

All documents relating to the disposal of properties are available under the Freedom of Information (FOI) Act.

## APPENDIX 15

### Year 2000 Millennium Bug Control

The RTA's Year 2000 Program ran for over 2 years, from September 1997 until January 2000. It involved numerous people across all areas and at all levels of the organisation.

While the total cost of the Program at some \$13 million was small compared with many other projects tackled by the RTA, the extent, depth and length of the Program made it one of the largest and most complex ever undertaken by the organisation.

A Final Project Summary was produced which aims to summarise what was done, how it was managed, and the lessons learned, so as to provide a record and enable the learning to be applied to future large projects and programs.

The overall objective of the RTA's systems to continue to operate normally during and after the changeover from 1999 to 2000 was achieved. Four minor problems occurred in programs in internal corporate systems all of which were corrected very quickly. February 29 (leap year) was also overcome apart from another minor concern and other significant milestones remaining include 30 June and the roll over from 2000 to 2001. However, all indications are that these will also be successfully negotiated.

As well as achieving a Y2K compliant environment the Year 2000 Project was the catalyst for the delivery of other benefits to the RTA including the:

- establishment of an inventory of IT systems and other items including corporate and regional which will be useful for other post Y2K activities
- opportunity was taken to rationalise the environment, removing old and/or superfluous systems
- efficiency gains should be realised in some systems with the consolidation of multiple machines into single units, and
- creation of business contingency plans which can be activated when interruptions to service occur as a result of a problem other than Y2K.

Finally and overall, major areas of the organisation have been upgraded and improved where necessary to ensure a current and standard operating environment. These include:

- IT Infrastructure such as the central data centre, total desktop environment and building systems
- All corporate applications such as DRIVES, Human Resource and Financial systems
- Road network facilities such as traffic lights and bridge and tunnels systems
- Interfaces with external organisations, and
- Several internal systems and items of equipment.

## APPENDIX 16

### Publications

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 Library at 52 Rothschild Avenue, Rosebery, Sydney, (tel 02 9662 5065). The Library's collection of books, journals and CD-ROMs include 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 1999/2000.

#### **Bicycles**

- Sydney Cycleways Map – Homebush Bay

#### **Bridges**

- Hume Highway – South Gundagai Interchange
- Great Western Highway – Medlow Bath Bridge Replacement

#### **Construction**

- Coopernook to Moorland EIS Summary
- Cross City Tunnel Environment Assessment
- Cross City Tunnel – Release of EIS
- Upgrading the Pacific Highway – Progress to Date
- Yelgun to Chinderah Freeway brochure
- Deviation of Illalong Creek on the Burley Griffin Way
- All weather sealing of the Cobb Highway between Booligal and Ivanhoe
- Great Western Highway – Soldiers Pinch
- Route Development Study for The Entrance Road

#### **Community newsletters**

- Barton Highway – Murrumbateman
- Barton Highway Route Selection
- City West Link Road Section 3: Balmain Road, Leichhardt to Boomerang Street, Haberfield
- Coleman's Bridge Study
- Coonabarabran Bypass Selection Study
- Country Timber Bridge Program: Bruxner Highway
- Country Timber Bridge Program: Summerland Way
- Dourrigans Gap Project Update
- Extension of Northern Distributor – Bellambi Lane to Princes Highway
- Five Islands Road Project
- Lidsdale Project (Castlereagh Highway)
- Moree Bypass
- Northern Distributor
- Proposed Bridge Replacement over Long Gully Creek
- Proposed Bridge Replacement over Morongila Creek (MR 56)
- Robinvale-Euston Bridge Replacement
- West Charlestown Bypass
- Wangaree Project
- New crossing of the Murray River between Robinvale and Euston
- Great Western Highway – Shell Corner Realignment
- Mona Vale Road Upgrade
- Five Ways Roundabout, Miranda, Traffic Study
- Great Western Highway – Falconbridge

## Upgrading the Pacific Highway

- Bonville Deviation
- Bray Street to Arthur Street, Coffs Harbour
- Bulahdelah to Coolongolook Freeway
- Bulahdelah Upgrade of the Pacific Highway
- Bundacree Creek to Possum Brush
- Coolongolook to Wang Wauk
- Ewingsdale
- Halfway Creek
- Proposed Duplication of Brunswick Heads Bypass & Upgrade Brunswick Heads to Yelgun
- Raymond Terrace to Karuah
- Tandys Lane

## Corporate

- 1999 Annual Report: 2,000 copies at a unit production cost of \$27.41. 2000 Annual Report: 2,500 copies are estimated to have a unit production cost of \$30.85.
- Information Package for Volunteer Participation in NSW Interlock Trial
- FMI Learning Activities Guide

## Driver licensing

- New Driver's Handbook
- Mobility Parking Scheme
- Points and Your Licence brochure
- Road Users Handbook
- Learner Driver Logbook
- Penalties – Serious Traffic Offence Penalties

