

ROADS AND TRAFFIC AUTHORITY OF NEW SOUTH WALES
APPENDICES FOR THE PERIOD ENDED 30 JUNE 2005

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APPENDIX 01 // MAJOR WORKS

PROJECT	LOCATION	ANNOUNCED COMPLETION DATE	ESTIMATED TOTAL COST \$000	2004-05 EXPENDITURE \$000	PREVIOUS YEAR'S EXPENDITURE \$000
WESTERN SYDNEY TRANSITWAYS					
North West Transitway Network Stage I	Parramatta - Rouse Hill, Blacktown - Parklea	2007	524,000	67,894	131,268
SYDNEY MOTORWAY NETWORK					
Cross City Tunnel And Associated Works (private sector funding) *	Sydney	2005	680,000	1,500	73,857
Westlink M7 Motorway (Federal and private sector funding) *	Prestons - West Baulkham Hills	2006	1,500,000	56,708	268,535
Lane Cove Tunnel and associated road improvements (private sector funding) *	Lane Cove	2007	1,100,000	12,818	41,100
M4 East (planning)	Strathfield - Haberfield	NA	NA	7,181	3,130
F3 Freeway to M2 Motorway Link (planning, Federal funding)	Wahroonga, Carlingford	NA	NA	268	5,382
SYDNEY WEST AND NORTH WEST					
Sunnyholt Road, James Cook Drive to Quakers Hill Parkway, Widen to six lanes (State and private sector funding) *	Glenwood	2006	30,000	8,697	2,326
Old Windsor Road, Norwest Boulevard, grade separated intersection	Seven Hills	2006	45,000	12,929	495
Windsor Road, Norwest Boulevard to Showground Road, widen to four lanes	Baulkham Hills	Completed 2004	10,000	698	9,000
Windsor Road, Roxborough Park Road to Norwest Boulevard and Acres Road to Old Windsor Road, widen to four lanes	Baulkham Hills, Kellyville	2006	120,000	23,112	4,333
Windsor Road, Mile End Road to Boundary Road, widen to four lanes	Rouse Hill	2006	90,000	11,015	10,666
Windsor Road, Boundary Road to Henry Road, widen to four lanes	Vineyard	2005	40,000	8,882	9,858
Windsor Road, South Creek Flood Evacuation Route	Mulgrave	2006	68,000	6,109	3,159
SYDNEY SOUTH WEST AND SOUTH					
Cowpasture Road, Main Street to Hoxton Park Road, widen to four lanes	Hoxton Park	2006	39,000	3,990	8,353
Hoxton Park Road, Brickmakers Creek To Hill Road, widen to six lanes including Transitway Lanes	Liverpool	Completed 2005	35,000	13,928	21,088
Camden Valley Way, reconstruct intersection with Bernera Road and Croatia Avenue	Prestons	2005	12,000	7,738	2,490
F5 south facing ramps at Ingleburn (Federal and local government funding)	Ingleburn	2006	13,700	3,452	504
Narellan Rd, extend to the Northern Road and signalise two intersections (Waterworth Drive and Mount Annan Drive)	Narellan	2006	24,000	1,326	374
Bangor Bypass, Stage I, Akuna Avenue to Alford's Point Road	Bangor, Menai	Completed 2004	95,000	28,657	64,130
Alford's Point Bridge duplication (Planning)	Alford's Point	2007	NA	984	764
SYDNEY INNER METROPOLITAN AND NORTH					
Southern Arterial and Green Square (planning)	Green Square	NA	NA	14	687
Spit Bridge and approaches, widen by two lanes (planning)	Mosman	NA	35,000	307	1,131

* Note: Expenditure to 30-06-05 does not include any private sector expenditure.

Appendix 01 (continued)

PROJECT	LOCATION	ANNOUNCED COMPLETION DATE	ESTIMATED TOTAL COST \$000	2004-05 EXPENDITURE \$000	PREVIOUS YEAR'S EXPENDITURE \$000
GREAT WESTERN HIGHWAY					
Woodford to Hazelbrook, Station Street to Ferguson Avenue, widen to four lanes	Woodford, Hazelbrook	NA	66,000	5,789	3,223
Lawson Section 1, Ferguson Avenue to Honour Avenue, widen to four lanes (planning & preconstruction)	Lawson	NA	NA	2,122	3,447
Lawson Section 2, Honour Avenue to Ridge Street, widen to four lanes (planning)	Lawson	NA	54,000	2,385	4,509
Wentworth Falls East, Tableland Road to Station Street, widen to four lanes (planning)	Wentworth Falls	NA	NA	511	277
Wentworth Falls West, Falls Road to West Street, widen to four lanes (State and Federal funding)	Wentworth Falls	Completed 2004	15,000	11,338	4,769
Leura to Katoomba, Mount Hay Road to Bowling Green Avenue, widen to four lanes	Leura, Katoomba	2006	82,000	24,571	30,405
PACIFIC HIGHWAY					
Karuah Bypass, dual carriageways (State and Federal funding)	Karuah	Completed 2004	123,000	16,462	97,253
Karuah to Bulahdelah Section 1, dual carriageways (State and Federal funding)	Bulahdelah	2006	114,000	30,177	15,264
Karuah to Bulahdelah Sections 2 and 3 (planning)	Bulahdelah	NA	NA	561	7,568
Bulahdelah Bypass, dual carriageways (planning)	Bulahdelah	NA	NA	1,955	7,127
Bundacree Creek to Possum Brush, dual carriageways (State and Federal funding)	Nabiac	2006	115,000	31,670	22,578
Interchange with the Lakes Way	Rainbow Flat	Completed 2005	7,000	8,055	692
Taree to Coopernook, dual carriageways (State and Federal funding)	Jones Island	2005	59,000	21,812	33,058
Coopernook Deviation, dual carriageways including new bridge over Landsdowne River	Coopernook	2006	69,000	16,046	28,619
Moorland to Herons Creek, dual carriageways (planning)	Kew	NA	NA	395	6,262
Bonville Bypass, dual carriageways (planning)	Bonville	NA	NA	685	11,708
Coffs Harbour (Sapphire) to Woolgoolga (planning)	Coffs Harbour, Woolgoolga	NA	NA	2,297	3,919
Ballina Bypass, dual carriageways (planning and pre-construction)	Ballina	NA	NA	1,542	14,088
Brunswick Heads to Yelgun, dual carriageways (State and Federal funding)	Billinudgel	2007	209,000	25,871	24,482
Yelgun to Chinderah, dual carriageways, finalisation of associated works (State and Federal funding)	Mooball	Completed 2002	348,000	2,572	331,725
Northern Pacific Highway Noise Abatement Program	Various	Completed 2005	18,000	5,337	1,928
PRINCES HIGHWAY					
New intersection with Lawrence Hargrave Drive (planning)	Bulli	NA	20,000	785	411
Wollongong Northern Distributor extension (pre-construction)	Bellambi	2008	72,000	5,171	7,081
Oak Flats to Dunmore dual carriageways (planning)	Dunmore	NA	NA	1,217	5,460
North Kiama Bypass, dual carriageways (State and Federal funding)	Kiama	2005	179,000	48,489	105,189
Kiama Ramps (planning)	Kiama	2007	NA	113	120
Pambula Bridge and approaches (State and Federal funding)	Pambula	NA	10,000	222	34
HUNTER					
National Highway extension, F3 Freeway to New England Highway west of Branxton (planning, Federal funding)	Beresfield	NA	NA	10,798	16,872

Appendix 01 (continued)

PROJECT	LOCATION	ANNOUNCED COMPLETION DATE	ESTIMATED TOTAL COST \$000	2004-05 EXPENDITURE \$000	PREVIOUS YEAR'S EXPENDITURE \$000
Newcastle Inner Bypass, Shortland to Sandgate (planning)	Sandgate	NA	NA	120	678
Nelson Bay Road, Bobs Farm to Anna Bay dual carriageway, Stage 2	Salt Ash	2007	9,000	1,433	459
Nelson Bay Road, Tourle Street Bridge replacement (planning)	Mayfield	NA	NA	430	729
Five Islands Road, Booragul to Speers Point duplicate existing road	Teralba	2006	41,000	14,878	4,136
Hunter River 3rd Crossing (planning)	Maitland	NA	NA	530	455
New England Highway, Weakley's Drive Interchange (planning, Federal funding)	Beresfield	NA	NA	968	402
New England Highway, realignment at Halcombe Hill (Federal funding)	Aberdeen	2006	16,200	683	147
CENTRAL COAST					
F3 Widening, Hawkesbury River to Calga (Federal funding)	Mount White	Completed 2004	81,700	9,140	69,162
The Entrance Road, Avoca Drive intersection upgrade	Erina	Completed 2004	4,800	78	4,379
The Entrance Road, Terrigal Drive intersection upgrade	Erina	Completed 2004	10,000	6,361	2,090
The Entrance Road, Terrigal Drive to Carlton Road, widen to four lanes	Erina	2006	11,000	1,495	575
The Entrance Road, Ocean View Drive to Tumby Road, widen to four lanes (planning)	Wamberal	NA	16,600	1,281	1,987
Avoca Drive, Stage 1, The Entrance Road to Sun Valley Road, widen to four lanes (planning)	Kincumber	NA	30,000	8	797
Pacific Highway, Tuggerah to Wyong dual carriageway (planning)	Wyong	NA	NA	2,002	2,370
Pacific Highway, Glen Road to Burns Road, Ourimbah, widen to four lanes (planning)	Ourimbah	NA	NA	1,675	1,760
ILLAWARRA AND SOUTH COAST					
Lawrence Hargrave Drive, reconstruction between Clifton and Coalcliff	Clifton, Coalcliff	2006	49,000	34,249	17,116
MR92, Nowra to Nerriga upgrade (State, Federal and local government funding)	Nowra	NA	80,000	1,119	6,115
Queanbeyan Northern Heavy Vehicle Route upgrade (State and Federal funding)	Queanbeyan	Completed 2005	6,800	1,225	2,002
NORTH COAST AND NORTHERN NSW					
Oxley Highway, upgrade from Wrights Road to Pacific Highway (planning)	Port Macquarie	NA	NA	3,245	2,560
Summerland Way, second bridge over Clarence River at Grafton (planning)	Grafton	NA	NA	96	900
Summerland Way, Burnetts Creek Bridge No. 2 (State and Federal funding)	Wiangaree	Completed 2005	4,700	3,243	408
Bruxner Highway, Alstonville Bypass (State and Federal funding)	Alstonville	2008	36,500	2,695	9,608
New England Highway, Devils Pinch Realignment (Federal funding)	Black Mountain	2005	24,800	9,340	5,662
New England Highway, Duval Creek Realignment (Federal funding)	Armidale	Completed 2004	8,700	4,217	4,319
Newell Highway, Moree Bypass (Federal funding)	Moree	2006	35,000	3,893	6,140
Coonabarabran Bypass (planning, Federal funding)	Coonabarabran	NA	34,000	0	509
Newell Highway, Wallumburrawang Deviation (Federal funding)	Coonabarabran	2006	20,000	1,135	759
Newell Highway, Bogan to Coobang Realignment (Federal funding)	Parkes	2006	20,000	619	687

Appendix 01 (continued)

PROJECT	LOCATION	ANNOUNCED COMPLETION DATE	ESTIMATED TOTAL COST \$000	2004-05 EXPENDITURE \$000	PREVIOUS YEAR'S EXPENDITURE \$000
SOUTH WESTERN NSW					
Hume Highway, safety improvements at Towrang Road and Carrick Road (planning, Federal funding)	Towrang	2006	5,500	161	199
Hume Highway, West Street Interchange, North Gundagai (Federal funding)	Gundagai	2006	7,000	533	113
Hume Highway, Tarcutta truck parking facility (State and Federal funding)	Tarcutta	2006	6,000	603	770
Hume Highway, Albury upgrade (Federal funding)	Albury	2007	524,000	35,775	10,157
Olympic Highway, grade separated rail crossing at Gerogery	Gerogery	Completed 2005	18,500	8,155	8,749
Newell Highway, Ardlethan Realignment (Federal funding)	Ardlethan	2005	11,000	3,528	653
Murray River; new bridge and approaches at Corowa, Wahgunyah (State and Federation funding)	Corowa	Completed 2004	22,000	9,306	13,386
Murray River; new bridge and approaches at Euston, Robinvale (State and Federation funding)	Euston	2006	50,800	15,278	4,257
Murray River; new bridge and approaches at Echuca, Moama (planning, State and Federation funding)	Echuca	NA	NA	135	188
WESTERN NSW					
Castlereagh Highway, reconstruction between Lidsdale and Coxs River including widening of bridge over Coxs River	Lidsdale	2005	22,000	13,102	7,013

APPENDIX 2 // THREATENED SPECIES RECOVERY PLANS

The RTA is required by legislation to report on Threatened Species Recovery Plans and their progress for the year. This year two draft Threatened Species Recovery Plans are included.

In addition to these plans, the RTA contributed \$7,500 to DEC for the preparation of the Recovery Plan for the Green-leaved Rose Walnut (*Endiandra muelleri subsp bracteata*) and Crystal Creek Walnut (*Endiandra floydii*).

RTA action to implement measures from the *Acacia pubescens* (Downy Wattle) Recovery Plan

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 M5 (north of Windarra Street).	RTA Environmental Services Representative to visit site and identify existing and potential threats to the population	\$525	Site visited and extent of population mapped in 2000. Sites to be included on the Roadside Corridor Management Plans.
Develop and implement a threat and habitat management program for the <i>A. pubescens</i> population at Beverly Hills/Narwee on the M5 (north of Windarra Street).	RTA Asset Services to develop and implement a threat and habitat management program to be incorporated into the Maintenance Plan for the M5, with advice from Environmental Services Representative.	\$1,500	Interlink Roads have incorporated threat and habitat management of the species into landscaping management plans for the M5 Motorway.
Monitor the <i>A. pubescens</i> population at Beverly Hills/Narwee on the M5 (north of Windarra Street) on a regular basis to assess the effectiveness of the threat and habitat management programs.	Environmental Services 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 2004.
Assess development activities with reference to the recovery plan, the EIA Guidelines for <i>A. pubescens</i> and future advice from DEC.	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 DEC advice have been considered in all relevant EIAs. Environmental Assessor to take this requirement into account when preparing Decision Reports.	N/A	Project Managers of the F5 widening and the M5 widening advised of the potential presence of <i>A. pubescens</i> . This species was not located within the study area for both of these projects.
Prepare or review any relevant environmental policies or management plans with reference to the recovery plans and any future advice from the DEC.	During next review of the Maintenance EMP for the M5, Asset Services to add references to <i>A. pubescens</i> Recovery Plan with advice from Environmental Services Representative.	\$750	Management Plans implemented.
Forward to the DEC 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.	Environmental Services Representative to advise Project Manager of this requirement. RTA Project Manager to forward the information to DEC.	NA	No activity has been proposed in 2004-05 that may have an impact on the species.

Appendix 02 (continued)

RTA action to implement measures from the *Grevillea caleyi* Threatened Species Recovery Plan

Measures	Action taken to implement measures	Estimated annual cost	Status
Control of drainage runoff from Ryland Track in Ku-ring-gai Chase National Park.	Investigations to be made to determine controls of runoff from the other side of road.	Nil	Site meeting undertaken with DEC in November 2001. No further action required at this stage.
Sympathetic management of plants on roadways.	Inform maintenance contractor of appropriate maintenance techniques for minimising damage to <i>G. caleyi</i> .	N/A	Known locations of <i>G. caleyi</i> are to be included on the Roadside Corridor Management Plans.

RTA action to implement measures from the *Darwinia biflora* Threatened Species Recovery Plan

Measures	Action taken to implement measures	Estimated annual cost	Status
Endorsement of the <i>D. biflora</i> Threatened Species Recovery Plan.	Comments on draft recovery plan provided to DEC.	N/A	Recovery Plan approved October 2004.
Public authorities will implement threat and habitat management programs on public lands.	Identify threats to population adjacent F3 Freeway at Mt Colah. Manage threats appropriately.	\$500	This population is situated some distance back from the freeway on top of a cutting. The population is relatively secure and is not under threat from any RTA activities.
Informed environmental assessment and planning decisions will be made.	<i>D. biflora</i> EIA guidelines to be used when considering any activity that may impact on the species.	N/A	No activity has been proposed in 2004-05 that may have an impact on the species.
DEC to be advised of any consents or approvals which affect <i>D. biflora</i> .	Advise DEC when RTA proposals will affect <i>D. biflora</i> .	N/A	No activity has been proposed in 2004-05 that will have an impact on the species.

RTA action to implement measures from the *Microtis angusii* (Angus Onion Orchid) Threatened Species Recovery Plan

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 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 impact of a proposed activity is considered in all relevant EIAs. Environmental Assessor to take this requirement into account when preparing Decision Reports.	N/A	No activity has been proposed in 2004-05 that may have an impact on the species.
Liaise with DEC, 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.	In-kind support	Ongoing RTA involvement in Recovery Team.
Ensure that roadworks/maintenance will not cause destruction or degradation to populations of <i>M. angusii</i> .	Environmental Services Representative to advise relevant Project Manager of this requirement prior to any activity that may impact on this species. Project Manager to include this requirement in any relevant contract documentation. Environmental Assessor to take this requirement into account when preparing Decision Reports for projects that may have an impact on this species.	N/A	No activity has been proposed in 2004-05 that may have an impact on the species.

Appendix 02 (continued)

Measures	Action taken to implement measures	Estimated annual cost	Status
Ensure that all environmental personnel are familiar with the location of <i>M.angusii</i> .	RTA Environmental Services to establish central database for sensitive sites, including known and potential locations of <i>M. angusii</i> . RTA Recovery Team to brief Environmental Services Branch on location of <i>M. angusii</i> populations and potential habitat.	N/A	Locations of sensitive sites to be included on the Roadside Corridor Management Plans. Environmental Services Branch staff briefed on location of populations and potential habitat.
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 maintenance contractors regarding identification of <i>M. angusii</i> , known and potential locations of <i>M.angusii</i> populations and preferred weed control methods.	\$750	Maintenance contractors advised of location, potential habitat and preferred weed control in population locations.
Ensure that Environmental Impact Assessment surveys are conducted between May and October.	Environmental Services Representative to advise relevant Project Manager of this requirement prior to any activity that may impact on this species. Project Manager to advise EIA Consultant of this requirement.	N/A	No activity has been proposed in 2004-05 that may have an impact on the species.
Notify DEC of any new <i>M.angusii</i> populations discovered.	RTA Recovery Team member to notify DEC when new populations of this species are discovered.	N/A	No new populations have been identified by the RTA.

RTA action to implement measures from the Duffys Forest Endangered Ecological Community Draft Recovery Plan

Measures	Action taken to implement measures	Estimated annual cost	Status
Liaise with DEC, Warringah Council, Pittwater Council and Ku-ring-gai Council to develop the Duffys Forest Endangered Ecological Community Recovery Plan.	RTA Recovery Team member to share information with other Recovery Team members to develop action plans.	In-kind support	Ongoing RTA involvement in Recovery Team.
Public authorities will implement threat and habitat management programs on public lands.	Identification of threats to populations on RTA controlled lands. Manage threats appropriately.	N/A	Areas of Duffys Forest within RTA controlled lands have been identified. Sites to be included on the Roadside Corridor Management Plans.

RTA action to implement measures from the *Isoodon obesulus* (Southern Brown Bandicoot) Draft Threatened Species Recovery Plan

Measures	Action taken to implement measures	Estimated annual cost	Status
Endorsement of the <i>I. obesulus</i> Threatened Species Recovery Plan.	Formal notification to DEC.	N/A	Pending sign off by Minister for the Environment. Plan was publicly exhibited from 10 January to 4 March 2005.
Liaise with DEC, Hornsby Council, Warringah Council, Pittwater Council and Ku-ring-gai Council to manage areas with known Southern Brown Bandicoot populations.	RTA Recovery Team member to share information with other Recovery Team members to develop action plans.	In-kind support	Ongoing RTA involvement in Recovery Team.
Ensure that Environmental Impact Assessment surveys are conducted between May and October.	Environmental Services Representative to advise relevant Project Manager of this requirement prior to any activity that may impact on this species. Project Manager to advise EIA Consultant of this requirement.	N/A	No activity has been proposed in 2004-05 that may have an impact on the species.

APPENDIX 03 // WASTE REDUCTION AND PURCHASING POLICY

BACKGROUND

The NSW Government's Waste Reduction and Purchasing Policy (WRAPP) was instigated in 1997 to minimise the waste generated across all Government sectors and help increase the market for materials containing recycled content. The RTA's WRAPP plan was submitted to the NSW Department of Environment and Conservation (DEC) in 1998 to document the steps that the RTA was taking to implement the WRAPP.

The RTA has a statutory requirement under the *Waste Avoidance and Resource Recovery Act 2001* to report on WRAPP implementation within the RTA annual report. The 2005 RTA Annual Report is the fourth such report with this mandatory requirement.

CONSTRUCTION AND MAINTENANCE

Avoidance

The RTA has implemented a number of initiatives to avoid the production of waste from construction and maintenance activities. Avoidance initiatives are outlined within standard RTA specifications, identified within the Environmental Impact Assessment process or may have become standard practices for some contractors. Examples of avoidance initiatives include:

■ A Quality Approach

Contractors are required to implement a quality system approach for implementing RTA contracts. This maximises the likelihood of project works being performed as required, thus minimising waste associated with rework or failure of works before the end of design life. RTA specifications are commonly used by others within the road industry, such as local councils, providing additional waste avoidance benefits across NSW.

■ Balancing of earthworks

During the initial and detailed design processes for a project, all attempts are made to balance the amount of material required for road fills with the amount of spoil generated from cutting activities. This avoids the need for importing additional fill or exporting spoil from a project.