## Environment

- 1999 RTA Environment Report
- Parramatta ... a heritage of roads and transport
- Parramatta Heritage Fun Run 2000
- Roadside Management Guidelines Book 5: State Highway 27, The Golden Highway, Belford–Merriwa–Dunedoo–Dubbo
- Roadside Management Guidelines Book 6: Main Road 54, Abercrombie River–Bathurst–Sofala–Ilford
- State Highway 6 – Bathurst to Marsden – Environmental Guidelines for Road Construction & Maintenance Workers
- State Highway 1 – Milton to Ulladulla Overtaking Lanes – Review of Environmental Factors
- Great Western Highway – Shell Corner Realignment – Review of Environmental Factors
- Mona Vale Road Upgrade – Review of Environmental Factors
- Great Western Highway – Linden Section 3 – Supplementary Review of Environmental Factors
- Great Western Highway – Linden Section 5, Review of Environmental Factors

## Freedom of Information

- Customer Information Directory 2000/2001
- Inside the RTA 2000/2001
- Interim Procedures for Dealing with Privacy Complaints and Reviews of Conduct and Freedom of Information Internal Reviews
- Interim Procedures for Handling Applications for Information and to Adjust Personal Information under FOI and Privacy Legislation

## Road safety

- Road Safety 2010
- 1999 Kids & Traffic Gazette
- 1999/2000 RTA and Police Road Safety and Traffic Management Action Planner
- 50 km/h Urban Street Limit Evaluation: interim report (October 1999)
- Buyer's Guide for Child Restraints
- Motorised Wheelchairs (Information for Motorised Wheelchair Safety)
- Pedestrian Crossings
- Preventing Driver Fatigue
- Puzzle Information Sheet (for inclusion with Early Childhood Road Safety Jigsaw Puzzles)
- Research Report: Youth Road Safety in NSW – A Discussion Paper
- Road Safety for Overseas Visitors
- Safety Door Parent Note
- Tertiary resource folder
- The NSW Road Safety Education Program Catalogue: Early Childhood for Principals and Teachers
- The NSW Road Safety Education Program Catalogue: Primary for Principals and Teachers
- Their Safety in Our Hands
- Travelling the Pacific Highway – Taking a Break
- Annual Activity Report for Local Government Road Safety Officer Projects – 1997/98
- MR92 – Road Design, Nowra to Nerriga
- Beyond Nerriga – Route Options
- Move Ahead with Street Sense
- Research Report: Working Together No 2 – Local Government Road Safety Program Activity Report

## Technology

- RTA Guide to Maintenance of Concrete Pavements

## Traffic management

- A step-by-step guide to roundabouts
- Australian Road Rules flyer
- New Road Rules for NSW booklet & brochure

## Vehicle registration

- 1998 NSW Driver & Vehicle Statistics Report
- 4.6 Metre High Truck Routes and Loading Requirements
- Check Your Vehicle's Health
- Registration Charges: National Heavy Vehicle Reform – Changes to Special Purpose Vehicles
- Registration Charges: National Heavy Vehicle Reform – Questions & Answers for Operators of Heavy Vehicles
- Registration – Stolen Vehicle Scams
- Show Your Support for the Sydney 2000 Games

## APPENDIX 17

### Details of payments to Consultants

Details of the amounts paid to consultants in 1999/2000 are provided below.

Project	Consultant	\$
Information technology benchmarking services	Compass Analysis	209,900
Road network and traffic analysis in respect of the Sydney metropolitan road network	Maunsell McIntyre Pty Ltd	77,490
Review and provide advice regarding the RTA's e-mail system and related services	Compaq Computer Australia Pty Ltd	46,670
Road network and traffic analysis in respect of the Sydney metropolitan road network	Masson Wilson Twiney Pty Ltd	42,104
Consultants Costing \$30,000 or less	5	62,870
Total		439,034

The RTA also engages numerous contractors for professional services not classified as consultancies, including valuation, legal services, road and bridge design, investigation, construction supervision, preparation of environmental impact statements, as well as contract agency services and personnel.

## APPENDIX 18

### Account Payment Performance

Outstanding Accounts at 30 June 2000

Period	Number of Claims	Value
Current (within Due Date)	4,135	\$38,193,312
< 30 Days Overdue	16	\$22,808
31 – 60 Days Overdue	0	0
61 – 90 Days Overdue	0	0
> 90 Days Overdue	9	\$2,090

For Past 12 Months	Value
Percentage of Accounts Paid on Time	86.33%
Value of Accounts Paid on Time	\$2,004,898,072
Value of Accounts Paid	\$2,154,061,183

Details of any payment under clause 18 of the Public Finance and Audit Act.

This clause deals with interest payable to a supplier of goods and/or services where payment of the account is not made within the determined time. The RTA's financial system records indicate that there have been no penalties for late payments during 1999/00.

During the financial year the RTA has continued to encourage its customers to utilise Electronic Funds Transfer facilities to further improve payment performance throughout the RTA.

## APPENDIX 19

### Funds Granted to Non Government Community Organisations

Event/Sponsorship	Description	Organisation	Cost	Performance Area
Walk to Work day 1/10/1999	Encourage walking to work as part of a transport strategy	Pedestrian Council of Australia	\$25,000	Traffic and Transport Directorate
Pedestrian Summit 1999	Conference to promote walking as a legitimate means of transport	Pedestrian Council of Australia	\$10,000	Traffic and Transport Directorate
RTA Big Bike Ride (From Tweed Heads to Sydney)	Promotion of safe cycling as part of Share the road with Bicycles	Bicycle New South Wales	\$141,000	Traffic and Transport Directorate
Australian Hotels Association – Patron Transport Safety Award	Promotion of responsible service of alcohol and alternative transport with the aim of reducing road related injury involving alcohol	Australian Hotels Association	\$5,000	Road Safety and Road User Management Directorate
1999 Engineering Excellence Awards	Community and Environment Award	Institute of Engineers	\$10,000	Corporate Services Directorate
Angel II Cycle Classic	Support for BikePlan 2010 by encouraging cycling as a viable transport alternative and promoting safe cycling	Westpac Rescue Helicopter Service in the Hunter area	\$10,000	Traffic and Transport Directorate
Australian Institute of Traffic Planning and Management	Promotion of technical development and skills in Traffic Planning and Management	Australian Institute of Traffic Planning and Management	\$3,000	Finance Directorate (Corporate Strategy)
ITS World Congress	Support for Intelligent Transport Systems World Congress to be held in Sydney	Intelligent Transport Systems Australia	\$220,000	Strategic Projects Directorate/Traffic and Transport Directorate

## APPENDIX 20

### Driver and Vehicle Statistics and Heavy Vehicle Infringements

Figure 19 – NSW Licensed Drivers and Riders by Gender

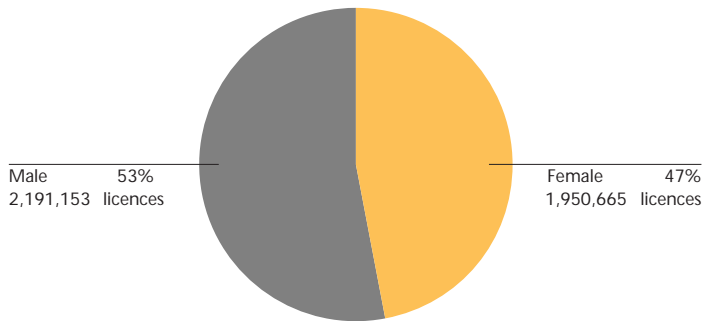


Figure 20 – NSW Licensed Drivers and Riders by Age Group

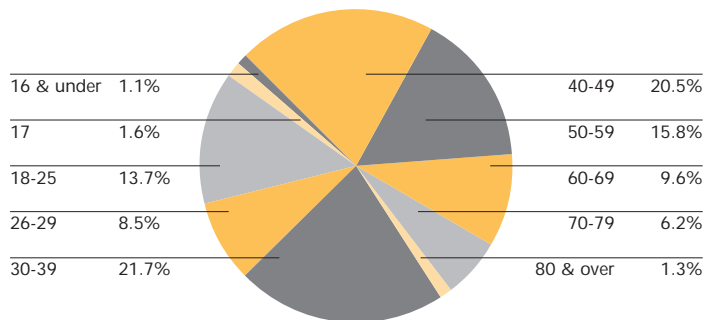
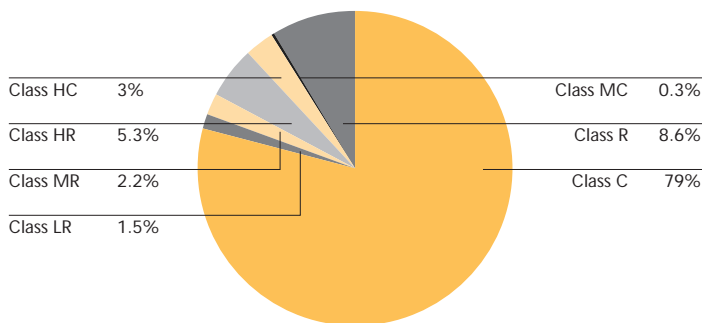


Figure 21 – NSW Licensed Drivers and Riders on issue as at end June 2000



Year of Manufacture	Total
Pre-1960	8,715
1960 to 1964	12,085
1965 to 1969	27,497
1970 to 1974	102,107
1975 to 1979	239,763
1980 to 1984	532,349
1985 to 1989	823,047
1990 to 1994	984,697
1995	240,210
1996	235,607
1997	275,713
1998	316,331
1999	298,243
2000	108,376
Unknown	83,805
<b>Total</b>	<b>4,288,545</b>