■ Pavement stabilisation

Stabilisation is the addition of binders to a road pavement material, enhancing the material's ability to perform its function. It can provide considerable economic and environmental benefits when used in pavement construction and rehabilitation. Using existing materials preserves natural resources and has indirect benefits such as reduced road transportation. Stabilisation also utilises industrial by-products such as ground granulated blast furnace slag and fly ash from coal-fired power stations.

Reuse and recycling

Initiatives to reuse excess materials from construction and maintenance activities include:

■ Reuse of spoil – Cross City Tunnel

The Cross City Tunnel had a target to reuse 93 per cent of spoil generated, which represents 100 per cent of virgin excavated natural material (VENM). VENM spoil is associated with tunnelling, hard ground cut and cover and shaft excavation. The remaining spoil includes fill and other excavated material that is not suitable for reuse. Reuse destinations included rehabilitation and remediation at various sites (including quarries, landfills and service stations), road and other construction projects and onsite reuses.

1,143,408 m³ of spoil were generated during the life of the project. 8,019 m³ (0.7 per cent) of this spoil were reused onsite, 1,065,028 m³ (93.1 per cent) were reused offsite and 70,361 m³ (6.2 per cent) were disposed to landfill.

■ Reuse of Reclaimed Asphalt Pavement (RAP) Wastes

Considerable amounts of reclaimed asphalt pavement (RAP) wastes are produced during maintenance works on asphalt road surfaces. An estimated 194,443 tonnes of RAP were generated during maintenance works by, or on behalf of, the RTA during 2004-05. Approximately 188,000 tonnes of this material was reused/recycled. Maintenance contractors are contractually bound to take ownership of RAP wastes and must develop waste management plans that minimise waste where permitted. RAP has multiple potential reuses including within new asphalt mixes, in blended road products as natural aggregate replacements and as fill and road shoulders.

ESTIMATES OF THE MAJOR WASTE MATERIALS PRODUCED AND REUSED/RECYCLED

(Data is not available for all construction and maintenance projects – including some major projects)

Material	Estimated quantity of waste produced (tonnes)	Estimated quantity recycled or reused (tonnes)	Comments
Vegetation waste	23,400	19,900	Includes: <ul style="list-style-type: none"> ■ Estimated 10,000 tonnes cleared for general construction projects (derived from hectares cleared). ■ 12,000 tonnes from maintenance projects (84 per cent reused).
Concrete	11,700	7,600	Includes maintenance contracts. No information was available for construction projects other than Westlink M7.
Fill/ VENM (virgin excavated natural materials)	3,925,000	3,335,000	These figures estimate the total amount of materials excavated within projects. Information is not available on VENM component of excavation. Road designers endeavour to balance earthworks so that there is no spoil (excess of excavated material) or import (material that needs to be bought to the site). The quantity of material that is excavated on a road project is designed to be as close as possible to the quantity that is required to be placed on the project, including landscaping quantities and utilising any unsuitable material where possible. Although identified here as 'reused', materials extracted from cuts located and sized to meet specific fill requirements within a project are considered by the RTA to be virgin materials excavated for use (not 'reuse') within projects.
Asphalt	195,000	187,000	Includes maintenance contracts. No information was available for construction projects other than Westlink M7.

Appendix 03 (continued)

CONSTRUCTION AND MAINTENANCE SPECIFICATIONS

RTA construction and maintenance specifications require recycled content purchases and waste minimisation:

- G34 for maintenance works – requires contractors to propose materials and products with recycled content where cost and performance-competitive and environmentally preferable to the non-recycled alternative.
- G35 and G36 for construction works – contractors are required to propose recycled-content materials where cost and performance competitive and at least the environmental equivalent of the non-recycled alternative. The cost-competitiveness of a product or material must be assessed on a project lifecycle basis, considering issues such as impacts on construction practices and future maintenance and disposal requirements. Contractors are also required to report waste minimisation quantities, initiatives and barriers to the RTA.

Key specifications allowing for the use of recycled materials, or greater material recyclability at end-of-life, include:

- RTA QA Spec R116 Asphalt – allowing up to 15 per cent reclaimed asphalt pavement within asphalt. Percentages greater than this must be accompanied by appropriate testing and qualified technical assessment.
- RTA QA Specs 3051/3052 allow for the use of recycled materials within base and sub-base of pavements.
- RTA QA Spec 3071 allows for recycled content within selected formation material.
- RTA QA Spec 3252 allows use of scrap rubber within certain modified binder classes.
- RTA QA Spec R178 allows stockpiling and reuse of soil from site and the use of cellulose fibre mulch, which must be produced from pinus radiata plantation timber or from recycled paper.
- Various concrete specifications allow for the use of fly ash, slag and silica fume within concrete mixes.
- R73 for heavily bound pavement course permits the use of recycled materials as aggregates and binders at depths of around 170 to 300 mm within pavements.
- RTA QA Spec R75 – In Situ Pavement Recycling by Deep-Lift Cementitious Stabilisation. Allows mechanical incorporation of existing pavement with binding agents (by-products of the steel and electricity industries).
- RTA G38 and G39 allow for the use of recovered water for road projects.
- RTA R63 permits the use of recycled materials in the manufacture of geotextiles.
- RTA R50 allows for the use of slag/lime blends for stabilisation of earth-works.
- RTA QA Specs M317 Landscape Maintenance and M318 Landscape Restoration require reuse of onsite materials, with any shortfall made up by waste woodchips.
- RTA QC Spec 2380 Timber for Bridges has been revised to minimise the use of treated timbers.

RESEARCH AND DEVELOPMENT

RTA research and development projects for 2004-05 included:

■ Scrap Rubber Asphalt

This joint project with the DEC commenced in 2003 to (i) carry out a comprehensive risk assessment; (ii) develop a Code of Practice for the manufacture and handling of asphalt containing scrap rubber granulate, and (iii) to promulgate the commercial application of scrap rubber asphalt (SRA) technology. The Code of Practice is expected to provide an industry-wide standard to assist in reducing the current barrier preventing use of this valuable and technically-proven technology, which would then be adopted for RTA activities where technically/economically feasible to non-SRA alternatives. Equal funding is being provided by DEC (Sustainability Programs Division) and the RTA. The project is expected to be a model for future collaborative efforts between DEC and RTA.

■ Steel Slag in Pavements

Bound pavements incorporating steel slag are becoming a major pavement type in rehabilitation and widening for the RTA. A report on the benefits and safeguards for use of these materials was produced during 2003. A technical direction is being drafted on the use of steel furnace slag within asphalt.

■ Manufactured sands

This project recognises that traditional sources of natural sands are rapidly diminishing. There is increasing need to consider alternative materials including industrial by-products and recycled materials. It is expected that the project will result in revised specification acceptance criteria and test procedures, covering both natural and manufactured sands for asphalt and concrete mixes. Key test procedures have been established and trialled. More extensive testing is now in progress.

■ Increased use of reclaimed asphalt pavement (RAP) within new asphalt mixes

A Technical Direction will soon be issued to allow for an increase from 15 per cent to 20 per cent in the proportion of RAP within asphalt other than surface layers. Further increases will be considered when performance implications of the current amendment are demonstrated.

■ Use of RAP and recycled crushed concrete (RCC) in flexible pavement

A heavily bound recycled pavement material consisting of RAP and RCC as a substitute for roller compacted concrete has been developed and trialled on Reservoir Rd, Blacktown. This mix is gaining favour with industry and is being used on several RTA projects including the Westlink M7. A new brick/RAP blended material for use as a select subgrade material has proven to have superior properties to conventional material such as sandstone. The ongoing challenge for the RTA is to ensure that quality of recycled materials is maintained by adherence to specification requirements and sound pavement design principles to ensure long-term pavement performance.

■ Recycled crushed glass within concrete

The RTA and the DEC have developed a new partnership project to assess the performance of recycled crushed glass as cement, sand and coarse aggregate replacement within concrete pavements. Lab trials of various glass concrete mixes will be completed and assessed before a field trial of the technology.

■ Use of recycled organic products

A research partnership has been established with DEC and a university to assess the performance of recycled organics in roadside landscaping.

Appendix 03 (continued)

ESTIMATED PURCHASING OF MATERIALS

The following table provides estimated quantities of materials purchased for construction and maintenance (data is not available for all construction and maintenance projects, including some major projects).

Material	Estimated total quantity purchased/used (tonnes)	Estimated total quantity purchased/used with recycled content (tonnes)	Comments
Landscaping materials	4,500	3,900	Includes maintenance contracts and estimates for construction projects based on area mulched. It has been assumed that straw mulch does not contain recycled content and that hydromulch is 100 per cent recycled content.
Concrete	762,000 ¹	686,000 ²	More than 90 per cent of the concrete used within pavements contains fly ash, averaging 3.4 per cent of the total concrete mass. Figures are only for concrete used within pavements. No other concrete uses are included.
Fill/ VENM (virgin excavated natural materials)	4,844,000	Not available	At the time of reporting, information was not available on the recycled content of imported fill and VENM materials. All four million tonnes of fill/VENM imported to Westlink M7 came from other projects such as Parramatta Rail Link.
Asphalt	711,000	281,000	Assumed density of asphalt is 1.65 tonnes per m ³ .

NB: 1. This represents an approximate tonnage of concrete purchased only for road pavements.

2. Assuming that 90 per cent of pavement concrete contains fly ash.

OFFICES

Avoidance

Motor registries

The RTA conducted a Green Business Program trial at Five Dock Motor Registry to investigate environmental improvements that could be implemented for all motor registries across the State. Trial outcomes indicated that energy and water usage could be reduced and recycling increased. This RTA project received the Gold Award in the Green Business Category of the City of Canada Bay Council's 2004 Green Citizens Awards.

Internet and intranet sites

The RTA was an early adopter of web technology and has established wide-ranging internet and intranet sites. The internet site provides public access to RTA publications in an electronic format, avoiding the need for a paper copy and a trip to a registry. Online services include renewal of vehicle registration, ordering of customised number plates, booking a licence test and an interactive practice test of road rules. Numerous information sources such as annual reports, educational materials, safety brochures and environmental impact statements are also available on the website. The following table highlights some of the most popular RTA publication downloads. If customers choose not to print the downloaded documents, there is the potential to avoid tonnes of paper usage.

The RTA's intranet site is a key tool for internal RTA communications with document search, corporate news, phone directories and other information available online, reducing the need for paper documents. An improved intranet site has been completed to provide better internal communication.

MOST POPULAR RTA PUBLICATION DOWNLOADS (JANUARY – JUNE 2005)

Driver Knowledge Test Questions – Class C (Car) Licence
 Road User Handbook - English
 Driver Qualification Handbook (screen version)
 Driver Qualification Handbook (print version)
 Hazard Perception Handbook
 Heavy Vehicle Drivers' Handbook

Reuse and recycling

Number plate recycling

The RTA oversees the production and destruction of vehicle number plates. As part of the contract for number plate manufacturing, the contractor is responsible for the collection and destruction of 'old' number plates. 361,014 kg of number plates were collected for recycling during 2004-05, including 231,002 kg of steel and 130,012 kg of aluminium.

Toner recycling

The RTA collected and sold 699 toners for remanufacture during 2004-05. An additional 2,060 kg of printing materials such as toners, bottles, drums and ribbons were collected from around the State and sent for recycling.

RTA computer use

The RTA returned 643 personal computers and 408 monitors to the lessor company at the end of the lease cycle for resale overseas. Twenty-one owned PCs/laptops and 16 monitors were sent to auction. No other disposal methods were used during 2004-05.

Appendix 03 (continued)

PURCHASE OF RECYCLED CONTENT MATERIALS

The majority of the RTA's office products were ordered through a single supply contract during the year. This allowed easy compilation of the majority of office consumable purchases for this report. However, consumables purchased directly from other equipment suppliers – such as toners ordered directly from printer suppliers – have not been included within the table below.

Office consumable	Total quantity purchased	Total quantity purchased with recycled content	Percentage with recycled content	Comments
Printing and publications paper	281.1 tonnes	39.0 tonnes	13.9	
A4 paper	76,731 reams	7,578 reams	9.9	Includes: 7,452 reams of 50 per cent recycled content. 95 reams of 100 per cent recycled content. 31 reams of 35 per cent recycled content.
A3 paper	2,483 reams	0 reams	0	
Coloured or tinted paper	1,326 items	0 items	0	Coloured paper is not available with recycled content.
Diaries	3,493 items	0 items	0	No diaries available with recycled content.
A4 pads and notebooks	14,300 items	525 items	3.7	
Toner cartridges	8,775 cartridges	35 cartridges	0.4	This includes fax, inkjet cartridges and printer ribbons.
Post-it notes	2,145 packets of 12	46 packets of 12	2.1	
Envelopes	14,272 boxes of 500	14,188 boxes of 500	99.4	14,000 boxes of envelopes used 70% recycled content paper. This includes envelopes with RTA letterhead which were reported under "Printing and publications paper" in previous reports.

Initiatives to increase recycled content

The use of recycled-content paper or toner cartridges was undertaken on a site-by-site basis during 2004-05. A range of recycled, re-manufactured and environmentally sensitive products is available for purchase through the RTA's office-consumables supply contract. Fifteen percent of office consumables purchased during the first half of 2004-05 were from this 'environmentally friendly' range. The percentage of recycled-content A4 paper purchased by the RTA remained at 10 per cent during 2004-05. The RTA has arranged to 'hard-substitute' a range of office products commencing August 2005, including substituting A4 50/50 recycled paper for all A4 printer/copy paper orders.

CONCLUSION

The RTA is progressing its efforts to:

- Increase purchases of recycled content construction/maintenance and office products, where economically and technically viable.
- Undertake R&D and guideline development to improve the ability of the RTA and others to maximise reuse of materials in construction/maintenance activities.
- Improve the management of excess office and construction/maintenance materials.

The RTA will report annually to the public on our success in promoting the efficient use, reuse and recycling of resources and the minimisation of waste.

APPENDIX 04 // COMMITTEES AND SIGNIFICANT ADVISORY GROUPS

ROADS AND TRAFFIC ADVISORY COUNCIL (RTAC)

Established under the *Transport Administration Act 1988*, the Roads and Traffic Advisory Council advises the RTA and the Minister on:

- The promotion of traffic safety.
- Improvements in the movement of traffic.
- Improvements in the movement of freight.
- Requirements of vehicle drivers.
- Requirements for roads and vehicles.
- Promotion of industrial development, primary production and tourism in relation to roads and traffic.
- Protection of the environment in relation to roads and traffic.
- Roads and traffic legislation.
- Any other matter relating to roads and traffic that the Council considers appropriate.

Membership of the Roads and Traffic Advisory Council is by appointment by the Minister for Roads and comprises representatives from various organisations.

As at 30 June 2005, the Council comprised:

- Councillor Allan Smith (Chair) representing the Local Government Association of NSW and Shires Association of NSW.
- Mr David Anderson representing the NSW road freight industry.
- Mr Peter Steele representing the NRMA Limited.
- Mr Warrick Irvine representing the Labor Council of New South Wales.
- Emeritus Professor Ron Huckstep representing the medical profession.

Ex-officio members:

- Chief Executive of the Roads and Traffic Authority
- Director-General of the Department of Infrastructure, Planning and Natural Resources
- Director-General of the Ministry of Transport
- Commissioner of New South Wales Police Service

Appendix 04 (continued)

ROAD SAFETY TASK FORCE

The Road Safety Task Force was established by the Minister for Roads in January 2001 following an increase in fatalities in 2000, and especially a sharp increase in the Christmas/New Year period that year.

It was convened to bring individual views, experience, knowledge and skills from a group of road safety experts, and to make recommendations for improving the effectiveness of road safety interventions and initiatives to reduce the road toll over time.

- Mr Paul Forward, RTA (Chair)
- Mr Peter Steele, NRMA Motoring and Services
- Mr David Bowen, Motor Accidents Authority
- Mr Les Tree, Ministry for Police
- Chief Superintendent John Hartley, NSW Police
- Professor Danny Cass, Children's Hospital Westmead
- Dr Jane Elkington, Health consultant
- Dr Julie Hatfield, University of New South Wales
- Mr John Mills, MP, Member for Wallsend
- Mr Brad Welsh, Youth Advisory Council (from Feb 2005)

ROAD FREIGHT ADVISORY COUNCIL

The Road Freight Advisory Council is the key consultative forum for the heavy vehicle industry and Government to consider matters related to the development, coordination, planning and regulation and operation of road freight transport services in NSW.

As at December 31, 2004, the council comprised:

- Mr Bob Angus, Chairman
- Mr Warrick Irvine, Transport Workers Union
- Mr John Pierce, NatRoad Limited
- Mr Ian Pendered, Livestock and Bulk Carriers Association
- Mr Alan Eipper, NSW Road Transport Association
- Mr John Morris, Australian Road Train Association
- Mr David George White, Warehousing/distribution operator
- Mr John McNaught, Country-based operator
- Mr Peter Angus, Small fleet operator

The council is to be reconvened in 2005-06 with a wider representation.

GOVERNMENT AGENCIES ROAD SAFETY COUNCIL (GARS)

GARS was established to:

- Coordinate Government road safety initiatives consistent with the goals outlined in the Road Safety 2010 strategy.
- Keep abreast of road safety developments in partner agencies that may have an impact on member organisations.
- Monitor and evaluate against road safety goals and targets.
- Examine the analysis of up-to-date trends of road deaths and injuries and crash-related problems and discuss the potential for joint countermeasures.

As at June 30 2005, the council comprised:

- Mr Paul Forward, Roads and Traffic Authority
- Mr John Feneley, Attorney General's Department
- Chief Superintendent John Hartley, NSW Police Service
- Prof Bill Bellew, NSW Health
- Mr Kent Donaldson, Independent Transport Safety and Reliability Regulator
- Mr David Bowen, Motor Accidents Authority
- Mr Rob Randall, Department of Education and Training
- Mr Garry Payne, Department of Local Government
- Mr Michael Bushby, Roads and Traffic Authority
- Dr Soames Job, Roads and Traffic Authority
- Ms Catriona McComish, Department of Corrective Services
- Ms Jenny Thomas, NSW WorkCover
- Ms Gillian Calvert, NSW Commission for Children and Young People
- Mr Steve Merritt, NSW Department of Aboriginal Affairs
- Ms Jill Hennessy, NSW Department of Gaming and Racing

NSW BICYCLE ADVISORY COUNCIL

The Bicycle Advisory Council (BAC) was established to provide the RTA with advice and recommendations on all bicycle related matters; to facilitate all activities of the RTA which impinge on bicycling; to assist in the efficient coordination of effective programs to benefit cyclists throughout the public and private sectors; to facilitate but not necessarily undertake provisions for cyclists by all levels of government; to assist in the development and ongoing review of the RTA strategic plans for bicycles; and to provide an effective consultation forum for cyclist organisations and government.

The members of the Bicycle Advisory Council are:

- Local Government and Shires Associations
- Bicycle NSW
- Newcastle Cycleways Movement
- NSW Police
- RTA
- DIPNR (observer)
- Bicycle Industries Australia (observer)

RTA HERITAGE COMMITTEE

The RTA Heritage Committee discusses issues relating to strategic heritage management of RTA assets.

Membership:

- RTA Environment Branch
- RTA Communications and Corporate Relations
- RTA Road Network Infrastructure Maintenance Branch
- NSW Heritage Office
- National Trust
- Royal Australian Historical Society
- Engineers Australia

APPENDIX 05 // SENIOR EXECUTIVE PERFORMANCE STATEMENTS

Name: Paul Forward
Position: Chief Executive
Level: 8
Period in the position: 2004-05
Total annual remuneration package: \$342,000

Under Mr Forward's leadership, the RTA continued to focus on delivering a safe, sustainable and efficient road transport system. During 2004-05 Mr Forward directed a range of significant policy and infrastructure activities in support of the NSW Government priorities of safer healthier communities, social justice, economic development and the environment. In addition, he led various improvements to the RTA's internal business operations.

Reliable and efficient access between commercial, residential and recreational locations

Under Mr Forward's direction, traffic management initiatives and network development activity have ensured that travel times across Sydney have yet again remained consistent, despite annual increases in traffic volumes.

Mr Forward led the continued development of key routes, including the Pacific Highway, Great Western Highway, Princes Highway and Windsor Road. In addition, construction continued in 2004-05 on three major private infrastructure projects - the Cross City Tunnel, the Westlink M7 and the Lane Cove Tunnel.

The efficient management of daily traffic incidents and special events, utilising advanced technology such as the Sydney Coordinated Adaptive Traffic System (SCATS) ensured travel time reliability for NSW commuters.

Mr Forward ensured coordinated involvement with other transport agencies in the Government's Review of Bus Services to improve priority for buses on routes with the greatest potential for growth in patronage. The NSW Transport Reform Taskforce accepted the implementation of 16 of 43 corridors in Sydney as high priority for the purposes of planning bus priority infrastructure. Over the next three years the RTA will invest \$135 million in bus priority measures.

Safer road user behaviour, vehicles and road environment

Mr Forward led various initiatives to improve road safety. The combination of engineering, enforcement and education programs have resulted in the lowest financial year road toll since 1947-48, improving on last year's record result. The fatality crash rate (7.5 per 100,000 population) was lower than last year's result (7.6 per 100,000 population).

Under the enhanced enforcement program, more than 100 additional police operations were conducted around the State along with supporting public education campaigns. In 2004-05 the NSW community was invited to comment on the *Young Driver Discussion Paper*. The paper outlined 11 road safety initiatives aimed at curbing the P Plate road toll. During the year two high profile road user summits were conducted in Sydney and Dubbo. The summits were designed to engage the NSW community in addressing road safety problems in both urban and regional areas. A range of policy recommendations have been published as a result of the summits which will form part of the RTA's road safety strategy work program in 2005-06.

Under Mr Forward's direction, the RTA commenced CrashLink, a major project to redevelop and improve road safety data collection, analysis and reporting. Construction of the Crashlab complex, a world class facility for assessing vehicle safety standards was completed during the year. The complex is at Huntingwood and staff took up occupancy during June 2005.