Vehicle Usage	Total
Private	2,814,711
Pensioner Concession	554,925
Primary Producer Concession	103,746
Business	673,125
Taxi	5,608
Public Bus and Coach	6,437
FIRS	1,716
Other Vehicle Usages	128,277
<b>Total</b>	<b>4,288,545</b>

Vehicle Type	Total
Passenger Vehicles	2,705,526
Utilities and Vans	588,122
Trailers	624,389
Motorcycles	84,639
Rigid Trucks	237,950
Buses	12,779
Plant	20,914
Prime Movers	14,226
<b>Total</b>	<b>4,288,545</b>

#### Offence numbers by Region, 1999/2000

Item	Northern	Hunter	Southern	Western	South West	Sydney	Total
Defect notices (includes HVIS activities)	5,470	7,916	10,378	8,139	3,911	20,003	55,817
Traffic Infringement Notices	1,190	2,390	2,140	1,780	1,769	1,621	10,890
Breaches (weight and long hand)	193	1,616	3,903	1,020	232	759	7,723



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## WHERE TO FIND US

### Internet

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

### Head Office

Centennial Plaza  
260 Elizabeth Street  
Surry Hills 2010  
PO Box K198  
Haymarket 1238  
DX 13 Sydney  
Telephone 131 782  
Facsimile 02 9218 6227

### Motor Registries

For information on vehicle registrations, drivers licences, motor registry locations and opening hours call 13 22 13 from anywhere in NSW.

For all Regional offices, call 131 782 from anywhere in NSW.

### Sydney Region

Ground Floor  
83 Flushcombe Road  
Blacktown 2148  
PO Box 558  
Blacktown 2148  
DX 8120 Blacktown  
Telephone 131 782  
Facsimile 02 9831 0926  
Monday-Friday  
8.30am–5.00pm

### Hunter Region

59 Darby Street  
Newcastle 2300  
Locked Bag 30  
Newcastle 2300  
DX 7813 Newcastle  
Telephone 131 782  
Facsimile 02 4924 0344  
Monday-Friday  
8.30am–5.00pm

### Northern Region

31 Victoria Street  
Grafton 2460  
PO Box 576  
Grafton 2460  
DX 7610 Grafton  
Telephone 131 782  
Facsimile 02 6640 1301  
Monday-Friday  
8.30am–5.00pm

### Southern Region

71-77 Kembla Street  
Wollongong 2500  
PO Box 477  
Wollongong East 2520  
DX 5178 Wollongong  
Telephone 131 782  
Facsimile 02 4227 3705  
Monday-Friday  
8.30am–5.00 pm

### South Western Region

1 Simmons Street  
Wagga Wagga 2650  
PO Box 484  
Wagga Wagga 2650  
DX 5407 Wagga Wagga  
Telephone 131 782  
Facsimile 02 6938 1183  
Monday-Friday  
8.30am–5.00pm

### Western Region

51-55 Currajong Street  
Parkes 2870  
PO Box 334  
Parkes 2870  
DX 20256 Parkes  
Telephone 131 782  
Facsimile 02 6861 1414  
Monday-Friday  
8.30am–5.00pm

### Goulburn Major Projects Office

211 Bourke Street  
Goulburn 2580  
PO Box 183,  
Goulburn 2580  
DX 5362 Goulburn  
Telephone 131 782  
Facsimile 02 4827 3744  
Monday-Friday  
8.30am–5.00pm

### Newcastle Major Projects Office

47 Darby Street  
Newcastle 2300  
Locked Bag 30  
Newcastle 2300  
DX 7813 Newcastle  
Telephone 131 782  
Facsimile 02 4929 5271  
Monday-Friday  
8.30am–5.00pm

### Grafton Major Projects Office

21 Prince Street  
Grafton 2460  
PO Box 546  
Grafton 2460  
DX 7610 Grafton  
Telephone 131 782  
Facsimile 02 6640 1003  
Monday-Friday  
8.30am–5.00pm

### Pacific Highway Development Office

21 Prince Street  
Grafton 2460  
PO Box 546  
Grafton 2460  
DX 7610 Grafton  
Telephone 131 782  
Facsimile 02 6640 1001  
Monday-Friday  
8.30am–5.00pm

### Transport Management Centre

25 Garden Street  
Eveleigh 1430  
PO Box 1625  
Strawberry Hills 2012  
Telephone 131 782  
Facsimile 02 8396 1425  
Monday-Friday  
8.30am–5.00pm  
To report traffic incidents  
131 700 (24 hours)

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**Roads and Traffic Authority**  
[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)