Minimising impacts on the natural, built and cultural environments

The RTA prepared three Environmental Impact Statements this financial year which included upgrades to the Pacific Highway.

In 2004-05, the RTA joined with the Department of Environment and Conservation, Camden Council and Newcastle City Council in trials of biodiesel fuels. Support was also given for an extensive testing program to be conducted on diesel vehicles. The testing program resulted in checking emissions from nearly 3,000 trucks and buses in a voluntary program with private and government fleets.

Mr Forward ensured that the Oral History Program continued to progress with three projects produced in 2004-05.

Business improvement

In October 2004 Mr Forward announced the formation of the Business Reform Directorate which is responsible for developing initiatives to streamline internal structures and processes and improve integration and efficiency.

Mr Forward led the RTA's drive to deliver effective internal communications. During the year, he personally visited over 34 RTA metropolitan and regional locations across the state and presented to around 2,300 staff. He spoke to staff directly about the RTA's priorities and challenges, workplace safety and best practice in procurement.

Cross jurisdiction and interagency collaboration

Mr Forward continues to be the NSW representative attending meetings of the Standing Committee and National Transport Agency Chief Executive Committee. He is the Chairman of Austroads, a member of the Chief Executives Committee and is actively involved in the Chief Executive Network meetings.

Name: Michael Bushby
Position: Director, Road Safety, Licensing and Vehicle Management
Level: 6
Period in the Position: January 2005 - June 2005
Total annual remuneration package: \$235,738

Several significant road safety initiatives have been implemented under Mr Bushby's direction. These include changes to the demerit point and fine penalties applying to a range of driving offences, and two initiatives, passenger and vehicle restrictions for provisional drivers, which were developed for implementation in July 2005. Trials of point-to-point speed cameras and in-car digital speed cameras were also conducted during the year.

Mr Bushby supported two Road User Summits in March and May 2005 and led a range of new policy initiatives emerging from the summits. Some initiatives, such as the review of speed zoning on key routes, are well underway, while several others are being developed for implementation in 2005-06.

Mr Bushby oversaw the completion of road safety improvements on the Pacific Highway and the Princes Highway including the installation of wire rope barriers, profile line marking, variable message signs, and improved lane delineation and signage. Other projects resulted in road shoulder, rest area and clear zone upgrades, and intersection improvements. In addition Mr Bushby led a range of State Black Spot treatments, including traffic signal improvements, intersection reconstruction and safety barrier installation. Significant improvements were made to 125 crash locations.

The enhanced enforcement program continued to operate successfully under Mr Bushby's leadership, with operations targeting speeding, drink-driving, fatigue, heavy vehicles, seat belt use and helmet use, conducted throughout the five NSW Police regions.

Mr Bushby played a significant role in improving the safety and efficiency of road freight transport in NSW. The *Road Transport Legislation (Speed Limiters) Amendment Act 2005* was introduced to counter heavy vehicle speed limiter tampering and improve compliance with speed limiting provisions.

Other heavy vehicle initiatives developed under Mr Bushby's leadership include the NSW Compliance and Enforcement Legislation (*Road Transport (General) Bill 2004*), the implementation of stage 1 of the Intelligent Access Program, an upgrade of the Safe-T-Cam network, and the introduction of the Heavy Vehicle Notice System to all Heavy Vehicle Checking Stations during the first half of 2005.

Mr Bushby has contributed to a number of national road transport reform initiatives in conjunction with the National Transport Commission. These initiatives included proposals for 26 metre B-Doubles, the Third Determination Heavy Vehicle Charges, Performance Based Standards and improved national data sharing.

Appendix 05 (continued)

Customer service enhancements implemented under Mr Bushby's leadership included improved services through expansion of the motor registry network to Lightning Ridge and Walgett in north western NSW, continued growth in online transactions, and the development of internet kiosks for motor registries to allow customers to complete popular transactions themselves through the myRTA.com online facility.

Mr Bushby oversaw the introduction of the *Photo Card Act 2005* which will allow the RTA to issue a photo identification card, enabling NSW residents over 16 who do not hold a driver licence to provide formal evidence of their age and identity.

Other initiatives which progressed under the leadership of Mr Bushby in the area of vehicle emissions included trials of biodiesel fuels, the Cleaner NSW Government Fleet project, voluntary emission testing of light vehicles at RTA emission testing stations at Penrith and Botany motor registries, and further diesel testing and emission reduction research.

In 2004-05, Mr Bushby chaired the Workforce Capability Steering Committee and the Special Number Plates Steering Committee, and participated on the:

- Technology and Innovation Committee
- Government Agencies Road Safety Council
- Finance Strategy Committee
- Government Licensing System Steering Committee.

Mr Bushby is also the Program Manager for the Austroads Registration and Licensing Program.

Name:	Chris Ford
Position:	Director, Traffic & Transport
Level:	5
Period:	2004-05
Total annual remuneration package:	\$228,650

Mr Ford has made a significant contribution to fulfilling the RTA's role in managing traffic and transport and the achievement of associated outcomes.

In 2004-05, Mr Ford has led significant improvements in network management. Travel times and traffic flows have remained consistent through improved intersection treatments and network operations, and efficient management of incidents and special events. Improvements to the incident response and information systems of the Transport Management Centre have been achieved.

Mr Ford has directed the further enhancement of the Sydney Coordinated Adaptive Traffic System (SCATS), which is used to coordinate traffic signal timing across the network and now includes active priority for buses. Growth in the use of SCATS by other Australian and overseas cities has continued. SCATS is currently licensed to over 8,300 intersections in eight States and Territories in Australia, and a further 13,100 sites in 75 cities in 18 other countries.

The Government's Review of Bus Services aims to improve priority for buses on high priority routes with the greatest potential for growth in patronage. The Review identified a network of strategic bus corridors and Mr Ford has led the planning phase to identify the high priority bus corridors and put programs in place for implementing the bus priority measures.

Making other alternatives to the motor car, such as cycling and walking, more attractive improves traffic flow efficiency and delivers environmental benefits. In 2004-05, achievements led by Mr Ford included continued expansion of the cycleway network and support for promotions such as the RTA Big Ride, Cycle Sydney, Walk to Work Day, and Walk Safely to School Day. Mr Ford directed programs to identify and improve facilities for pedestrian mobility and safety. Pedestrian bridges were constructed at Leichhardt, East Gosford and Epping and planning is well advanced for sites at Canterbury, Wiley Park and Yagoona.

The flexible use of electronic toll tags issued for one motorway on all motorways in eastern Australia, has resulted in continued rapid expansion in tag use.

Programs directed by Mr Ford have leveraged electronic tolling to improve traffic flow through the toll plazas on the Sydney Harbour Bridge and Tunnel.

Mr Ford has led programs to maintain efficient and effective management of the condition of traffic facilities. Energy efficient traffic signal lamps have been introduced and arrangements for the bulk replacement of existing high voltage lamps have commenced.

Name:	Mike Hannon
Position:	Director, Road Network Infrastructure
Level:	6
Period in position:	2004-05
Total annual remuneration package:	\$257,000

Mr Hannon leads the development and maintenance of Road Network Infrastructure (RNI). His Directorate is responsible for developing and maintaining strategic partnerships with the Federal Government, contractors, consultants and industry associations.

Mr Hannon continued to liaise with DoTaRS on the Federal Government's AusLink policy, co-ordinating the negotiations on the bilateral agreement, as well as managing the impacts of AusLink on RNI's programs. Mr Hannon oversaw the development of key road planning strategies to deliver sustainable land use and transport solutions in consultation with DIPNR, DEC and other transport agencies.

Mr Hannon also led and managed the Directorate's involvement in major projects such as Transitways, major works on the Princes and the Great Western Highways and on the Windsor Road program. Strategic project achievements under Mr Hannon's leadership include:

- Great Western Highway; Shell Corner, Albion St to Watson Way (open Aug 2004) and Wentworth Falls West, Falls Rd to West St. (Jun 05)
- The Horsley Drive, Landon St to Fairfield St (Sep 04)
- Hoxton Park Road, Brickmakers Creek to Hill Rd (Final stage opened Apr 05)
- Windsor Road, Norwest Boulevard to Showground Rd (Dec 04)
- The Entrance Rd, Avoca Drive Intersection (July 04)
- Karuah Bypass (Sep 04) and Duval Creek (Dec 04)
- Murray River, Corowa Bridge (Feb 05)

In addition Mr Hannon oversaw the successful completion of environmental impact assessments for a number of key projects including the Wollongong Northern Distributor and, on the south coast, MR92 - Nowra to Nerriga.

He continued to lead the management of the Infrastructure Maintenance Program (over \$800 million) to ensure the road infrastructure is maintained to meet acceptable standards. Major initiatives that continued under Mr Hannon's leadership include the Directorate's involvement in the delivery of the Asset Renewal Program, the Rebuilding Country Roads Program, and the NSW Government Road Maintenance Reform Package.

Mr Hannon chaired the Maintenance Contracting Reference Committee, comprising representatives from the Local Government Shires Association, Institute of Public Works Engineers Australia, Municipal Employees Union and the RTA, managing the implementation of Single Invitation Contracts for State Roads Maintenance.

He continued to lead and manage the development of the RTA's urban design policy. Initiatives to promote this policy included publishing RTA Shotcrete Design Guidelines which address the issue of the visual impact of shotcrete, preparing RTA Noise Wall Design Guidelines for publication in the next financial year; and publishing an RTA urban design framework for the Pacific Highway corridor from Hexham to Tweed Heads. Corridor urban design strategies were completed to guide the future upgrade of key urban arterial corridors including Camden Valley Way and Richmond Road. The RTA's urban design policy

Appendix 05 (continued)

continues to be applied on all motorway projects in collaboration with RNI Directorate. The recently completed F3 Freeway widening from Jolls Bridge to Calga is the outcome of an integrated engineering and urban design process.

Under Mr Hannon's leadership improvements to contract management were accomplished by:

- Updating the RTA's Engineering Contracts Manual.
- Continuing to implement the Lawrence Hargrave Drive Alliance to develop a solution to the re-opening of Lawrence Hargrave Drive whilst minimising risk to the road user.
- Combining two sections of the Windsor Road Upgrade and implementing a competitively selected alliance because of the potential risks of delivery under a conventional contract model.
- Progressing tender and contract documentation for the following significant projects being delivered by the DCM model to ensure consistency of process and manage RTA's risk as well as the resolution of emerging issues:
 - Bundacree Creek to Possum Brush
 - Karuah to Bulahdelah, Stage I
 - North West Transitway Network
 - Albury - Wodonga project
 - Brunswick Heads to Yelgun

In addition, Mr Hannon also took management responsibility in March 2005 for Project Management Services Sydney and for selected major infrastructure projects across the state. He acted as RTA Chief Executive between 7 June 2004 and 7 July 2004 and 21 January 2005 and 4 February 2005.

Name:	Brett Skinner
Position:	Director Finance
Level:	6
Period in Position:	2004-05
Total annual remuneration package:	\$268,825

Mr Skinner provided positive leadership in financial and business management of the RTA during the year. To improve strategic management in delivery of RTA services and corporate objectives, he initiated a corporate focus on strengthening investment planning and results. This centred on developing a risk based assessment framework for program funding across the RTA's core program to allow prioritisation against risks and value for money and maximising community benefits. The Investment Decision Framework will be further developed during the coming year. Strategic budget management and financial reporting to support sound investment decisions maintained a high priority during the year. A program of strategic budget reviews were implemented and unqualified accounts for 30 June, 2004 were signed by the Auditor General in September, 2004. Also, the Treasury IAS deliverables of the draft Balance Sheet by 15 December, 2004 and March 2005 were successfully completed by the Finance Directorate.

Under Mr Skinner's leadership, property sales totalled \$53.2 million for the year. This result exceeded the original budget expectations despite weakening conditions in the property market. Rental income at \$17 million was another strong result as was advertising, property enquiry and other income at \$6.4 million. The overall property related revenue generated for the year totalled \$76.6 million.

Mr Skinner was involved in the provision of financial advice on private sector infrastructure proposals during the period which included a number of refinancing proposals. Advice on a range of commercial and economic projects was also provided, including e-tolling, special number plates and bus corridors.

A high standard of internal risk and control management was maintained for the RTA through the strategic Audit Plan. Key areas of potential major risks in the RTA's operations are identified for inclusion in the Plan and reviewed to ensure that effective controls and practices are in place to minimise risk.

A program for management of corruption risk, CRMMap was also developed and

will be progressively implemented across the whole organisation during 2005-06.

Through his involvement in a number of Executive Steering Committees, Mr Skinner has contributed to the RTA's Executive leadership. These have included:

- Finance Strategy Committee
- Audit Committee
- Business Services Advisory Committee
- Business Reform Steering Committee
- Procurement Strategy Committee

Name:	David Stuart-Watt
Position:	Director, Operations and Services (former Director, Client Services)
Level:	5
Period in Position:	March 2005 -June 2005
Total annual remuneration package:	\$240,401

Mr Stuart-Watt's major focus for this period has been on managing the delivery of client programs and projects and providing value for money. An additional responsibility was to deliver the works portfolio in road services and the management of fleet services. Under Mr Stuart-Watt's leadership, the core programs of road development, road maintenance, road safety and traffic management, amounting to \$1.7 billion were delivered to meet community needs across the State.

Significant accomplishments for Mr Stuart-Watt include:

- The completion of the North Kiama Bypass to allow diversion of highway traffic to future southbound onroad ramp at Bombo interchange.
- The completion of key milestones on the reconstruction of the Lawrence Hargrave Drive.
- Completion of the Bangor Bypass.
- Commencement of construction of North West Transitway.
- Commissioning of new vehicular ferry for Webbs Creek crossing on the Hawkesbury River.
- The opening of the Karuah Bypass.
- Opening to traffic of Duval Creek on the New England Highway, Burnett's Creek Bridge Realignment on MR 83 – Summerland Way and the Corrowa Federation Bridge.

The Directorate also successfully delivered road works and fleet management services to the value of \$609 million, an increase of \$10 million over the previous year. Road and Fleet Services won a total of \$36 million from external clients, \$12 million up on 2003-04. This exceeded the target by around \$9 million and confirmed a sound base in government agency work. This external work has improved resource utilisation and productivity, resulting in benefits for both internal and external clients. Key works delivered by road services in 2004-05 include reconstruction of Pheasants Nest Access Road, Anzac Bridge extra lane and the Buckets Way Upgrade Stage 5.

Mr Stuart-Watt has led significant improvements in process enhancements and managed the integration of programs at the local level. Mr Stuart-Watt has actively promoted the development of staff skills. Other achievements include:

- The development of a suite of maintenance specific road and bridge technical specifications.
- Improved access to road related data through advancements in the use of Spatial Information System technology.
- Automation of condition data surveys for road crack and roughness.
- The statewide implementation of quality assured management of the

Appendix 05 (continued)

RTA's vehicular ferry fleet through consistent quality assurance contracts.

The Directorate continued to deliver road safety programs that contributed to the reduction of fatalities and injuries through: refinement of Police operations across the state including Operations Westroads, Southroads, Drivesafe (Central Coast), Northroads and RoadSafe; coordination and management of the Federal Blackspot program; logistical support for the speed camera program; delivery of road safety audits and crash investigations; and successful rationalisation of speed zones in Sydney. The Snow and Ice Warning system (Stage 2) on the Great Western Highway, near Bathurst was operationalised, extending the functionality of the system (detection of black ice and snow) to six additional locations.

Mr Stuart-Watt has strengthened partnerships with Local Government and has ensured close working relationships with the Police throughout the State. Mr Stuart-Watt has chaired the State Road Authorities Project Management Executive and represented the RTA as a Director of the Australian Road Federation.

Name: Les Wielinga
Position: Director, Motorways
Level: 6
Period in the Position: December 2004 – June 2005
Total annual remuneration package: \$274,000

Mr Wielinga was appointed in December 2004 and as Director Motorways led the establishment of the new Directorate. The Motorways Directorate was created to ensure the effective delivery of Motorways Infrastructure, administration of operational tollways and the M5 East as well as improved management of road tunnel design, safety and ventilation issues.

Mr Wielinga provided leadership in the provision of high quality motorway related management services including the preparation of route strategies, management of motorways development, construction, operation and maintenance and project management and contract administration.

Mr Wielinga led the major motorway construction program in Sydney including the Cross City Tunnel, Westlink M7 and Lane Cove Tunnel.

He also oversees an extensive motorways development program including the Pacific Highway upgrade and Sydney Motorways. This includes progressing planning for 21 major projects on the Pacific Highway.

Mr Wielinga oversees the co-ordination between motorways including interoperability and customer services as well as managing RTA's interface with tollway concessionaires.

Mr Wielinga led the development of policy and provision of expert advice on tunnel ventilation, tunnel air quality and tunnel safety. He is a member of the World Road Association's Technical Committee on Road Tunnel Operations.

Mr Wielinga continues to develop and strengthen relationships with key stakeholders including other government agencies, public utility authorities, contractors and suppliers, landowners and community groups.

As a member of the RTA Executive Mr Wielinga contributed to the overall direction of the RTA through input to policy development, planning processes, continuous improvement and change management.

Name: Paul Willoughby
Position: Director, Communications and Corporate Relations
Level: 6
Period in position: 2004-05
Total annual remuneration package: \$257,000

Mr Willoughby leads the RTA's public communication activities and its relationships with key stakeholder groups. In 2004-05, his work spanned all of the RTA's responsibilities, including road maintenance and construction, road safety, traffic

management, driver licensing and vehicle registration. Mr Willoughby led a range of developments to increase community involvement in RTA decision-making and improve the provision of roads-related information to the public.

Mr Willoughby played a major role in initiatives to improve road safety for young drivers. This included development of Geared, a new magazine to provide road safety and driver education material to young people in a more relevant, cost-effective way. He oversaw the development and distribution of a discussion paper providing options to improve road safety for young drivers, including a successful online public comment facility. Among other road safety activities, Mr Willoughby continued to lead the RTA's road safety advertising and the sponsorship of the NSW cricket team, the SpeedBlitz Blues. The sponsorship included a popular series of visits by members of the team to secondary schools across the State and an interactive online road safety game.

Mr Willoughby led the development of new procedures to make the RTA more responsive to community views about road infrastructure projects, both in Sydney and regional areas of NSW. This included better provision of information to communities through newsletters, advertisements and public meetings. In addition to RTA-funded projects, Mr Willoughby also coordinated all public communication activities on Sydney's three private sector motorway projects – the Cross City Tunnel, Westlink M7 and Lane Cove Tunnel. Mr Willoughby participated in a range of public meetings about road projects.

Mr Willoughby led the development of public communication initiatives associated with the introduction of full electronic tolling to Sydney. This included new road signage, design of a new symbol indicating arrangements for motorists without electronic tolling tags, and public awareness campaigns in Sydney and regional areas.

Mr Willoughby oversaw improvements to the RTA's website, which is now the most visited State Government website in Australia. This included a significant expansion of online services such as vehicle registration renewals and the provision of improved real-time traffic information to motorists.

Mr Willoughby led RTA activities in relation to freedom of information, privacy, Ministerial correspondence and media enquiries. He was the RTA's main media spokesperson.

As a member of the RTA executive, Mr Willoughby contributed to the overall direction of the RTA through input to planning and policy development processes, continuous improvement and change management. He acted as RTA Chief Executive from 30 May to 27 June.

RTA SENIOR EXECUTIVE SERVICE PROFILE OF POSITIONS

SES Level	2001-02	2002-03	2003-04	2004-05
CEO under S.I.I.A.#	1	1	1	1
Level 6	2	2	2	5
Level 5	4	4	4	2
Level 4	7	7	8	10
Level 3	14	14	15	14
Level 2	14	16	14	12
Level 1	1	0	0	0
Other	1	0	0	0
Total	44	44	44	44

#CEO position is listed under S.I.I.A. of the *Statutory and Other Officers Remuneration Act 1975*.

Note: The number of SES positions occupied by women in the current year is four, up from three in the previous two years.

APPENDIX 06 // INDUSTRIAL RELATIONS

Awards/enterprise agreements

A new Award covering Traffic Signals Staff was approved by the Industrial Relations Commission of NSW.

A new Enterprise Agreement for Professional Engineers was certified by the Australian Industrial Relations Commission.

An interim Award was approved by the Industrial Relations Commission of NSW to provide wages staff with a 4 per cent increase in wages from the first full pay period after 1 July 2004 for a period of 12 months.

Communication and consultation

The Peak Consultative Committee was established as the point of consultation with associations covering salaried staff and engineers on matters regarding the RTA's business reform program.

The agreed consultative processes to discuss crucial industrial issues with all unions/associations continues. Forums and committees are convened from time to time to address issue based subjects.

A Single Bargaining Unit continues to be the main negotiation and consultation forum for wages staff.

Movements in salaries, wages and allowances

Salaried staff received a 4 per cent increase in salaries from the first full pay after 1 July 2004 in accordance with the public sector Memorandum of Understanding that provides for salary increases until 2008.

Negotiations continue with wages unions for a new Award to provide wages increases from 1 July 2005 to 2008.

Industrial relations policies and practices

The Wages Classification Structure has been implemented. The assessment process for a small number of staff is continuing.

A full survey of all motor registry and call centre staff has commenced to assist in the review of conditions of employment and rostering arrangements for this part of the business.

Industrial Relations Commission

The RTA was involved in 12 disputes lodged with the Commission. Four were settled by conciliation or stood over, one was withdrawn, whilst the remaining seven are yet to be finalised.

Sixteen applications for unfair dismissal were lodged. Nine were settled by conciliation and one was withdrawn. Six are yet to reach conclusion.

GREAT Appeals

Promotional

Ten promotional appeals were lodged with the Government and Related Employees Appeal Tribunal (GREAT). Three appeals were upheld and seven were disallowed.

Disciplinary

Three disciplinary appeals have been lodged with GREAT. However, no matters have been heard as yet.

Reinstatement applications

No reinstatement applications were heard before GREAT.

TOTAL EFFECTIVE FULL-TIME EMPLOYEES BY CATEGORY: FISCAL YEARS 2002 TO 2005

Year	Salaried staff	Wages Staff	Casual Staff	Total Staff
2001-02	4685	1647	155	6487
2002-03	4797	1629	92	6518
2003-04	5225	1636	46	6907*
2004-05	5228	1615	26	6869

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

APPENDIX 07 // EQUAL EMPLOYMENT OPPORTUNITY

Major EEO outcomes during the reporting period accounting for planned outcomes set the previous year:

- Responsibilities for diversity and EEO outcomes are included in the performance agreements of Directors and General Managers.
- Consultation in the development of a draft Employer of Choice paper included a focus group of female staff. The group focused on work and life balance issues, a workplace culture based on respect for others and activities to identify and remove structural barriers to employment and career progression.
- Four RTA sponsorships were granted for female middle management staff to attend the Top Steps Program.
- Fifteen apprentices, 64 trainees and 14 graduates were recruited. The RTA also has 29 undergraduate scholarships of which nine are for women and two are in rural NSW.
- A Managers' Guide to Employment Programs was developed to provide guidance and direction to all managers who supervise graduates, apprentices, trainees and other employment program participants.
- A Graduate Program Discipline Champions' Network was established and recruitment processes for trainees were refined.
- The Wages Classification Project continued to be implemented using a range of tools and techniques to meet the needs of the RTA's diverse wages staff. In 2004-05, 94 per cent of wages staff covered were assessed in their nominated grade and had met the required competency criteria. Benefits include a reduction of classifications from 300 to 30 consistent pay points, clearer career paths, majority of grades aligned to national

competencies applying in the civil construction industry, transparent range of skills needed to meet contemporary industry, OHS and environmental standards, progression opportunities linked to skill enhancement that supports business efficiency and skill gaps being identified and competency-based training and assessment delivered where necessary.

- As part of the variation to the Crown Employees Wages Staff Award a revised Anti-Discrimination subclause that includes responsibilities as a carer as grounds of proscribed discrimination was included.
- The RTA filled the positions of Aboriginal Program Consultant (APC) Wagga Wagga, a limited duration APC position at Grafton and a limited duration Project Services Officer position at Newcastle. An Aboriginal Road Safety Coordinator position was established to coordinate research into Aboriginal transport and road safety issues and to develop programs targeted at Aboriginal and Torres Strait Islander communities.
- Two senior Aboriginal positions were created to address the over-representation of Aboriginal people in road trauma and incarceration rates linked to driver licence offences. These positions of Senior Aboriginal Policy Officer and Senior Project Officer (Aboriginal) work closely with the Department of Aboriginal Affairs, NSW Health and the Attorney-General's Department. They are responsible for the implementation of a number of recommendations from the Country Road Safety Summit and the Royal Commission into Aboriginal Deaths in Custody.
- Aboriginal traineeships in selected motor registries and the Newcastle Call Centre were maintained. In 2004-05, eight Aboriginal trainees have taken up permanent part-time employment since completion of their training.

Appendix 07 (continued)

- Two new awards to recognise commitment to Aboriginal issues were created and the Aboriginal Employee of the Year and the Reconciliation Award for services to Aboriginal Programs were presented by the Acting Chief Executive.
 - The RTA Library established an Indigenous Australian intranet page with multiple links.
 - See Appendix 10 for EEO initiatives related to disability.
- The following are the major planned EEO outcomes for the next year, which reflect the RTA's corporate priorities identified in planning and documentation:
- Rolling up the Disability Action Plan, Diversity & Equity Plan and Ethnic Affairs Priority Statement & Plan under a single document to improve ease of implementation and reporting.
 - Continue to maintain Aboriginal traineeships in selected motor registries and the Newcastle Call Centre.
 - Launch a new Indigenous affairs 'Hot Topics' through the Library Services providing a review of current literature on Indigenous cultural heritage and the built environment.
 - Conduct RTA Spokeswomen's Program annual information days under the theme 'En route to a better future'.

TRENDS IN THE REPRESENTATION OF EEO GROUPS⁽¹⁾

EEO GROUP	% of total staff ⁽²⁾			
	Benchmark*	RTA 2003	RTA 2004	RTA 2005
Women	50%	29%	30%	31%
Aboriginal People & Torres Strait Islanders	2%	2.1%	2.2%	3%
People whose language first spoken as a child was not English	20%	17%	19%	17%
People with a disability	12%	13%	11%	12%
People with a disability requiring work-related adjustment	7%	4.5%	3.9%	4%

EEO GROUP	Distribution Index ^{(3) (4)}			
	Benchmark*	RTA 2003	RTA 2004	RTA 2005
Women	100	95	76	95
Aboriginal People & Torres Strait Islanders ⁽⁵⁾	100	78	89	62
People whose language first spoken as a child was not English	100	98	93	100
People with a disability	100	91	105	91
People with a disability requiring work-related adjustment	100	83	95	84

Notes: 1. Staff numbers as at 30 June.

2. Excludes casual staff.

3. A Distribution Index of 100 indicates that the centre of the distribution of EEO group across salary levels is equivalent to that of other staff. Values less than 100 mean that the EEO group tends to be more concentrated at lower salary levels than is the case for other staff. The more pronounced this tendency is, the lower the index will be. In some cases the index may be more than 100, indicating that the EEO group is less concentrated at lower salary levels. The Distribution Index is automatically calculated by the software provided by OEED.

4. The Distribution Index is not calculated where EEO group or non EEO group numbers are less than 20.

5. The low Distribution Index for 2004-05 correlates with increases in trainee recruitment.

* The benchmark is set by the OEED, Premiers Department.

APPENDIX 08 // NSW ACTION PLAN FOR WOMEN

The NSW Action Plan for Women is grounded on the principles of equity, access, rights and participation. The action plan addresses the daily experiences of women: paid and unpaid work; health and housing; violence and safety; justice and legal equality; child care, education and training; decision making and leadership; and access to information.

The RTA supports the NSW Government's aim for a society in which women have full and equal access to every benefit and opportunity in the community,

and where women's needs are recognised and addressed in government policies and services.

The nature of the RTA's business is to service all people of NSW. The needs of all EEO groups, including women, are addressed in the RTA's policies and programs to ensure equity of access to all people of NSW.

The RTA's Diversity and Equity Plan identifies a range of actions to achieve equity of representation for women and all other EEO groups.

APPENDIX 09 // ETHNIC AFFAIRS PRIORITIES STATEMENTS AND ANY PLANS

Statement setting out progress in implementing EAPs and key strategies for the following year

The RTA provides products and services to people and organisations in the most culturally diverse state in Australia. The RTA serves all road users and will continue to ensure easy access and use of services.

The following is the RTA's progress in implementing the Ethnic Affairs Priority Statement in 2004-05.

- Interpreting services were provided free to licence applicants for computer-based licence tests.
- Licence tests and licensing publications are available in English and nine major community languages (Arabic, Chinese, Croatian, Greek, Korean, Serbian, Spanish, Turkish and Vietnamese) and are updated as required. An online practice Driver Knowledge Test is also available on the RTA website in English and nine major community languages.
- The multilingual pamphlet, *Wear the Hardware*, is available for download from the RTA website.
- All materials developed for Early Childhood Road Safety Education include images of children, parents and carers from ethnically diverse backgrounds.
- The following road safety education materials were developed for primary schools:
 - i. The video, *Children's limitations in the traffic environment*, with a cast including children and adults from diverse cultural backgrounds, older adults (grandmother) and a child in a wheelchair.
 - ii. One primary school road safety education poster included panels of eyes and skin tones from various cultural backgrounds and the word 'Think!' in six community languages.
 - iii. Road safety education stickers for schools include a variety of characters from different ethnic backgrounds.
- More than 200 'Helping Learner Drivers' workshops were conducted in 2004-05. Interpreters were offered to parents from non-English speaking backgrounds when required. The multilingual RTA Road Users' Handbook was promoted through the parent workshops.
- 'Shifting Gears' and 'Shifting up a gear with TAFE NSW' were developed and released to NSW secondary schools and TAFE colleges. These resources contain activities which challenge students to explore the effect of culture on driving and include images of NSW high school students from culturally diverse backgrounds.
- An occupant restraint project and a driver mentoring project were conducted to target ethnic communities in Sydney and Coffs Harbour.
- A Road Safety Officer has been appointed to the remote communities of Gilgandra and Narromine.
- Under the YouthSafe Young Drivers Program the RTA:
 - Established an advisory committee involving Arabic and Chinese community representatives and other key stakeholders.
 - Prepared promotional material involving parents of young drivers in Arabic and Chinese communities.
 - Organised the distribution of promotional material and conducted interviews with the Chinese community during the Chinese Moon Festival in September 2004.

- All road safety campaigns include a communication strategy to target Aboriginal and ethnic communities. It involves an expenditure of 3-5 per cent of the campaign budget on electronic media for broadcasting on SBS (subtitle or community languages) and *Imparja* (rural and remote communities) and 7.5-10 per cent of the campaign budget on printed media in community languages.
- Multilingual documents are also available at 28 Government Access Centres.
- The new Road Users' Handbook is available in Arabic, Chinese, Croatian, Greek, Japanese, Korean, Serbian, Spanish, Turkish and Vietnamese.
- Free multilingual road safety education resources can be downloaded/ordered from the RTA website.
- Transport access guides were developed in languages relevant to the ethnic communities living in the M5 East sub region (the Canterbury, Rockdale, Kogarah and Marrickville areas).
- The RTA's cycling events are promoted through the ethnic press media.
- The Community Language Allowance Scheme was reviewed to better align it with business needs.

Planned actions

- Produce the Disability Action Plan, Diversity & Equity Plan and Ethnic Affairs Priority Statement & Plan in a single document to improve ease of implementation and reporting.
- Continue to provide interpreting services for licence tests without cost to licence applicants.
- Ethnic TV, radio and press campaigns will continue.
- Conduct a study into the feasibility of interpreters translating the computer-based licence tests to applicants through a teleconferencing system and apply the findings of the study.
- A range of multilingual road safety information will continue to be available for download from the RTA website.
- All publications will continue to include images of people from ethnically diverse backgrounds.
- Complete the Cycling Manual with photographic images reflecting the cultural diversity of NSW school communities.
- Continue Helping Learner Drivers workshops.
- Develop a Teacher Resource Booklet for the 'SHIFT' component of the Stage Five Resource under the Young Drivers program.
- Continue to co-fund with councils the Local Government Road Safety Programs which also target ethnic road users.
- Continue to provide an audio facility in English, Arabic, Croatian, Greek, Korean, Mandarin, Serbian, Spanish, Turkish and Vietnamese for the Driver Knowledge Test (DKT), Hazard Perception Test and Driver Qualification Test. The RTA will also continue to publish the interactive Internet version of the demonstration DKT in all above languages for all licence classes. These services will be maintained as appropriate.
- Under the YouthSafe Young Drivers Program undertake relevant community consultation as an integral part of any new initiatives and engage relevant communities in project development, implementation and evaluation.

APPENDIX 10 // DISABILITY PLAN

Statement setting out the progress in implementing plans required under the *Disability Services Act (1993)*

- The RTA continued to implement the Mobility Parking Scheme and the team managing this project won the RTA Staff Award for 'community involvement and public communication'.
- The RTA participated in the Corporate Partners for Change Expressions of Interest for work placement of trainees with a disability. Audio Loop Equipment was installed in the RTA's major Parramatta training facility to support trainees with a disability.
- The Action Plan for Transport was reviewed and updated with a range of actions to benefit people with a disability.
- The Disability Action Plan was reviewed.
- With a view to prevent future hearing impairments, the RTA continued to implement hearing conservation programs and hearing testing for around 700 staff. The RTA also developed fact sheets to guide managers and supervisors through the essential requirements of a Hearing Conservation Program and developed a management planning tool for employees who had been identified with high levels of hearing loss.
- All designs for rest areas incorporate access and facilities for people with a disability.
- All facilities on Transitways were designed and constructed to meet accessibility standards.
- A dedicated TTY 1800 phone number is provided for hearing-impaired people. Our SMS messaging service to contact the RTA Call Centre also targets people with speech impairment.
- The RTA reviewed access provisions for people with a disability at pedestrian bridges at schools and mandated lifts or ramps for all new pedestrian bridges at schools to Australian Standards for disabled access.
- Project meetings that involve community contact have been located at venues that have access for people with a disability.
- Hearing loops have been provided at all RTA motor registries.
- An audio facility is available on the RTA's Driver Knowledge Test and Hazard Perception Test. It has also been reviewed to ensure vision and colour-impaired persons are not disadvantaged. Advertising agencies have been instructed to ensure teletext captions are used in all RTA television commercials.
- All Mobility Parking Authority Scheme holders are now receiving automatic renewal notices.
- High visibility road markings are used on at least 90 per cent of the State Road network.
- Pedestrian level crossing design standards were improved following consultation with and testing by peak disability groups. The RTA will fund future upgrades.
- The RTA's 131 motor registries are accessible and leased premises are progressively being upgraded to full accessibility.

APPENDIX 11 // OVERSEAS TRAVEL BY RTA OFFICERS

From 1 July 2004 to 30 June 2005, RTA officers travelled overseas on 22 occasions to undertake official duties for the RTA and the Government of NSW.

At no cost to the RTA, overseas visits were made by:

- The General Manager, Corporate Development (subsequently Acting Director, Business Reform), on two occasions to Paris, France, to provide specialist advice to the Paris 2012 Olympic Bid Committee.
- The Director, Communications and Corporate Relations, to London, England, to provide advice to the London 2012 Olympic Bid Committee.
- The Manager, Rigid Pavements Unit, Asset and Project Technology, and the Senior Project Manager, Project Management Services, Hunter Region, to Kuala Lumpur and Penang, Malaysia, at the request of the Malaysian Highway Authority and the Malaysian Concrete Association to conduct a training course on the design and construction of concrete highway pavements and on maintenance techniques.
- A Bitumen Inspector, Fleet Services, to Port Moresby and Goroko, Papua New Guinea, to test and calibrate bitumen sprayers for Global Constructions Ltd.
- The Computer Systems Manager and Client Liaison Manager, Traffic Systems, to Hamilton, New Zealand, to attend a Sydney Co-ordinated Adaptive Traffic System (SCATS) user group meeting.
- The Client Liaison Manager, Traffic Systems, to Hong Kong to provide project management to the SCATS Hong Kong Island Expansion Project.
- The Manager, Business Processes, Transport Management Centre, to Malaysia to provide quality assurance to a Traffic Operations Centre outside Kuala Lumpur.
- Visits during 2004-05 for which all or part of the costs were met by the RTA, were as follows:
 - The General Manager, Marketing and Corporate Communications, the Project Assessment Manager, Network Development, and a Project Manager, Traffic Projects, travelled to Wellington, New Zealand, to participate in the ANZSOG Executive Masters in Public Administration.
 - The Manager, Vehicle Emissions Management Program, travelled to Wellington, New Zealand, to attend a Transport Emissions Conference.
 - The Director, Motorways, travelled to Rome, Italy, to attend a meeting of the PIARC Committee for Road Tunnel Operations as the official Austroads delegate.
 - The Chief Executive travelled to New York, USA, to visit the Port Authority of New York and New Jersey and to Quebec City, Canada, to attend the annual conference of the Transport Association of Canada.
 - The Chief Executive and the Director, Road Safety, Licensing and Vehicle Management, travelled to Wellington, New Zealand, to attend meetings of the Transport Agencies Chief Executives, Standing Committee on Transport, and Austroads.
 - The Manager, Application Development and Maintenance Section, and the Manager, IT Infrastructure Development, Information Management and Information Technology Branch, travelled to San Francisco, USA, to visit Sun Microsystems to define product enhancements required by the RTA for Sun's Open Source/Open Standards desktop software suite.
 - The Pavement Condition Manager, Infrastructure Maintenance Branch, travelled to Christchurch, New Zealand, to attend the International Surface Friction Conference.
 - The Manager, Information and Technology, Infrastructure Maintenance Branch, travelled to Christchurch, New Zealand, to attend the Austroads Asset Taskforce.

APPENDIX 12 // FREEDOM OF INFORMATION

In 2004-05 the RTA received 1,502 requests for information under the *Freedom of Information Act 1989*, compared with 1,376 in 2003-04. Two hundred and twenty-seven applications were brought forward into the current period, compared to 201 in 2003-04. Two hundred and seventy-seven applications were not completed at the end of the 2004-05 reporting period.

The use of FOI by legal practitioners and finance company investigators has continued to undergo a significant increase. This increase is believed to be due to the tightening of the availability of registration and licensing data in other jurisdictions, the increasing awareness of the rights of access under FOI and privacy legislation. At the same time there has been a significant decrease in the number of people wanting access to their own records through the FOI process.

Of the 1,312 requests completed, 924 were granted in full, 86 in part, and 299 were refused, three were transferred to other agencies, two were deferred and 123 were withdrawn. Of the 299 applications refused in full or in part, 24 were refused on the grounds that the information was otherwise available, 229 were refused as the documents were not held by the RTA and 76 were refused as the applicant did not pay the necessary fees.

Of those requests not granted in full, 38 applicants sought an internal review of the decision (compared with six in 2003-04) and 16 took the matter to the Ombudsman (compared with one in 2003-04).

There were two appeals completed at the Administrative Decisions Tribunal this year (compared with one last year).

Eight hundred and thirty-six applications required consultation with a total of 1,089 third parties outside the RTA (789 applications required a total of 980 consultations in 2003-04).

Processing FOI requests cost an estimated \$177,366.03 (\$44,113.25 in 2003-04) and fees received totalled \$64,074.25 (\$56,620 in 2003-04). The fees received include application fees of \$39,420. There were four requests for amendments to personal records (none in 2003-04). There were no requests for notations to personal records (two in 2003-04) and no Ministerial certificates have ever been issued.

A total of 1,163 applications were finalised after the statutory 35-day processing period. One of the contributing factors for this was the continuing high number of applications during the reporting period. There was an 11 per cent increase in applications in 2004-05. The RTA continued to review the resources available to the area responsible for Freedom of Information, privacy and contract reporting. This resulted in the approval to second two additional staff to the unit to deal with these vital functions. The total number of staff now dealing with FOI applications is four. The RTA will continue to monitor the area.

The RTA continued with the identification, computerised recording and the provision of policy documents in accordance with the requirements of the FOI Act. The RTA's Summary of Affairs is published on its website (www.rta.nsw.gov.au).

FOI APPEALS TO THE OMBUDSMAN

There were 16 appeals to the Ombudsman in 2004-05.

In the first case, on 26 May 2003 the applicant applied for copies of a large amount of documents relating to accidents, road maintenance, weather conditions, civil claims and other records regarding designated areas of the F6 Freeway. On 7 January 2004 the RTA determined to release most of the documents but withhold some documents on the grounds that they contained information subject to legal professional privilege and the release of the information would be exempt, under Clause 10, Schedule 1 of the FOI Act. On 10 February 2004 the applicant lodged an internal review against the RTA's determination. On 20 February 2004 the RTA's internal review upheld the original determination. On 11 May 2004 the third party lodged an appeal with the NSW Ombudsman's office. On 18 November 2004 the Ombudsman's office advised that it had decided not to take any further action about the complaint.

In the second case, on 6 February 2004 an application was made for all documents on an RTA Human Resources file. On 21 January 2005 the RTA determined to release some of the documents in question. The applicant lodged an

internal review application on 10 February 2005. On 24 February 2004 the RTA's internal review upheld the original determination. The applicant lodged an appeal to the Ombudsman on 21 April 2004. The Ombudsman's office asked the RTA to reconsider the determination. On 22 June 2005 the RTA advised the Ombudsman and the applicant that it had decided to release some additional documents and withhold others. The matter had not been finalised by 30 June 2005.

In the third case, on 14 June 2004 an application was made to inspect documents related to structural rust and/or lack of proper painting maintenance of the Sydney Harbour Bridge. On 22 July 2004 the RTA determined the applicant would be allowed to inspect the requested documents related to the maintenance of the bridge. The applicant believed there were additional documents and lodged an internal review application on 13 August 2004. On 31 August 2004 the RTA advised the applicant that the internal review had upheld the original determination. The applicant lodged an appeal to the Ombudsman and on 29 September 2004 the Ombudsman's office advised the applicant that it had decided not to take any further action. The applicant appealed to the NSW Administrative Decisions Tribunal (ADT) on 26 November 2004. The matter had not been finalised by 30 June 2005.

In the fourth case, on 2 August 2004 an application was made for copies of documents related to the decision to change the preferred option for the M4 East motorway tunnel. The applicant regarded the application as a deemed refusal and lodged an internal review application on 4 March 2005. The internal review determination had not been made when the applicant lodged an appeal to the Ombudsman on 31 March 2005. The RTA made a determination and released the documents on 14 April 2005. However, the Ombudsman's office decided to continue with its investigations. The matter had not been finalised by 30 June 2005.

In the fifth case, on 2 August 2004 an application was made for copies of documents discussing or concerning traffic problems associated with the configuration of E-tag and cash lanes on the Sydney Harbour Tunnel. The application was refused for non-payment on 14 September 2004. The applicant asked the RTA to continue with the application and sought a 50 per cent fee reduction. This was approved on 22 September 2004. The applicant regarded the application as a deemed refusal and lodged an internal review application on 7 March 2005. The internal review determination had not been made when the applicant lodged an appeal to the Ombudsman on 31 March 2005. The RTA made an internal review determination and released the documents on 31 March 2005. However, the Ombudsman's office determined to continue with its investigations. The matter had not been finalised prior to 30 June 2005.

In the sixth case, on 12 August 2004 an application was made to inspect documents concerning allegations of the waste of public monies related to either premature road pavement failure or unnecessary road pavement rehabilitation by the RTA. The documents had been requested, and denied as exempt in a previous application by the same applicant. On 16 August 2004 the RTA determined the documents were exempt on the same grounds. The applicant lodged an internal review application on 23 August 2004. On 22 September 2004 the RTA advised the applicant the internal review upheld the original determination. The applicant lodged an appeal to the Ombudsman and on 29 September 2004 the Ombudsman's office advised the applicant that it had decided not to take any further action about the complaint. The applicant appealed to the ADT on 26 November 2004. The matter had not been finalised before the ADT by 30 June 2005.

In the seventh case, on 2 September 2004 an application was made for copies of all documents in the last 12 months between the RTA and Baulderstone Hornibrook relating to the revised completion/opening date of the Cross City Tunnel and all documents that discussed the tunnel's construction schedule being brought forward in order for the project to be completed by Christmas 2004. A request for an advance deposit was forwarded on 15 September 2005. The applicant sought a 50 per cent fee reduction. This was approved and the advance deposit was received on 22 October 2004. The applicant regarded the

Appendix 12 (continued)

application as a deemed refusal and lodged an internal review application on 4 March 2005. The internal review determination had not been made when the applicant lodged an appeal to the Ombudsman on 31 March 2005. The RTA made an internal review determination to release the documents on 14 April 2005. However, the documents could not be released until the appeal period expired as a number of third parties had objected to the release of the documents. No appeal was lodged and the documents were released on 29 June 2005. However, the Ombudsman's office decided to continue with its investigations. The matter had not been finalised by 30 June 2005.

In the eighth case, on 18 August 2004 an application was made for a list of attendees at a meeting at a rural town hall on a specified date and any follow up correspondence that may have resulted from that meeting. The RTA determined on 30 September 2004 to release the document in question. Between 22 and 28 October 2004 three of the third parties lodged internal review applications. The RTA made the subsequent internal reviews on 9 November 2004, upholding the claims by the third parties and determining to release part of the document in question and claim the remainder of the document as exempt. The applicant lodged an appeal to the Ombudsman on 31 December 2004. The Ombudsman's office asked the RTA to reconsider the determination. On 6 May 2005 the RTA advised the Ombudsman and the applicant that it had decided to release some additional information, but withhold the names of the third parties. The applicant appealed to the ADT on 30 May 2005. The matter had not been finalised before the ADT by 30 June 2005.

In the ninth case, on 3 September 2004 an application was made for details of Safe-T-Cam sightings of heavy motor vehicles sighted at Pacific Highway, Currumbin, travelling north on a specified date and time. No photographs were available and the only information available was in the form of a report listing the details of the vehicles sighted, the date, time and direction. Between 13 September and 13 October 2004 RTA staff attempted to contact the applicant on five occasions to advise him Safe-T-Cam images were not available and confirm what was required. Oral advice was received that a report of the vehicle registration numbers was required, but for southbound and not northbound vehicles. A revised report was obtained and released on 27 October 2005. The applicant's client contacted the RTA in January 2005 and complained he had been supplied with the wrong information. An investigation was conducted and the complainant was advised of the circumstances and that the information was no longer available as it had been destroyed 12 months after capture, in accordance with normal practices. The applicant did not lodge an internal review. However, the Ombudsman decided to investigate the matter under other powers. The matter had not been finalised before the ADT by 30 June 2005.

In the tenth case, on 15 September 2004 an application was made for reports or assessment of the trials of bus lane cameras placed in Sydney CBD streets. On 14 December 2004 the RTA determined the documents were exempt as they had been prepared for submission to Cabinet. The applicant lodged an internal review application on 5 January 2005. On 28 January 2005 the RTA's internal review upheld the original determination. The applicant lodged an appeal to the Ombudsman on 17 February 2005. It was necessary for the RTA to obtain a Certificate from the Director-General, Cabinet Office, under Section 22 of the *NSW Ombudsman's Act*. The matter had not been finalised by 30 June 2005.

In the eleventh case, on 5 October 2004 an application was made to inspect all documents concerning the construction and maintenance of "Mundoonan" rest area. A request for an advance deposit was forwarded on 2 November 2004. The applicant challenged the amount of the advance deposit and lodged an internal review application on 22 November 2004. On 8 December 2004 the RTA advised the applicant the internal review confirmed the original advance deposit request. The applicant lodged an appeal to the Ombudsman on 4 January 2005. On 10 February 2005 the Ombudsman's office advised the applicant that it had decided to take no further action as it believed the advance deposit request was reasonable. The advance deposit had actually been paid on

4 January 2005. On 22 March 2005 the RTA determined the applicant would be allowed to inspect part of the requested documents. However, the RTA determined it did not hold some of the requested documents. The applicant believed there were additional documents and lodged an internal review application on 4 April 2005. On 6 May 2005 the RTA advised the applicant that the internal review had upheld the original determination. The applicant appealed to the ADT on 17 June 2005. The matter had not been finalised before the ADT by 30 June 2005.

In the twelfth case, on 11 October 2004 an application was made to inspect all documents that refer to any telephone conversations, correspondence or files notes regarding any bias related to the applicant's Government and Related Employees Appeal Tribunal appeal. The same documents had been requested as part of a major FOI application previously lodged by the same applicant on 4 December 2002. Therefore, the RTA determined on 2 November 2004 that the application should be refused as it was attempting to obtain documents by submitting a number of separate FOI applications when the original combined application had been refused as an unreasonable diversion of resources. On 23 November 2004 the applicant lodged an internal review with the RTA. On 9 December 2004 the RTA upheld the original determination. The applicant lodged an appeal to the Ombudsman on 4 January 2005. On 10 February 2005 the Ombudsman's office advised the applicant that it had decided to take no further action as, under the circumstances, it supported the RTA's view to refuse the applicant, stating the grounds seemed entirely reasonable. The applicant appealed to the ADT on 31 March 2005. The matter had not been finalised by 30 June 2005.

In the thirteenth case, on 25 October 2004 an application was made for copies of any correspondence received by the RTA in relation to the applicant's fitness to drive a motor vehicle in NSW. The RTA determined on 2 December 2004 that the document in question was exempt. On 17 December 2004 the applicant lodged an internal review with the RTA. On 23 December 2004 the RTA upheld the original determination. The applicant lodged an appeal to the Ombudsman on 4 February 2005. The Ombudsman's office asked the RTA to reconsider the determination. On 3 May 2005 the RTA advised the Ombudsman and the applicant that it had decided to release part of the document, but withhold information that would identify the complainant.

In the fourteenth case, on 17 November 2004 an application was made for the name and address of the current registered operator of a specific motor vehicle. The RTA consulted with the registered operator and determined on 20 January 2005 that the document in question was exempt. On 3 February 2005 the applicant lodged an internal review with the RTA. On 15 February 2005 the RTA upheld the original determination. The applicant lodged an appeal to the Ombudsman on 29 April 2005. The matter had not been finalised by 30 June 2005.

In the fifteenth case, on 18 November 2004 an application was made for the name and address of the current registered operator of a specific motor vehicle. The RTA consulted with the registered operator and determined on 20 January 2005 that the information should be released. On 15 February 2005 the third party lodged an internal review with the RTA and on 25 February 2005 the RTA upheld the original determination. The applicant lodged an appeal to the Ombudsman on 2 May 2005. On 8 June 2005 the Ombudsman's office advised that it had decided not to take any further action about the complaint.

In the sixteenth case, on 22 December 2004 an application was made for documents relating to the investigation of the complaint made by an RTA customer, including a copy of the letter of complaint and the RTA's reply. The RTA consulted with the third party and determined on 8 March 2005 that the documents should be released. On 4 April 2005 the third party lodged an internal review with the RTA. On 14 April 2005 the RTA upheld the original determination. The applicant lodged an appeal to the Ombudsman on 1 June 2005. The matter had not been finalised by 30 June 2005.

Appendix 12 (continued)

FOI APPEALS TO THE ADMINISTRATIVE DECISIONS TRIBUNAL (ADT)

There were two appeals to the ADT in 2003-04 that were not finalised. There were six new appeals to the ADT in 2004-05.

In the first unfinished case, on 21 July 2003 an application was made for the name and address of the current registered operator of a motor vehicle. The third party was consulted and on 29 August 2003 the RTA determined that the applicant would be provided with the requested documents. The applicant lodged an internal review application on 30 September 2002. On 10 October 2003 the RTA advised both parties that the internal review had upheld the original determination. The applicant lodged an appeal to the Ombudsman on 23 January 2004. The Ombudsman's office advised the applicant on 11 February 2004 that it had decided not to take any further action about the complaint. The third party appealed to the ADT on 13 April 2004. The third party sought a number of adjournments and the matter was not heard before the ADT until 12 November 2004. The Judicial Member determined the decision under review was affirmed. As there was no subsequent appeal, the information was released to the applicant on 7 February 2005.

The second unfinished case resulted from an application by a council for documents concerning the Option Feasibility Assessment for the M4 East Options Study - Overview Report, December 2003. On 28 May 2004 the RTA determined that the documents were exempt as internal Working documents, under Clause 9, Schedule 1 of the FOI Act. However, unknown to the RTA, the council had lodged an appeal to the ADT on 20 August 2004 on the grounds of a

deemed refusal as the RTA had not made a determination within the statutory time period. Representatives of the RTA and the council appeared at a preliminary meeting on 29 June 2004 and the circumstances were explained to all parties. As a result the council lodged an internal review with the RTA on that day. On 21 July 2004 the RTA advised the applicant that the internal review had upheld the majority of the original determination. The ADT heard evidence on 2 and 3 November 2004. On 24 February 2005 the Judicial Member determined the majority of documents were exempt. As there was no subsequent appeal, the non-exempt documents were released to the applicant on 7 February 2005.

The first 2004-05 application is set out in case number three under appeals to the NSW Ombudsman. The second application is set out in case number six under appeals to the NSW Ombudsman. The third application is set out in case number eight under appeals to the NSW Ombudsman. The fourth application is set out in case number eleven under appeals to the NSW Ombudsman. The fifth application is set out in case number twelve under appeals to the NSW Ombudsman.

In the sixth case, on 17 January 2005 an application was made for documents relating to the cost of construction and closures of the Mardoona rest area on the Hume Highway. The applicant regarded the application as a deemed refusal and lodged an internal review application on 11 March 2005. On 28 April 2005 the RTA released all documents that had been located. The applicant believed there were additional documents and lodged an appeal to the ADT on 14 June 2005. The matter had not been finalised before 30 June 2005.

FOI REQUESTS

	Personal		Other		Total	
	2003-2004	2004-2005	2003-2004	2004-2005	2003-2004	2004-2005
New (including transferred in)	11	41	1365	1461	1376	1502
Brought forward (incomplete requests from previous year)	10	4	191	223	201	227
Total to process	21	45	1556	1684	1577	1729
Completed	18	33	1223	1279	1241	1312
Transferred out	0	0	4	3	4	3
Withdrawn	2	4	99	119	101	123
Total processed	20	37	1326	1401	1346	1438
Unfinished (carried forward)	1	7	222	270	223	277

RESULTS OF FOI REQUESTS

	Personal		Other	
	2003-2004	2004-2005	2003-2004	2004-2005
Grant in full	9	19	946	905
Grant in part	2	2	58	84
Refused	6	12	214	287
Deferred	0	0	0	2
Completed	17	33	1218	1278

Appendix 12 (continued)

BASIS OF DISALLOWING OR RESTRICTING ACCESS

	Personal		Other	
	2003-2004	2004-2005	2003-2004	2004-2005
Section 19 (application incomplete, wrongly directed)	0	0	0	0
Section 22 (deposit not paid)	1	0	44	76
Section 25 (1) (a1) (Unreasonable diversion of resources)	0	0	2	2
Section 25 (1) (a) (exempt)	3	3	26	34
Section 25 (1) (b), (b1), (c), (d) (otherwise available)	2	6	11	18
Section 28 (1) (b) (documents not held)	2	4	173	225
Section 24 (2) (deemed refused, over 21 days)	2	0	12	27
Section 31 (4) (released to medical practitioner)	0	0	0	0
Totals	10	13	268	382

DAYS TO PROCESS

	Personal		Other	
	2003-2004	2004-2005	2003-2004	2004-2005
0-21	2	6	329	102
22-35	2	1	160	38
Over 35	13	26	729	1137
Over 21 (Out of time)	0	0	0	0
Over 35 (Out of time)	0	0	0	0
Totals	17	33	1218	1277

HOURS TO PROCESS

	Personal		Other	
	2003-2004	2004-2005	2003-2004	2004-2005
0-10	17	32	1209	1264
11-20	0	0	5	4
21-40	0	0	2	4
Over 40	0	1	3	4
Totals	17	33	1219	1276

TYPE OF DISCOUNT ALLOWED ON FEES CHARGED

	Personal		Other	
	2003-2004	2004-2005	2003-2004	2004-2005
Public interest	0	0	2	4
Financial hardship - Pensioner/Child	2	6	25	18
Financial hardship - Non profit organisation	1	0	149	188
Totals	3	6	176	210
Significant correction of personal records	0	0	2	4

GROUNDS ON WHICH INTERNAL REVIEW REQUESTED

	Personal				Other			
	Upheld		Varied		Upheld		Varied	
	2003-2004	2004-2005	2003-2004	2004-2005	2003-2004	2004-2005	2003-2004	2004-2005
Access refused	0	0	0	0	0	0	0	2
Deferred release	0	0	0	0	0	0	0	0
Exempt matter	0	3	0	0	4	20	0	8
Unreasonable estimate of charges	0	0	0	0	0	2	0	0
Charges unreasonably incurred	0	0	0	0	0	0	0	0
Amendment	0	2	0	0	0	0	0	0
Totals	0	5	0	0	4	22	0	10

APPENDIX 13 // OMBUDSMAN

During the 2004-05 financial year the RTA responded to three complaints referred by the Ombudsman to the RTA for investigation. This compares to five complaints referred for investigation in the previous financial year. Complaints were received from the Ombudsman on the following matters:

- A complaint was received in late July 2004 from solicitors regarding their client's authorised engineering certification. The Ombudsman sought copies of all correspondence between the RTA and the Society of Engineers Australia relating to the complainant and copies of correspondence between the RTA and the complainant. The Ombudsman also requested a copy of the RTA's policies and procedures relating to restricted and unrestricted engineering signatories. The RTA provided copies of the relevant correspondence and outlined the complainant's status under the Engineering Certification System (ECS). The complainant claims that he has unrestricted signatory status under the ECS but the RTA has declined to accept certificates he has issued. The RTA's position is that while the complainant was listed as an engineering signatory under the ECS, he is not entitled to certify an unlimited range of vehicle modifications. The Ombudsman advised the RTA that it would take no further action on this matter and also wrote to the complainant's solicitors giving reasons for the decision.
- A complaint was received in late July 2004 from a person claiming that the RTA failed to carry out adequate checks prior to transferring the registration of her motor vehicle to another person. The Ombudsman asked the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions. The Ombudsman considered that the RTA satisfactorily explained its actions and subsequently advised that no further action would be taken on this matter.
- A complaint was received in early May 2005 about drilling which allegedly caused saltwater contamination of a groundwater bore that led to the closure of the complainant's nursery business. The drilling was undertaken as part of investigations for the Bonville Upgrade project. The RTA provided a detailed response to the Ombudsman stating that the matter had been ongoing for a number of years. The response included a copy of a report by the planning consultant which concluded that the drilling did not influence groundwater salinities in the upgradient bores where the complainant's bore is located. The RTA advised that a review of the investigation concluded there was no information to indicate drilling caused salinity problems at the nursery. Further, the RTA advised the Ombudsman that it proposes to engage an independent expert to assess the salinity problems at the nursery. The Ombudsman decided to take no further action on the complaint at this time provided the RTA carries out the action outlined in its letter, within the time specified and that the complainant agrees to that action.

APPENDIX 14 // CONSUMER RESPONSE

The following table collates customer complaints received by the RTA from July 1 2004 to June 30 2005 and in the previous four financial years.

Issue	Number of complaints by year				
	2000-01	2001-02	2002-03	2003-04	2004-05
Business Systems	2	12	5	25	6
Driver Licensing	151	207	125	132	338
Vehicle Registration	150	120	69	324	231
Customer Service	481	310	164	330	271
Organisational Direction – management	56	34	10	19	16
Olympics	6	-	2	1	-
Road Asset Provision – environment	146	251	178	34	7
Noise	227	325	35	451*	513
Transport Efficiency	208	186	67	33	181
Road Safety	2303	2300	1208	1537	1583

*Complaints relating to Noise Abatement Program for existing roads.

The RTA has noted these complaints and improved services appropriately. Details of improved services can be found in the main body of this annual report.

APPENDIX 15 // LEGAL CHANGE

LEGISLATION ADMINISTERED BY THE RTA ON BEHALF OF THE MINISTER FOR ROADS

Transport Administration Act 1988 No 109 (Part)

Transport Administration (General) Regulation 2000 (Part 4)

Transport Administration (Staff) Regulation 2000 (Part)

Roads Act 1993 No 33

Roads (General) Regulation 2000

Road Transport (Mass, Loading and Access) Regulation 1996

Road Transport (General) Act 1999 No 18

Road Transport (General) Regulation 1999

Road Transport (General) (Penalty Notice Offences) Regulation 2002

Road Transport (Safety and Traffic Management) Act 1999 No 20

Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 (which picks up the Australian Road Rules), and

Road Transport (Safety and Traffic Management) (Driver Fatigue) Regulation 1999

Road Transport (Vehicle Registration) Act 1997 No 119

Road Transport (Vehicle Registration) Regulation 1998

Road Transport (Driver Licensing) Act 1998 No 99

Road Transport (Driver Licensing) Regulation 1999

Motor Vehicles Taxation Act 1988 No.111

Motor Vehicles Taxation Regulation 2003

Road Transport (Heavy Vehicles Registration Charges) Act 1995 No 72

Road Transport (Heavy Vehicles Registration Charges) Regulation 2001

Driving Instructors Act 1992 No 3

Driving Instructors Regulation 2003

Sydney Harbour Tunnel (Private Joint Venture) Act 1987 No 49

Campbelltown Presbyterian Cemetery Act 1984 No.19

NEW LEGISLATION FROM 1 JULY 2004 – 30 JUNE 2005

New Acts

The **Road Transport (Safety and Traffic Management) Amendment (Blood Sampling) Act 2000** (No 78) was assented to on 9 November 2000. The uncommenced provisions of the Act were proclaimed to commence on 15 April 2005. The Act adopts as far as road transport legislation is concerned, new procedures for blood collection and analysis relating to any motor vehicle driver who may have been under the influence of alcohol or some other drug.

The **Road Transport (General) Amendment (Licence Suspension) Act 2004** (No 59) was assented to on 6 July 2004 and was proclaimed to commence on 24 June 2005 [except for section 5 (the repeal of the *Road Transport (General) Amendment (Operator Onus Offences) Act 2002*) and Schedule 1 [10] and [11] (Liability of responsible person for vehicle for designated offences)]. The Act amends the *Road Transport (General) Act 1999* and entitles police to suspend readily the driver licences of offenders who have committed a serious offence that comes within a specified range of driving offences. The new Act repeals the uncommenced provisions of the *Road Transport (General) Amendment (Operator Onus Offences) Act 2002* (No 11) and will also make provision with respect to the content of statutory declarations where the identity of the driver of a vehicle cannot be ascertained in relation to a parking offence or camera recorded offences.

UNCOMMENCED ACTS (AS AT 30 JUNE 2005)

Road Transport Legislation Amendment (Public Transport Lanes) Act 2004 (No 22) was assented to on 16 April 2004. The Act will amend the *Road Transport (Safety and Traffic Management) Act 1999* to allow the use of approved traffic lane camera devices to detect offences involving vehicles driven in traffic lanes dedicated primarily for the use of public transport; to amend the *Road Transport (General) Act 1999* to introduce operator onus enforcement of those offences; to make consequential amendments to the *Criminal Procedure Act 1986* and other legislation; and for other purposes.

The **Road Transport (General) Act 2005** (No 11) was assented to on 14 April 2005. The Act will provide for the administration and enforcement of road transport legislation and will introduce the concept of chain of responsibility to the parties involved in the heavy vehicle industry. The objects of the Act are to implement in NSW a legislative scheme for the compliance and enforcement of mass, dimension and loading requirements for heavy vehicles based on model provisions approved by the Australian Transport Council for the purpose of achieving nationally consistent legislation. It will repeal and re-enact the *Road Transport (General) Act 1999* (the former Act) to include the national model provisions, consequentially re-organise the provisions of the former Act and make consequential amendments to other Acts.

The **Photo Card Act 2005** (No 20) was assented to on 18 May 2005. The object of this Act is to provide for the issue by the Roads and Traffic Authority (the Authority) of a Photo Card to residents of New South Wales who are over 16 and do not hold a driver licence. The Photo Card can be used as evidence of the age and identity of a person. The Photo Card will replace the proof of age card currently issued by the Authority and current proof of age cards will cease to be valid after three years.

The **Road Transport Legislation (Speed Limiters) Amendment Act 2005** (No 36) was assented to on 15 June 2005. It will amend the *Road Transport (Safety and Traffic Management) Act 1999* (the *Principal Act*) to make further provision with respect to the speed limiting of certain heavy vehicles and the compliance with, and enforcement of, requirements for the speed limiting of heavy vehicles. Currently, the responsible person for a vehicle is guilty of an offence if such person causes, permits or allows the heavy vehicle to be used unless the speed at which the vehicle is capable of being driven is limited, in the manner prescribed by the regulations, to not more than 100km/h. Under the new offence provision, the responsible person will be guilty of an offence, if the speed of the vehicle is not limited at which it is driven to not more than 100km/h. Proof that a vehicle has been driven at a speed of more than 115km/h will be evidence (unless contrary evidence as to that speed is adduced) that the vehicle was not speed limited as required. Defence provisions to a prosecution for the new offence and revised penalties for individuals and corporations are also specified.

NEW REGULATIONS

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Parramatta Stadium Trust) Regulation 2004** commenced on 13 August 2004 and prescribes the Parramatta Stadium Trust as a declared organisation resulting in it being a parking authority empowered to establish and operate paid parking schemes and to issue parking permits.

The **Road Transport (Mass, Loading and Access) Amendment (Load Restraint Guide) Regulation 2004** commenced on 27 August 2004 and merely updates the references to the Load Restraint Guide.

The **Roads (General) Amendment (Southern Cross Drive Declaration) Regulation 2004** commenced on 17 September 2004 and declared the RTA to be the roads authority for parts of the Southern Cross Drive between Wentworth Avenue, Eastlakes and Link Road, Zetland. The road forms part of the Sydney Orbital.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Parking Permits and Parking Schemes) Regulation 2004** commenced on 29 October 2004 and allows vehicles to be parked in a metered parking area, ticket parking area or coupon parking area without the payment of a fee provided the vehicle is not parked for a period that exceeds the period for which no fee is payable. In addition, it allows a declared organisation to issue a type of permit that authorises a vehicle to be parked within the declared organisation's area of operations without charge or time restrictions.

The **Road Transport (Safety and Traffic Management) (Road Rules) Amendment Regulation 2004** commenced on 17 November 2004. The object of the Regulation is to make it clear that each identifier that is prescribed as a security indicator for the purposes of section 47 (2) of the Act (that provides for photographic evidence of speeding offences) consists of a series of 48 characters that is an individual combination of letters, numbers or symbols (instead of letters, numbers and symbols).

Appendix 15 (continued)

The *Road Transport (Vehicle Registration) Amendment (Trader's Plates) Regulation 2004* commenced on 17 December 2004 and increases the range of traders to whom trader's plates may be issued to including those people who provide a service in relation to unregistered vehicles that is incidental to the manufacture or repairs or dealings in those vehicles. It also permits prospective buyers to test drive a vehicle using trader's plates. It also removes the requirement relating to the need to display identification labels for trader's plates and removes the power of the RTA to transfer trader's plates between traders.

The *Road Transport (General Penalty Notice Offences) Amendment (Trader's Plates) Regulation 2004* commenced on 17 December 2004 and updates certain references to offences under the *Road Transport (Vehicle Registration) Regulation 1998* as a consequence of the *Road Transport (Vehicle Registration) Amendment (Trader's Plates) Regulation 2004*.

The *Road Transport (Driver Licensing) Amendment (Christmas-New Year 2004-2005 Demerit Points) Regulation 2004* commenced on 17 December 2004. The regulation amends the *Road Transport (Driver Licensing) Regulation 1999* to ensure that certain offences committed during the Christmas-New Year 2004-2005 (inclusive) attracted extra demerit points.

The *Road Transport (Safety and Traffic Management) (Road Rules) Further Amendment Regulation 2004* commenced on 17 December 2004. The object of the Regulation is to prescribe a series of 32 characters produced by an MD5 algorithm (or a series of 48 characters of which 32 have been produced by an MD5 algorithm) as a security indicator for photographs taken by approved digital camera recording devices and which are used as evidence of speeding offences.

The *Road Transport (Driver Licensing) Amendment (Australia Day Demerit Points) Regulation 2005* commenced on 17 January 2005 and amends the *Road Transport (Driver Licensing) Regulation 1999* to ensure that certain offences committed during the 2005 Australia Day period (being 21 to 26 January 2005 inclusive) attract extra demerit points.

The *Road Transport (General) Amendment (Driver Licence Appeals) Regulation 2005* commenced on 17 January 2005. The object of this Regulation is to specify the kinds of decisions of the RTA concerning the issue, variation, suspension or cancellation of driver licences that may be appealed to a Local Court. The Regulation also confirms that a person has no right of appeal against a refusal of the RTA to issue, renew or vary a driver licence because of the number of demerit points incurred by the person or if the person's driver licence has been cancelled or suspended because of the number of demerit points incurred by the person. However it preserves the right of holders of provisional licences to appeal against the suspension or cancellation in recognition of the more stringent demerit points' regime for such licence holders.

The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Cross City Tunnel) Regulation 2005* commenced on 14 January 2005 and prescribes the Cross City Tunnel as a prohibited area for the purposes of the *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999*. That Regulation specifies that it is an offence to use, cause or permit or allow the use of, a dangerous goods transporter in a prohibited area without a permit.

The *Roads (General) Amendment (M4 East Motorway Declaration) Regulation 2005* commenced on 12 January 2005 and declares the RTA to be the roads authority for certain public roads and parts of public roads being Boomerang Street, Chandos Street, Crane Avenue, Loudon Avenue, Minto Avenue, Mortley Avenue and Waratah Street in the local government area of Ashfield.

The *Road Transport (Vehicle Registration) Amendment (State Emergency Service Vehicles) Regulation 2005* commenced on 18 March 2005. The Regulation amends the *Road Transport (Vehicle Registration) Regulation 1998* to include State Emergency Service Vehicles in the class of vehicles permitted to be fitted with a light or lights capable of displaying blue or red flashing or rotating lights.

The *Roads (General) Amendment (Sydney Harbour Tunnel) Regulation 2005* commenced on 18 March 2005 and extends the tollways provision of the *Roads (General) Regulation 2000* to the Sydney Harbour Tunnel. The tollways provision

relates to the payment of tolls for the use of tollways and certain offences concerning the use of tollways.

The *Road Transport (General) (Penalty Notice Offences) Amendment (Reduction of Speeding Fines) Regulation 2005* commenced on 1 April 2005. The object of the Regulation is to reduce the fine for certain speeding offences from \$130 to \$75. The speeding offences are those involving a person driving a light vehicle (Class A) at a speed of not more than 15km/h above the applicable speed limit and the holder of a learner, provisional P1 or P2 licence driving at a speed of not more than 15km/h above the applicable speed limit.

The *Road Transport (Driver Licensing) Amendment (Demerit Points for Speeding Offences) Regulation 2005* commenced on 1 April 2005. The object of the Regulation is to increase the number of demerit points for certain speeding offences to three points (six when incurred during a long weekend). The speeding offences are those that involve driving a vehicle at a speed of not more than 15km/h above the applicable speed limit.

The *Road Transport (Mass, Loading and Access) Amendment (Articulated Ultra-low Floor Buses) Regulation 2005* commenced on 8 April 2005. The object of the Regulation is to provide specific mass limits for Articulated Ultra-low Floor Buses with three single axles; in particular a gross mass limit of 26 tonnes and an individual axle mass limit for an axle fitted with dual tyres of 11 tonnes (but in respect of only one such axle per bus).

The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Blood sampling) Regulation 2005* commenced on 8 April 2005 and relates to the provision dealing with the security of blood samples taken under the *Road Transport (Safety and Traffic Management) (Road Rules) Act 1999*. Previously, blood samples were divided into two portions with one being used for analysis and the other made available for the use and benefit of the person from whom the sample was taken. Under the new provision, the entire sample is submitted to the laboratory but the person from whom the sample was taken may apply to the laboratory for a portion of the sample for testing at another facility at the person's own expense. It is still an offence to destroy or otherwise interfere or tamper with a sample of blood taken under the Act.

The *Road Transport (General) (Penalty Notice Offences) Amendment (Safe-T-Cam) Regulation 2005* commenced on 29 April 2005 and extends the penalty notice scheme in relation to Safe-T-Cam zone offences to include class B as well as class C motor vehicles. The Regulation also extends the Safe-T-Cam zone from 100 metres past a Safe-T-Cam zone sign to 300 metres past such sign.

The *Road Transport (Driver Licensing) Amendment (Safe-T-Cam) Regulation 2005* commenced on 29 April 2005 and extends the demerit points notice scheme in relation to Safe-T-Cam zone offences to include class B as well as class C motor vehicles. The Regulation also extends the Safe-T-Cam zone from 100 metres past a Safe-T-Cam zone sign to 300 metres past such sign.

The *Road Transport (Driver Licensing) Amendment (Handbook Fees) Regulation 2005* commenced on 27 May 2005 and reduces the fee for the provision of the following handbooks from \$26 to \$10: the *Road Users' Handbook*; the *Heavy Vehicle Drivers' Handbook*; the *Motorcycle Riders' Handbook*; the *Hazard Perception Handbook* and the *Driver Qualification Handbook*.

The *Roads (General) Amendment (Tolls) Regulation 2005* commenced on 24 June 2005. The object of the Regulation is to simplify the provisions relating to the payment of tolls and to enable new methods of payment to be introduced by toll operators. The Regulation also amends the requirement for security indicators recorded on images taken by approved toll cameras by bringing the requirements in line with speed cameras.

The *Road Transport (General) Amendment (Licence Suspension) Regulation 2005* commenced on 24 June 2005 and enables a person to appeal to a Local Court against a suspension of the person's driver licence or authority to drive under section 34 or 35 of the *Road Transport (General) Act 1999*.

The *Road Transport (Driver Licensing) Amendment (Licence Suspension) Regulation 2005* commenced on 24 June 2005 and provides that the RTA is not required to approve an application for the surrender of a driver licence (and so refund

Appendix 15 (continued)

part of the fee paid for the issue of the licence) if the licence is suspended under section 34 or 35 of the *Road Transport (General) Act 1999*.

The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Licence Suspension) Regulation 2005* commenced on 24 June 2005. The object of this Regulation is to allow a court that convicts a person for a speeding offence referred to in clause 154 (3) of the *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999* (exceeding speed limit by more than 45 km/h) to order a period of disqualification of less than 6 months for the offence. A court may only make such an order if the person's driver licence or authority to drive in New South Wales has been suspended for a period under section 34 or 35 of the *Road Transport (General) Act 1999* for that offence, and the disqualification period when added to the suspension period results in a total period of no less than 6 months. This Regulation also makes it clear that a period of disqualification commences on the date of conviction for the relevant offence.

The following regulations were (first) published in the NSW Government Gazette on 1 July 2004 and commenced on 1 July 2004 and adjust fees and fixed penalties payable pursuant to a penalty notice in accordance with movement in the CPI (averaged at 2.44% and rounded to the nearest dollar):

The *Driving Instructors Amendment (Fees) Regulation 2004*

The *Road Transport (Mass, Loading and Access) Amendment (Fees) Regulation 2004*

The *Road Transport (Safety and Traffic Management) (Driver Fatigue) Amendment (Fees) Regulation 2004*

The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Tow-away Charge) Regulation 2004*

The *Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2004*

The *Road Transport (Driver Licensing) Amendment (Fees) Regulation 2004*

The *Roads (General) Amendment (Penalty Notice Offences) Regulation 2004*

The *Road Transport (General) (Penalty Notice Offences) Amendment Regulation 2004*

The following regulation was also commenced on 1 July 2004 (although it was published in the NSW Government Gazette on 25 June 2004) and increased annual registration charges for heavy vehicles by 0.3% in accordance with a direction of the Australian Transport Council (of which the NSW Minister for Roads is a member):

The *Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2004*

The following additional regulations were published in the Government Gazette on 24 June 2005 and commenced on 1 July 2005:

The *Road Transport (Driver Licensing) Amendment (Demerit Points) Regulation 2005*. The object of this Regulation is to establish new scales for motor vehicle offence demerit points. One scale comprises a national schedule of demerit points that applies in relation to similar kinds of offences committed in New South Wales and elsewhere. The other scale comprises a schedule of demerit points that applies only to offences committed in New South Wales.

The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Speed Limit) Regulation 2005*. The object of this Regulation is to remove the additional penalties where a person drives a motor vehicle at a speed in excess of 130km/h.

The *Road Transport (General) (Penalty Notice Offences) Amendment (Penalties) Regulation 2005*. The object of this Regulation is to establish a new scale of penalties for motor vehicle offences that are dealt with by way of penalty notice. The new scale has 15 levels of penalty, ranging from \$50 (level 1) to \$2,350 (level 15).

SUBORDINATE LEGISLATION ACT 1989

There were no departures from the *Subordinate Legislation Act 1989*.

JUDICIAL DECISIONS AFFECTING THE RTA

RTA v Anthony Tetley [2005] NSWSC 925 Supreme Court (8 October 2004)

This was an appeal by the RTA from a decision by the Queanbeyan Local Court as to the admission into evidence of certain documents. The RTA commenced a prosecution against the defendant for making a false entry in a logbook and sought to rely on the duplicate logbook entries completed by the defendant together with a Journey Report sought from the defendant's employer. This Report established the location of the motor vehicle in question through Global Positioning Satellite tracking.

At the hearing of the matter the Local Court determined that the duplicate log book pages were not "driving records" but rather "vehicle movement records" and pursuant to section 69 of the *Road Transport (Safety and Traffic Management) Act 1999* inadmissible in criminal proceedings. The Court also determined that the Journey Report was not relevant in the matter and therefore inadmissible.

The Supreme Court reversed the decision of the Local Court and held that the duplicate log book entries were driving records and that the Journey Report was not a vehicle movement record. Both records were generally relevant to matters in the proceedings and therefore admissible.

The matter was remitted back to the Local Court for determination according to law.

RTA v Salim [2005] NSWSC 1276 Supreme Court (2 February 2005)

This was an application by summons in which the RTA sought an order setting aside a decision of a magistrate varying a statutory period of licence suspension required by the *Road Transport (Driver Licensing) Act 1998*.

Confirming its earlier judgement in *Roads and Traffic Authority of New South Wales Re Wilson & Anor* [2003] NSWCA 279 the Supreme Court held that as *Road Transport (Driver Licensing) Act 1998* prescribed the consequences of incurring demerit points and the RTA simply implemented the statutory scheme there was no decision of the RTA against which the defendant could have appealed to the Local Court. Accordingly the Local Court did not have jurisdiction to hear the plaintiff's case and the decision of the magistrate varying the suspension period was set aside.

RTA v Swait [2005] NSWSC 342 Supreme Court (14 April 2005)

This was an application by the RTA to set aside the decision of the Katoomba Local Court to uphold the defendant's appeal against the suspension of his licence by the RTA pursuant to a statutory scheme as a result of having incurred excessive demerit points.

Consistent with its earlier decision in *Roads and Traffic Authority of New South Wales Re Wilson & Anor* [2003] NSWCA 279 the Supreme Court held that as *Road Transport (Driver Licensing) Act 1998* prescribed the consequences of incurring demerit points and the RTA simply implemented the statutory scheme. Consequently there was no decision of the RTA against which the defendant could have appealed to the Local Court.

Accordingly the Local Court did not have jurisdiction to hear the plaintiff's case and the decision of the magistrate varying the suspension was set aside.

RTA v Wood [2005] NSWSC 554] Supreme Court (23 June 2005)

In this matter the RTA filed a summons against the decision of the Burwood Local Court on 13 July 2004 dismissing proceedings arising from an alleged speeding incident detected by a fixed digital speed camera which had been commenced by Court Attendance Notice. The Local Court had earlier dismissed the proceedings on the basis that the Court Attendance Notice was not a valid instrument in order to commence the prosecution.

The Supreme Court held that the Court Attendance Notice was a valid notice commencing proceedings and remitted the matter back to the Local Court for determination according to law.

Appendix 15 (continued)

RTA v Field [2005] NSWSC 606 Supreme Court (24 June 2005)

This was an appeal by the RTA against the decision of the Downing Centre Local Court which purported to require the prosecution to adduce evidence of the accuracy of fixed digital speed cameras beyond that required by the *Road Transport (Safety and Traffic Management) Act 1999* which is the relevant statutory scheme under which the cameras operate.

The Supreme Court held that the prosecutor was not required to adduce evidence showing that the cameras continued to operate accurately either side of the offence date, and that it was sufficient for the prosecutor to tender evidence in accordance with the statutory regime, which in the absence of evidence to the contrary by a defendant, operated to establish a presumption of continuance of accurate operation.

Ali v RTA & Anor [2005] NSWSC 612 Supreme Court (29 June 2005)

This was an action commenced by summons by the plaintiff against the decision of the Liverpool Local Court dismissing an appeal against a decision of the RTA to refuse to approve the issue of a driving instructor's licence on the grounds that the applicant was not a fit and proper person to hold such a licence, having previously been convicted of a violent crime.

The Supreme Court considered the grounds of appeal and held that both the RTA's action and the Local Court acted reasonably in refusing the application for the issue of a driving instructor's licence.

Ashfield Municipal Council v RTA & Anor [2004] NSWSC Supreme Court (8 November 2004)

The RTA was involved in a dispute with Ashfield Municipal Council regarding a proposal to carry out preliminary geotechnical investigations on certain roads in Haberfield, in the Ashfield Local Government Area, as part of the preparation of an environmental impact statement for the M4 East Motorway project. Ashfield Municipal Council was the roads authority under the *Roads Act 1993* for each of the relevant roads. Some of the roads in question were classified roads while others were unclassified roads.

The Council commenced proceedings in the Supreme Court seeking to restrain the roadworks. On 8 November 2004, Justice Palmer delivered judgement declaring that as long as the Council remained the appropriate roads authority, the RTA must obtain its consent under section 138 of the *Roads Act 1993* before carrying out the proposed work. The Council denied its consent. Importantly, the Supreme Court held that the RTA, in relation to classified roads, could exercise the functions of Ashfield Municipal Council pursuant to section 138 of the *Roads Act 1993* by exercising those functions pursuant to section 64 of the *Roads Act 1993*. Justice Palmer held that if the RTA chooses to exercise the particular functions with respect to a classified road, it must communicate that decision to the roads authority concerned.

The RTA appealed the decision of the Supreme Court and the matter was held before the Court of Appeal on 30 June 2005. Judgement has been reserved by the Court of Appeal.

RTA and Anor ats v Batistatos [2005] NSWCA 20 Court of Appeal (12 May 2005)

This was an appeal from the decision of the Supreme Court to extend the limitation period for this claim which was brought after the expiry of the limitation period.

This claim arises from a motor vehicle accident that occurred on 21 August 1965 on Fullerton Street, Stockton. The plaintiff failed to drive around a curve, ran off the road into a ditch on the road reserve, the car overturned and he suffered severe personal injuries including brain damage. The RTA considered it suffered prejudice because there are no records available of the road construction or maintenance.

The RTA and Newcastle City Council originally filed a notice of motion for a

permanent stay on the basis that the claims were out of time under the *Limitations Act 1969*. The NSW Supreme Court refused the applications. Both the RTA and Newcastle City Council appealed to the NSW Court of Appeal. The Court of Appeal granted leave to appeal and stay of the proceedings permanently on the basis that both defendants would have suffered significant prejudice in defending any action brought by the plaintiff.

The plaintiff has since filed an application for special leave to appeal to the High Court.

Yeats v Nominal Defendant & Anor [2004] NSWCA 259 Court of Appeal (5 August 2004)

Mr Yeats was injured on 7 January when a semitrailer being driven by him in a southerly direction on the New England Highway overturned just south of the northern Armidale roundabout.

The appellant's case at trial was that as he entered the roundabout and was crossing from the near side lane to the off side lane to better to cope with the curve of the roundabout, another motor vehicle attempted to overtake him on his right-hand side. In order to avoid a collision the appellant alleged that he had to take evasive action moving first to the left and then to the right and applying his brakes forcibly. He felt the load shift on the trailer. He was unable to control his vehicle and it rolled over just outside the roundabout.

The allegations against the RTA were that it acted negligently in designing and constructing the roundabout, on the basis that it should have been super-elevated to allow the appellant to take the evasive action which he did.

The Court of Appeal held that in the absence of evidence that the roundabout was not designed to cope with the movement of a prime mover and semi trailer through it safely without the need to take an evasive action, the appellant's case lacked merit. The Court of Appeal dismissed the appellant's action.

Cubbon, Cubbon and Bates v RTA [2004] NSWCA 326 (27 July 2004)

On 5 March 1997 Dorothy Jean Cubbon and her daughter Maree Cubbon were killed in a motor vehicle accident on the Pacific Highway near Swansea. As a result, the appellants, who were the various family members, commenced proceedings against the RTA and CTP insurer in the NSW District Court alleging nervous shock.

Ultimately the RTA conceded liability, though it challenged the District Court's decision in favour of the plaintiffs on the basis that there was a lack of proximity to give rise to a claim in nervous shock.

The NSW Court of Appeal determined the matter against the RTA holding that there was sufficient proximity between the accident and its surrounding circumstances to establish a causal relationship giving rise to a claim of nervous shock.

McNamara v Consumer Trader and Tenancy Tribunal & Anor [2004] High Court (26 May 2005)

The central issue in these proceedings is whether the RTA is bound by the *Landlord and Tenant (Amendment) Act 1948* (the legislation), section 56 of which states that the legislation does not bind the Crown in the right of the Commonwealth or the State. The RTA is constituted under the *Transport Administration Act* as 'a statutory body representing the Crown'.

The proceedings arose when the RTA took action in the Consumer Trader and Tenancy Tribunal (CTTT) to evict a long standing tenant, whose home was leased to her prior to the commencement of the *Residential Tenancies Act 1987*. The tenant opposed the RTA's action principally on the grounds that the RTA was bound by the requirements of the legislation, had to overcome the obstacles which the legislation placed upon a landlord who sought to evict their tenants and that the CTTT had no jurisdiction to hear the RTA's application. The RTA claimed that as the Crown it was not bound to comply with the legislation.

The matter was heard before the High Court on 26 May 2005 and judgement was reserved by the High Court.

APPENDIX 16 // LAND DISPOSAL

The RTA owns property for administrative purposes and acquires property for road construction.

Properties that are surplus to requirements are disposed of in accordance with Government policy.

During 2004-05 contracts were brought to account for the sale of 115 properties for a total value of \$53.227 million (net of GST). Of these, 17 properties were valued at more than \$0.5 million each, with a total value of \$41.382 million.

A property in Wollongong was sold for \$6.3 million and a property in Epping was sold for \$7.8 million.

No properties were sold to people with a family or business connection between the purchaser and the person responsible for approving the disposal.

Proceeds from property sales are used to improve the State's road network infrastructure.

All documents relating to the disposal of properties are available under the *Freedom of Information Act*.

APPENDIX 17 // 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 and online.

Technical and AUSTROADS publications are available for sale from the RTA Information & Reference Services at Pod D Level 1 Octagon Building, 99 Phillip Street, Parramatta (tel 02 8837 0151). The Library's collection of books, journals, and CD-ROMs includes extensive coverage in the areas of road and bridge engineering, road safety, environment and management.

The following new or substantially revised titles were issued during 2004-05.

BICYCLES

- Off to Work? On your Bike! A guide for easy and enjoyable cycling to work
- Sutherland and Campbelltown – Your guide to cycling in Sydney's south and south-west cycleways map

CORPORATE

- Access, Issue 1
- Apprenticeship scheme
- Building the workforce of the future - Undergraduate Scholarship Scheme
- Customer Information Directory 2004-05 (Internet only)
- Graduate Recruitment and Development (GRAD)
- Geared, Issue 1
- Geared, Issue 2
- Looking for a career with drive? Graduate Recruitment and Development (GRAD) Program
- Speed Blitz promotional item (Z-card)
- Traineeship scheme
- RTA Annual Report 2004

DRIVERS AND VEHICLES

- A guide for older drivers
- A guide to the Driving Ability Road Test
- Add a little colour to your car, colour plates
- AUVIS Bulletin. Revised Application for Registration form
- Changed conditions ahead (Demerits points postcard)
- Clean Fleet for heavy vehicles
- Compliance and Enforcement Notes: Authorised Taxi Inspection Scheme
- Compliance and Enforcement Notes: Procedures for dealing with drivers driving with cancelled/suspended or disqualified licences

- Compliance and Enforcement Notices: Concrete pipe carrier notice
- Compliance and Enforcement Notices: Environment rating program for new light vehicles
- Compliance and Enforcement Notices: Introduction of 'Release Vehicle' Button on Truckscan
- Compliance and Enforcement Notices: Oversize Winegrape Bins
- Conditional Registration
- Conditional Registration: Registration for vehicles with limited road access
- Demerit points – encouraging responsible driving
- Demerit points – encouraging safe driving
- Driver Qualification Test: Qualifying for your full licence
- Driving and your health
- Getting your motorcycle rider licence
- Getting your multi-combination driver licence
- Guide for international drivers
- How to prove who you are to the RTA
- Information for primary producers
- Medical and driving tests
- myRTA.com (postcard)
- National Driver Licence Classes
- New penalties for parking offences from 1 July 2005
- NSW Vehicle Registration Statistics, June 2004
- NSW Vehicle Registration Statistics, July 2004
- Road Users' Handbook
- The risks of driving unregistered
- Vehicle Inspectors Bulletin: The RTA's Heavy Vehicle Inspection Scheme
- Visit the e-Safety station here
- You're always first in line at myRTA.com

ENVIRONMENT

- Cobb Highway Heritage Drives, Self-guided tours
- Environmental Management System brochure
- Guidelines for the Management of Acid Sulfate Materials: Acid Sulfate Soils, Acid Sulfate Rock and Monosulfidic Black Ooze
- Oral History Program: NSW Vehicular Ferries Summary Report
- RTA and heritage: Appreciating the past for the future
- RTA Oral History Program: Living on the edge – Lawrence Hargrave Drive (Part 1) Summary Report and double CD set
- Self guided heritage tour brochure featuring the evolution of the Hornsby to Gosford Road

Appendix 17 (continued)

HEAVY VEHICLES

- A guide to heavy vehicle competency based assessment
- A truck driver's guide to the dangers of using drugs to stay awake
- A truck driver's guide to managing fatigue on a long haul
- An operator's guide to the dangers of drug driving to stay awake
- Compliance and Enforcement in the transport industry: Chain of responsibility
- Compliance and Enforcement in the transport industry: General information
- Compliance and Enforcement in the transport industry: In New South Wales
- DO or DIE – seatbelts save truckies too
- Getting your heavy vehicle driver licence
- Heavy vehicle competency based assessment - Learner's Log Book
- Heavy Vehicle Inspection Scheme
- Mount White Heavy Vehicle Checking Station
- Seatbelts save truckies too
- Working with or around trucks? Free TAFE course

INFRASTRUCTURE

- Albury Wodonga Hume Freeway Project – NSW community update
- Albury/Wodonga Hume Freeway Project – Air Quality: Question and answer community update
- Anzac Road to Johnson Road – Tuggerah: Pacific Highway improvements – Approved Project Display
- Bexley Road Upgrade – Shaw Street to Kingsgrove Avenue, Bexley North. Display of the preferred option, community update
- Bulahdelah – Upgrading the Pacific Highway community update
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Main Volume
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Volume 2: Technical Paper 1 – Community and stakeholder Involvement, Technical Paper 2 – Statutory Planning and Technical Paper 3 – Need and Route Evaluation
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Volume 3: Technical Paper 4 - The Proposal, Technical Paper 5 – Environmental Management Framework and Technical Paper 6 – Traffic and Transport
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Volume 4: Technical Paper 7 – Ecological Assessment and Species Impact Statement
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Volume 5: Technical Paper 7 – Ecological Assessment and Species Impact Statement (Appendices)
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Volume 6: Technical Paper 8 – Water, Technical Paper 9 – Hazard and Risk, Technical Paper 10 – Energy, Waste and Demand on Resources, Technical Paper 11 – Topography, Geology and Soils and Technical Paper 12 - Visual
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Volume 7: Technical Paper 13 – Social and Economic, Technical Paper 14 – Noise and Vibration, Technical Paper 15 – Air and Technical Paper 16 - Heritage
- Bulahdelah – Upgrading the Pacific Highway: Environmental Impact Statement Summary
- Camden Valley Way Upgrade – Bernera Road to M5/Westlink M7 Motorway interchange, Prestons community update
- Coffs Harbour Highway Planning – community update
- Coffs Harbour Highway Planning Strategy – Preferred Option Report
- Construction of the Lawrence Hargrave Drive project postcard
- F5 Freeway (Hume Highway) – Entry and exit ramps at Ingleburn community update
- F5 Freeway (Hume Highway) – Widening at Ingleburn community update
- Five Islands Upgrade community update
- Great Western Highway Upgrade: Lawson Section Two – Honour Avenue to Ridge Street (including Lawson Village), community update
- Hoxton Park Road upgrade: Cowpasture Road to Whitford Road community update
- Hume Highway: Coolac bypass
- Iluka Road to Woodburn Upgrade community update
- Jenolan Caves Road, community update
- Kiama Bypass – additional access ramps, fact sheet
- Kiama Bypass additional access ramps – Community comment on options feed back and comment sheet
- Know your tunnel safety postcard
- Lane Cove Tunnel – Falcon Street ramps community update
- Lawrence Hargrave Drive – community updates and postcard
- Lawrence Hargrave Drive: Clifton to Coalcliff
- Leura to Katoomba (Section one): Willow Park Avenue to Kings Road – Leura community update
- M4 East community update – October 2004
- M4 East community brochure in Chinese
- M4 East community brochure in Italian
- Mid Western Highway – Replacement of Mandurama and Grubbenbun Bridges community update
- Moree Town Centre Bypass community update
- Narellan Road extension – Camden Valley Way to the Northern Road, Narellan community update
- Narellan Road intersection upgrade – Mount Annan Drive/Tramway Drive and Waterworth Drive/Hartley Road, Mount Annan community update
- Narellan Road intersection upgrade community update
- Narellan Road intersections upgrade – Mount Annan Drive/ Tramway Drive and Waterworth Drive/Hartley Road, Mount Annan community update
- New bus lanes on Great Western Highway: Parramatta – Wentworthville community update
- New crossing over the Murray River at Corowa/Wahgunyah community update
- New Murray River crossing at Corowa and Wahgunyah community update
- North Kiama Bypass community update
- Old Windsor/Norwest Boulevard intersection, Bella Vista community update
- Operation of RTA Vehicular Ferries – South West region
- Oxley Highway Upgrade, Port Macquarie – Species Impact Statement
- Oxley Highway Upgrade: Pacific Highway to Wrights Road – Preferred Option
- Pacific Highway: Failford Road to Tritton Road Upgrade community update
- Pacific Highway: Herons Creek to Stills Road Upgrade community update

Appendix 17 (continued)

- Pacific Highway, Mt Colah – Installation of traffic signals community update
 - Pacific Highway at Old Maitland Road, Sandgate community update
 - Pacific Highway: Woodburn to Ballina Upgrade feedback form
 - Pacific Highway Upgrading Program: F3 to Raymond Terrace Upgrade community update
 - Pacific Highway Upgrading Program: Kempsey to Eungai Upgrade community update
 - Pacific Highway Upgrading Program: Oxley Highway to Kempsey Upgrade community update
 - Pacific Highway Upgrading Program: Tintenbar to Ewingsdale Upgrade community update
 - Pacific Highway Upgrading Program: Wells Crossing to Iluka Road Upgrade community update
 - Pacific Highway Upgrading Program: Woodburn to Ballina Upgrade community update
 - Pacific Highway Upgrading Program: Woolgoolga to Wells Crossing Upgrade community update
 - Pacific Highway urban design framework: Urban design guidelines for the SH10 from Hexham to Tweed Heads
 - Patrick Street Intersection Upgrades – Blacktown community update
 - Patrick Street intersection upgrades: modifications to original proposal – community update
 - Pedestrian bridge over Carlingford Road – Epping community update
 - Port Hacking Road and Bellingara Road – Port Hacking community update
 - Queen and Lorna Streets – Waratah West community update
 - Rooty Hill Road North – Woodstock Avenue intersection upgrade community update
 - Sackville Ferry temporary closure
 - Shotcrete Design Guidelines
 - Sydney Harbour Bridge repainting – southern approach spans
 - The Esplanade, Warners Bay community update – April 2005
 - The Great Western Highway Upgrade: Lawson Section Two – Honour Avenue to Ridge Street Review of Environmental Factors, Volume 1 – Main Report, October 2004
 - The Great Western Highway Upgrade: Lawson Section Two – Honour Avenue to Ridge Street Review of Environmental Factors, Volume 2 – Urban Design, Landscape and Visual Assessment, October 2004
 - The Great Western Highway Upgrade: Lawson Section Two – Honour Avenue to Ridge Street Review of Environmental Factors, Volume 3 – Appendices, October 2004
 - The Great Western Highway Upgrade: Lawson Section Two – Honour Avenue to Ridge Street Review of Environmental Factors, Volume 4 – Appendices, October 2004
 - The Horsley Drive upgrade: Westlink M7 to Cowpasture Road north, community update
 - The Jenolan Caves Road – Five-Miles Hill Project
 - Third Crossing of the Hunter River at Maitland community update
 - Tom Ugly's Bridge – repainting and maintenance works community update
 - Unwins Bridge – bridge deck resurfacing community update
 - Upgrading the Pacific Highway – Bonville Upgrade: Decision Report 2003
 - Upgrading the Pacific Highway – Bonville Upgrade: Submissions Report 2003
 - Upgrading the Pacific Highway – Banora Point Upgrade: Route Options Report – Part 1
 - Upgrading the Pacific Highway: Banora Point Upgrade community update
 - Upgrading the Pacific Highway: Brunswick Heads to Yelgun: Proposed Yelgun Interchange – Combined truck parking/light vehicle rest area
 - Upgrading the Pacific Highway: Karuah Bypass – Community Celebration, September 2004, brochure
 - Upgrading the Pacific Highway: Kempsey to Eungai community update
 - Upgrading the Pacific Highway: Kempsey to Eungai Preferred route option report
 - Upgrading the Pacific Highway: Macksville to Urunga community update route options
 - Upgrading the Pacific Highway: Macksville to Urunga: Draft assessment of west of Macksville route options
 - Upgrading the Pacific Highway: Macksville to Urunga: Draft route options development report
 - Upgrading the Pacific Highway: Moorland to Herons Creek – Environmental Impact Statement Volume 2 – Working Papers No 1 to No 5
 - Upgrading the Pacific Highway: Moorland to Herons Creek – Environmental Impact Statement Volume 3 – Working Papers No 6 to No 10
 - Upgrading the Pacific Highway: Moorland to Herons Creek – Environmental Impact Statement Summary brochure and CD
 - Upgrading the Pacific Highway: Moorland to Herons Creek – Environmental Impact Statement Volume 1
 - Upgrading the Pacific Highway: Moorland to Herons Creek community update
 - Upgrading the Pacific Highway: Woodburn to Ballina – Draft route options development report
 - Upgrading the Pacific Highway: Woodburn to Ballina – Route option display
 - West Street Interchange community update
 - Windsor Road Upgrade: Acres Road to Old Windsor Road, Kellyville community update
 - Windsor Road Upgrade: Baulkham Hills – Roxborough Park Road to Norwest Boulevard
 - Windsor Road Upgrade: Boundary Road to Level Crossing Road, Vineyard community update
 - Windsor Road Upgrade: Mile End Road, Rouse Hill to Boundary Road, Box Hill community update
 - Windsor Road Upgrade: Roxborough Park Road to Norwest Boulevard, Baulkham Hills community update
- OPERATIONS**
- RTA Operations Directorate Newsletter No 11
 - RTA Operations Directorate Newsletter No 12
- ROAD SAFETY**
- 40km/h speed limits in high volume pedestrian areas
 - A guide to using motorised wheelchairs
 - Aboriginal Road Safety calendar 2006
 - Accident Reduction Guide Part 2
 - Alternative Late Night Transport Program information cards
 - Don't ignore the early warning signs of driver fatigue.
 - Drinking and driving – the facts
 - Helping learner drivers become safer drivers: Are you supervising a learner driver?
 - Helping learner drivers become safer drivers: Practice drives for the month of ... (planner for driving practice)

Appendix 17 (continued)

- Improving safety for young drivers – an option paper for community comment and postcard
- Princes Highway Road Safety Review
- Shifting Gears – Road safety education program – teacher manual and CD-ROM
- Shifting up a gear with TAFE NSW – Road safety education resource – teacher manual and CD-ROM
- Staying safe in Sydney major road tunnels brochure
- Stop Revive Survive: NSW road map with rest areas and Driver Reviver stops
- Technical Direction: Policy for Road Safety Audits of Construction & Reconstruction Projects
- The law and safety advice for bicycles, rollerblades, scooters and skateboards, information sheet
- The law and safety advice for bicycles, rollerblades, scooters and skateboards, information sheet
- Vehicle Inspectors Bulletin No 63: Dual foot controls for driving instructors' vehicles
- Vehicle Inspectors Bulletin No.49 Rev 2: Installation of aftermarket seat belts in MD category (small) buses
- Vehicle Inspectors Bulletin: New Inspection Fees for Authorised Inspection Stations
- Vehicle Standards Information: Guidelines for "A"- frame towing
- What the law says and safety advice for bicycles, rollerblades, scooters and skateboards (Stage Two Move Ahead with Street Sense safety on wheels activity sheet no 8)
- Young Drivers
- Road Traffic Crashes in NSW 2002
- Road Traffic Crashes in NSW 2003

TRAFFIC

- Changed traffic conditions for Heavy Vehicles in Botany Road
- E-Toll tag brochure
- Hands On Control
- Loading Zones
- Need a toll receipt for the Cahill Expressway lane of the Sydney Harbour Bridge?
- Non-payment of toll. Deferred payment options for the Sydney Harbour Bridge
- On your bike! A guide for easy and enjoyable cycling to campus
- RTA E-Toll ... the easy way to pay
- Traffic volume data 2003 South West region
- Traffic volume data 2003 Southern region
- Traffic volume data 2004 – Hunter and Northern Regions (hard copy and CD)
- Travelling to Five Dock Motor Registry – Transport access guide

TRANSITWAYS (JOINT RTA/MINISTRY OF TRANSPORT)

- Liverpool-Parramatta T-Way: Safety and you
- T-way: News update – North-west T-way approved
- T-way: News update – North-west T-way project gearing up
- T-way: Safe cycling and using shared paths
- T-way: Safety pointers for parents fact sheets
- T-way: Using T-way lanes and bus lanes fact sheets

COST OF THIS ANNUAL REPORT

The external cost of producing this report was \$53,200. The report has been produced on CD-ROM and is available on the internet at www.rta.nsw.gov.au (click on Publications, statistics and forms).

APPENDIX 18 // PAYMENTS TO CONSULTANTS

Details of the amount paid to consultants in 2004-05 are provided below.

Project description	Consultant	\$
Probity audit - M5 widening	Paji Pty Ltd	\$5,436.37
Investigation services - Waratah depot	Robyn Bartlett & Associates	\$8,628.76
TOTAL:		\$14,065.13

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 19 // REPORTING OF RTA CONTRACTS WITH THIRD PARTIES

On 27 April 2000 the Government issued Premier's Memorandum 2000-11, which requires the disclosure of certain information on Government contracts (including panels) with the private sector. This applies to any case where there was an opportunity for a number of parties to tender or express interest in supplying the goods or services.

As a result the Chief Executive issued Corporate Policy Statement No.33, 'Disclosure of details of all RTA contracts with the private sector'. In 2005 this policy became re-identified as Policy Number 003 (PN 003).

Specific information is required for contracts where the value exceeds \$100,000. The Records Access Unit arranges for details of these contracts be placed on the RTA's Internet site under the category: Doing business with us.

To date the total value of reported contracts with the private sector exceeds \$677 million.

Any inquiries can be directed to the Privacy and Contract Reporting Co-ordinator on (02) 9218-3667.

APPENDIX 20 // ACCOUNTS PAYMENT PERFORMANCE

AGEING OF AMOUNTS UNPAID AT MONTH END

Quarter	Current	<30 days overdue	30-60 days overdue	60-90 days overdue	>90 days overdue
Sep 04	\$30,841,098.89	\$5,754,839.43	\$1,187,971.92	\$67,003.21	-\$18,263.51
Dec 04	\$15,943,674.44	\$2,750,110.02	\$56,970.36	\$76,107.32	\$48,424.21
Mar 05	\$34,407,045.82	\$3,712,364.17	-\$12,442.99	\$111,195.96	\$50,781.61
Jun 05	\$73,003,888.94	\$10,329,617.39	\$906,638.74	\$111,496.72	-\$185,986.23

* Negative amounts relate to advance payments made under GC21.

ACCOUNTS PAYABLE PAYMENT PERFORMANCE

Quarter	Target %	Total accounts paid on time		
		Actual %	\$	Total
Sep 04	86%	91.60%	272,023,918.74	262,209,016.96
Dec 04	86%	89.42%	228,553,108.80	215,636,751.60
Mar 05	86%	90.46%	209,556,513.36	200,811,256.57
Jun 05	86%	90.85%	287,717,003.25	289,998,662.05

- Overall performance for the financial year is ahead of the performance target.
- The Imaging & Intelligent Character Recognition Technology in Accounts Payable implemented in the Sydney Business Service Centre has increased processing efficiency. Opportunities to further utilise the technology are being explored.

APPENDIX 21 // FUNDS GRANTED TO NON-GOVERNMENT COMMUNITY ORGANISATIONS

Event	Description	Organisation	Cost	Performance Area
Driver Courtesy Nov-Dec 2004	Driver Courtesy Campaign	Griffith Road Safety Group	\$1,100	Operations and Services
Youth Arts Festival July 2004	Youth Arts Festival Workshops	The Black Suns	\$13,404	Operations and Services
Pedestrian Visibility Oct-Nov 2004	Pedestrian Visibility Campaign	Griffith Road Safety Group	\$2,220	Operations and Services
Winter Visibility Campaign July 2004	Bicycle winter visibility campaign	Bicycle Wagga Wagga	\$3,539	Operations and Services
Murrumbidgee Farm Fair May 2005	Road safety awareness campaign	Griffith Road Safety Group	\$3,000	Operations and Services
Deniliquin Ute Muster Oct 2004	Drink drive awareness	Deniliquin Road Safety Group	\$322	Operations and Services
Children & Young People Visibility Campaign August 2004	Children & Young People Visibility Campaign	Deniliquin Road Safety Group	\$2,198	Operations and Services
Local Government Road Safety Program Congress Sept 2004	Attendance costs for delegate	Deniliquin Road Safety Group	\$155	Operations and Services
Brewarrina road safety project August 2004	Speed campaign	Dubbo OEC	\$1386	Operations and Services
Walk to Work November 2004	Pedestrian safety campaign	Parkes Quota Club	\$1430.45 Advertising \$5074	Operations and Services
Resource produced for use by Disability Groups on teaching their clients (disabled adults) basic pedestrian safety. October 2004	Pedestrian safety campaign	DIAS Inc	\$4708	Operations and Services
Public education project to encourage walking and safe pedestrian behaviour October 2004	Pedestrian safety campaign	Warrumbungle Community Program	\$4224	Operations and Services
Public education project on safe riding for motorcyclists and building motorcycle awareness in other road users. September 2004	Motorcycle safety awareness	Ulysses Motorbike Club	\$2901	Operations and Services
Public education project on residual alcohol and drink drive. October 2004	Drink drive campaign	Macquarie Area Health Service	\$5000	Operations and Services
Public education project based on fatigue and importance of Stop-Revive-Survive. November 2004	Driver fatigue campaign	Mullaley Driver Reviver	\$3196	Operations and Services
Public education project. November 2004	Drink drive campaign. Encouraged businesses conducting Christmas parties to provide alternate transport home for employees	Bathurst Regional Council	\$2900	Operations and Services
Alternate transport project involving the 'Brain Bus'. January 2005	Drink drive campaign	Student Services, Charles Sturt University, Bathurst	\$5200	Operations and Services
Public education project February 2005	Campaign focusing on the need for drivers to be aware of stock on roads and drive accordingly.	State Council of Rural Lands Protection Boards	\$6000	Operations and Services
Development of call centre resource manual	Financial support for development of a call centre resource manual as part of achieving greater efficiency in managing animals injured on roads.	RSPCA	\$27,335	Environment Branch
Sydney to the 'Gong November 2004	Bike ride promoting bike safety and the MS Society.	MS Society	\$73,000	Traffic and Transport
Walk to Work Day November 2004	Promoting walking.	Pedestrian Council of Australia	\$30,000	Traffic and Transport
RTA Cycle Sydney November 2004	Promoting cycling.	Bicycle NSW	\$125,000	Traffic and Transport
RTA Big Ride February 2005	Promoting safe cycling.	Bicycle NSW	\$118,000	Traffic and Transport
Walk Safely to School Day May 2005	Promoting safe pedestrian behaviour around schools.	Pedestrian Council of Australia	\$30,000	Traffic and Transport

APPENDIX 22 // PRIVACY

PRIVACY MANAGEMENT PLAN

Statement of action taken by the RTA and results of reviews

Section 33(3) (a) the *Privacy and Personal Information Protection Act 1998* requires the RTA to provide a statement of the action taken in complying with the requirements of the Act.

In order to comply with the Act the RTA continues to:

- Identify and consider the requirements of the Act - principles, codes, public register provisions and internal reviews.
- Identify collections of personal information for which the RTA is responsible.
- Ensure measures are in place to provide an appropriate level of protection for personal information.
- Review the RTA's first Privacy Management Plan, which was placed on the RTA website to ensure it is available to clients.
- Establish mechanisms to ensure RTA staff are aware of their obligations under the Act and appropriately trained to apply the information protection principles. The RTA is currently developing a training program, which will incorporate Privacy issues and be presented to all RTA staff. A series of internal memos have been distributed to staff to highlight the needs of the Privacy Act.

Part of the role of the Records Access Unit is to address the RTA's responsibilities under the Privacy Act. The Privacy and Contract Reporting Coordinator is responsible for processing any allegations that improper use has been made of personal information. Such allegations are termed Reviews of Conduct under the Privacy Act.

The Privacy Act requires the Reviews of Conduct to be finalised within 60 days.

REVIEWS CARRIED OVER FROM 2002-03

One matter was carried over from the financial year 2002-03. On 6 September 2002 a customer asked the RTA to carry out a review of conduct, alleging an employee had obtained personal information about her without authorisation and had presented the information to a court. The RTA investigation found that the officer's purpose for accessing the personal information was not linked to a business transaction and that she had engaged in inappropriate conduct. Disciplinary action was taken against the officer. The customer and Privacy NSW were advised of the findings on 17 July 2003. The customer lodged an application with the NSW Administrative Decisions Tribunal (ADT) on 16 September 2003, seeking monetary compensation and further action against the staff member. In a submission to the ADT in January 2004, the RTA acknowledged the breach and apologised. However, the RTA advised that further disciplinary action would not be taken against the officer. This matter came to a conclusion in August 2004 when the customer accepted the RTA offer of financial compensation and signed a Deed of Release encompassing non-disclosure conditions.

REVIEWS CARRIED OVER FROM 2003-04

Seven matters were carried over:

On 24 September 2003 a customer sought a review, believing that the RTA breached his privacy by issuing to his former partner a registration renewal notice carrying his new address. It was determined the Registry Services Officer (RSO) involved had complied with RTA policy and procedures and had not engaged in improper conduct. On 24 December 2003 the customer was advised of the RTA's determination. On 10 February 2004 the customer lodged an appeal with the ADT and judgement was delivered on 1 December 2004. The ADT determined that the RTA had contravened the Privacy and Personal Information Protection Act but there was no proof this contravention caused the damages the applicant claimed to have suffered. Therefore, the application for an order for monetary compensation was dismissed.

On 7 January 2004 a customer sought a review, believing that the RTA breached her privacy when an RSO released her personal details to an unknown person who then harassed her. It was found that the RTA use of the customer's records was restricted to registration renewal and the transfer of the

customer's data to the Australian Electoral Commission. NSW Police representatives had also accessed the records on five occasions. The NSW Police investigated the accesses and determined they had been for law enforcement reasons. On 10 February 2004 the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal. The Acting Privacy Commissioner recommended that all staff at the nominated motor registry be questioned about the allegation. The RTA complied. However, there was no evidence to cause the RTA to change its initial determination.

On 20 January 2004 a customer sought a review, believing an RTA officer breached his privacy when his former partner, an employee of the RTA, accessed his personal information and released the details to her solicitor. It was determined that the named RTA employee had not accessed the customer's personal information. All RTA use had been for legitimate RTA transactions. On 6 February 2004 the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal. The Acting Privacy Commissioner asked the RTA to make further enquiries with RTA staff who worked with the former partner. The RTA complied. However, there was no evidence to cause the RTA to change its initial determination.

On 30 January 2004 a couple sought a review, believing that the RTA breached their privacy when a contracted employee used their personal information under improper circumstances. It was determined the contractor had not accessed the records in question and that the contractor had only used the records to transact RTA business. NSW Police representatives had accessed the customer's personal information on four occasions. The NSW Police investigated the accesses and determined they had been for law enforcement reasons. On 20 August 2004 the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal.

On 10 February 2004 a customer sought a review, believing that the RTA breached his privacy by releasing his name and address under improper circumstances to the registered operator of a vehicle with which his vehicle had collided. It was found that the customer's personal information had been accessed only by NSW Police personnel. The NSW Police advised the RTA the access was in relation to the collision. On 27 January 2005 the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal.

On 5 May 2004 the Acting NSW Privacy Commissioner sought a review on behalf of a person who had complained that incorrect advice given to her by a RSO would have caused her to wrongly display her Mobility Parking Scheme authority in a way that would have disclosed her identity. Privacy NSW was advised that information displayed on the RTA's Internet site and the Mobility Parking Scheme application and authority advises customers of the correct way to display an authority card. Notwithstanding this, the RTA advised Privacy NSW that motor registry personnel would be reminded to take care when explaining the Mobility Parking Scheme to customers. On 8 July 2004 Privacy NSW was advised of the RTA's determination. The customer did not lodge an appeal.

On 27 May 2004 a customer sought a review, believing that the RTA breached his privacy when it allowed another agency to access personal information about him without legitimate reason. RTA staff had not accessed the customer's personal information. NSW Police representatives had twice looked at this information. The NSW Police informed the RTA the access had been aligned with police business. On 4 August 2004, the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal.

REVIEWS 2004-05

Ten Reviews of Conduct were investigated between 1 July 2004 and 30 June 2005. The details follow.

On 30 July 2004 a customer sought a review, alleging the RTA breached his privacy when an RSO made information in the customer's traffic record known to one of the customer's workmates. Following the RTA investigation of the only access made to the customer's traffic record it was determined that the customer had attended the motor registry in question on the date his personal information was

Appendix 22 (continued)

accessed. The RSO had accessed the record to answer his enquiry. On 4 February 2005 the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal.

On 20 August 2004 a customer sought a review, believing that the RTA breached his privacy by releasing his residential address to a debt collection agency. All RTA accesses of the customer's records were justified. Three external agencies had accessed the records. The RTA accepted explanations given by each agency and informed the customer and Privacy NSW of the details. On 13 March 2005 the customer was advised of the RTA's determination. The customer did not lodge an appeal.

On 21 October 2004 a customer sought a review, believing that the RTA breached his privacy in early September 2004 when it released his residential address and telephone number to a third party. RTA staff had not accessed the customer's personal information. The customer subsequently agreed that the third party could only have obtained his telephone number and his residential address from a charity for which both parties worked. On 17 November 2004 the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal.

On 25 October 2004 a customer sought a review, believing the RTA had improperly released his personal information. Although it was found the customer's records were only used to transact RTA business, three RTA staff members who had accessed the information were interviewed and asked if they had discussed the transactions with other parties. All denied having done so. On 17 May 2005 the customer and Privacy NSW were advised that the RTA had determined there were no breaches of the Information Protection Principles. The customer did not lodge an appeal.

On 25 October 2004 a customer sought a review, believing that the RTA breached her privacy by improperly releasing her personal information. It was found the customer's records had twice been used to transact RTA business. One RSO could not be interviewed as she no longer worked for the RTA. A second RSO was interviewed. She was unable to account for her use of the customer's personal information but was adamant that it would only have been

for business reasons. On 17 May 2005 the customer and Privacy NSW were advised the RTA had determined there was no evidence of a deliberate breach of the customer's privacy. The customer did not lodge an appeal.

On 17 December 2004 a customer sought a review, believing an RTA staff member breached his privacy by improperly accessing his personal information. On 6 March 2005 the customer asked the RTA not to continue with the matter. All action ceased.

On 21 December 2004 a customer sought a review, believing the RTA had breached his privacy when two staff members accessed an address and telephone number the customer provided for use exclusively with the RTA Cashback Scheme. It was found that the customer had not applied to receive Cashback refund benefits and therefore had not provided the RTA with the information in question. On 19 April 2005 the customer and Privacy NSW were advised of the RTA's determination. The customer did not lodge an appeal.

On 7 February 2005 a customer sought a review, believing the RTA had breached his privacy by allowing a NSW Police representative to access the customer's vehicle registration details. The review had not been finalised at 30 June 2005.

On 11 March 2005 a customer sought a review, believing that the RTA had breached his privacy by incorrectly identifying him as the registered operator of two vehicles that had been involved in electronic toll infringements. The review had not been finalised at 30 June 2005.

On 17 March 2005 a customer sought a review believing her former husband, an employee of the RTA, had improperly accessed her new residential address and had subsequently harassed her at this address. It was found that the named person had not accessed the customer's personal information. There was evidence that two other RTA staff members, RSOs, and one NSW Police representative had accessed the customer's personal information. It was requested that the three persons be interviewed about their use of the customer's RTA-held personal information. The review had not been finalised at 30 June 2005.

APPENDIX 23 // RESEARCH AND DEVELOPMENT

Research and Development (R&D) provides innovative solutions to issues and provokes new concepts and findings that can alter and even revolutionise how a business operates. The RTA fosters R&D within all areas of the organisation and, in many instances, works with other agencies to undertake research.

The RTA's Technology and Innovation Committee plays a coordinating role in identifying areas of need, duplication and gaps, highlighting issues, promoting R&D and providing advice to the Executive on the appropriate level of investment in R&D.

In 2004-05, approximately \$1.6 million was allocated on more than 30 research projects in the RTA. Examples of R&D projects are listed below.

Completed research

- Improving the long-term performance of asphalt (economic).
- Development of mechanistic pavement design process based on shear force damage in granular pavements (economic).
- Multi-post breakaway road sign structure (safety).

- Modified collapsible sign structure (safety).
- Inclusion of scrap rubber in asphalt (environment).
- Effect of roads on the movement of koalas (environment).

Continuing research

- Investigation of vacuum saturation to improve test procedures to determine California Bearing Ratio and Unconfined Compressive Strength (economic).
- Roadscan pavement measurement technology – stage 2 (economic).
- Investigation of an enforcement tool for speed limiters (safety).
- Impact of bridges on estuarine environments (environment).

The RTA also contributes annual funding to Austroads which includes a research component through the ARRB Group (<http://www.arrb.com.au/>). ARRB conducts research that would be applicable to all members of Austroads. For example, ARRB research topics for 2004-05 included under-performing pavements and contributory causes and standardised method of road condition monitoring.

APPENDIX 24 // DRIVER AND VEHICLE STATISTICS

HEAVY VEHICLE OFFENCE TOTALS BY REGION 2004-05

ITEM	Central West	North	South	Total
Defect Notices (Including HVIS activities)	20,879	13,676	21,969	56,524
Traffic Infringement Notices	2,941	6,378	9,809	19,128
Breaches (Weight and Longhand)	1,414	3,433	4,813	9,660

NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2005 BY YEAR OF MANUFACTURE

Year of manufacture	No. of vehicles
Pre-1960	8,664
1960 to 1964	9,400
1965 to 1969	19,410
1970 to 1974	65,990
1975 to 1979	136,739
1980 to 1984	261,664
1985 to 1989	537,355
1990 to 1994	827,422
1995 to 1999	1,230,260
2000	294,344
2001	284,606
2002	310,936
2003	340,133
2004	343,292
2005	127,096
Unknown	63,215
Total	4,860,526

NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2005 BY VEHICLE TYPE

Vehicle type	No. of vehicles
Off-road passenger vehicles	394,125
Passenger vehicles	2,840,408
Small buses	29,659
Buses	11,791
Mobile homes	8,454
Motorcycles	111,253
Light trucks	633,664
Heavy trucks	78,301
Prime movers	15,461
Light plant	6,260
Heavy plant	10,320
Small trailers	490,433
Trailers	229,909
Other vehicles	488
Total	4,860,526

NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2005 BY VEHICLE USAGE

Vehicle usage	No. of vehicles
Private	3,284,842
Pensioner concession	609,610
Primary producer concession	96,986
Business general	725,040
Taxi	6,064
Public bus and coach	9,199
FIRS	3,058
Other vehicle usages	125,727
Total	4,860,526

NSW LICENSED DRIVERS AND RIDERS AS AT 30 JUNE 2005

By sex	No. of licence holders	% of total
Female	2,101,876	47.8
Male	2,291,601	52.2
Total *	4,396,993	100.0

* Including 0.08% cases where licence holders' sex was not recorded.

By age group	No. of licence holders	% of total
16	46,732	1.1
17	64,173	1.5
18-25	574,140	13.1
26-29	309,816	7.0
30-39	898,430	20.4
40-49	911,091	20.7
50-59	756,201	17.2
60-69	475,074	10.8
70-79	281,489	6.4
80 & over	79,847	1.8
Total	4,396,993	100.0

NSW DRIVERS' AND RIDERS' LICENCES ON ISSUE AT 30 JUNE 2005

By licence class	Number of licences	% of total
C	3,853,131	80.1
LR	76,099	1.6
MR	110,477	2.3
HR	215,694	4.5
HC	124,067	2.6
MC	14,508	0.3
R	413,667	8.6
Total	4,807,643	100.0

Note: The total number of licences on issue exceeds the total number of licensed drivers and riders, because people who hold two licence classes (to drive and ride) are counted twice.

APPENDIX 25 // INSURANCE

PRINCIPAL ARRANGED INSURANCE

In October 2001 the RTA arranged, via its insurance broker, a Principal Arranged Insurance program (for works and third party liability) for all construction and maintenance related contracts. The program covers the RTA, its contractors and their sub-contractors.

TREASURY MANAGED FUND

The RTA has insurance cover through the Treasury Managed Fund, operated by the NSW Treasury, which includes workers' compensation, motor vehicle accident, property damage, legal liability and miscellaneous (including fidelity guarantee and travel) insurance covers.

WORKERS' COMPENSATION

Frequency of claims has decreased from the level of 9.9 per 100 employees in 2000-01 to a five year low of 8.3 in 2004-05. Based on current estimates and projections of claim costs, the deposit premium remains constant. This year the RTA received a \$4.38 million premium rebate for the three year hindsight adjustment on claims performance for 2000-01 and paid \$400,000 for the final fifth year hindsight adjustment for 1998-99. These adjustments have not been included in the following graphs. This excellent outcome results from the commitment of RTA management and staff to improve workplace safety.

MOTOR VEHICLE

The number of claims per 100 vehicles has remained constant over the past five years at 11.6 claims. In 2001-02 and 2002-03 the rate reduced slightly to 10 claims. The number of claims per 100 vehicles has increased by 5 per cent for the 2004-05 year, compared to 2003-04.

PROPERTY

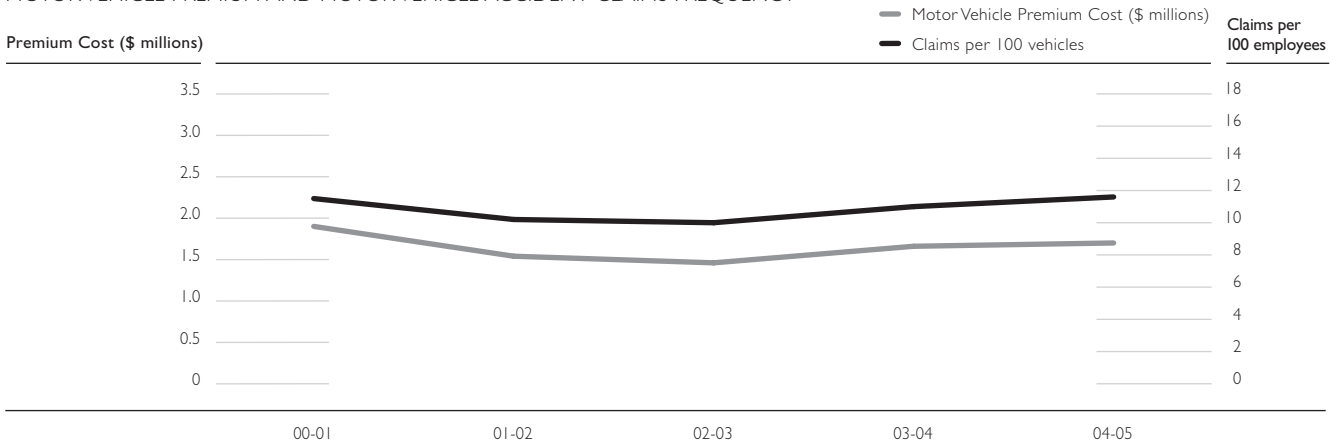
The 2004-05 premium increased by 29 per cent compared to 2003-04. This increase is mainly due to one large bridge claim of more than \$5 million caused by third parties and a 12 per cent increase in the asset values and newly completed bridge infrastructure in the cover provided through the Treasury Managed Fund.

LIABILITY INSURANCE PREMIUM

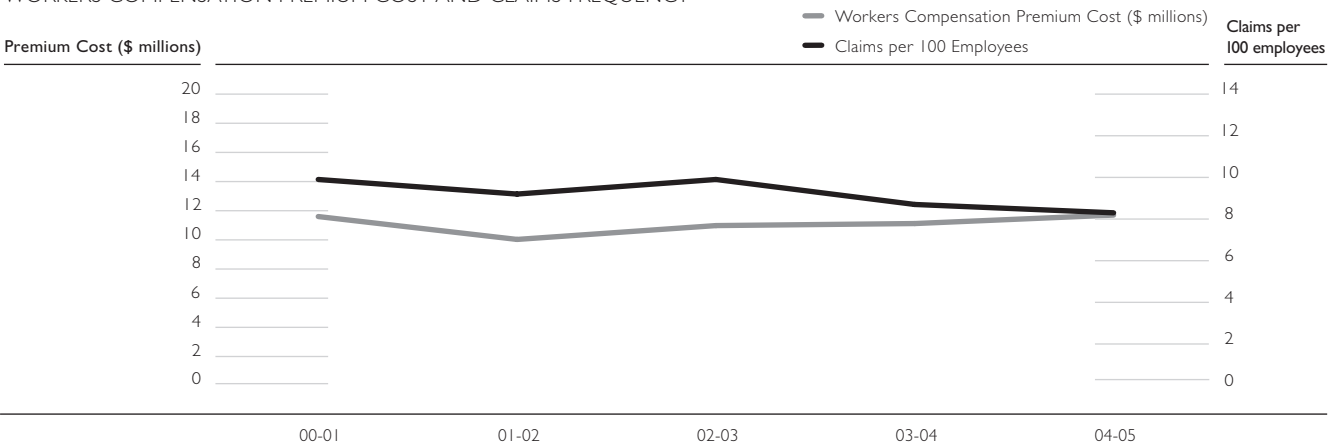
The 2004-05 premium decreased by 4 per cent compared to 2003-04. The number of claims reported for 2004-05 reduced by 3.7 per cent to 418 claims and the net incurred cost of claims reduced by 43.7 per cent or \$2.2 million.

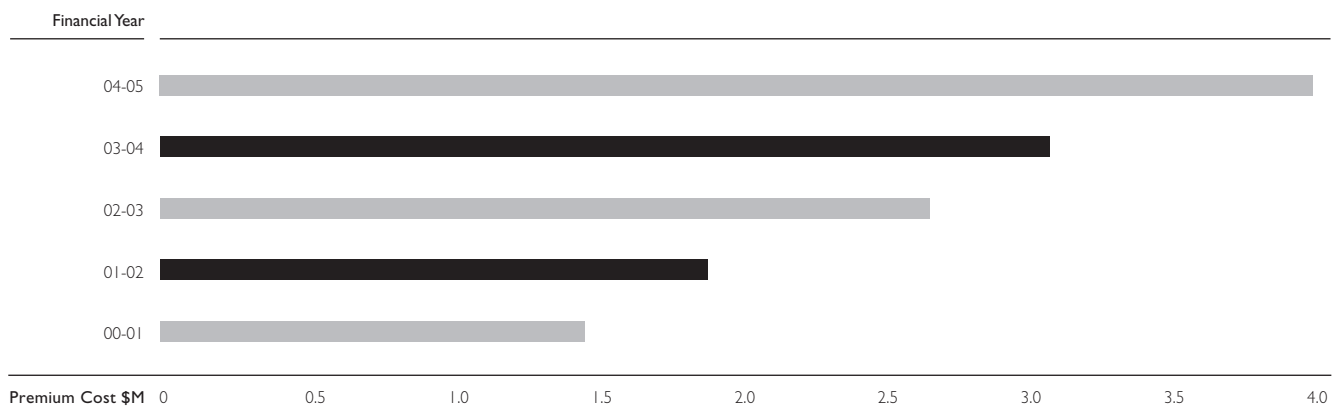
Note: In relation to all the above Treasury Managed Fund insurances, premium costs are expressed as constant 2004-05 dollars using Sydney CPI.

MOTOR VEHICLE PREMIUM AND MOTOR VEHICLE ACCIDENT CLAIMS FREQUENCY



WORKERS COMPENSATION PREMIUM COST AND CLAIMS FREQUENCY



PROPERTY INSURANCE PREMIUM IN CURRENT DOLLAR

LIABILITY INSURANCE PREMIUM IN CURRENT DOLLAR