

APPENDICES

ROADS AND TRAFFIC AUTHORITY OF NEW SOUTH WALES APPENDICES FOR THE PERIOD ENDED 30 JUNE 2006

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MAJOR WORKS

PROJECT	LOCATION	ANNOUNCED COMPLETION DATE	ESTIMATED TOTAL COST \$000	2005-06 EXPENDITURE \$000	PREVIOUS YEAR'S EXPENDITURE \$000
WESTERN SYDNEY TRANSITWAYS					
North-West T-way Network Stage I	Parramatta Rouse Hill Blacktown-Parklea	2007	524,000	113,636	199,162
SYDNEY MOTORWAY NETWORK					
Cross City Tunnel and Associated Works (private sector funding)*	Sydney	Completed 2005	680,000	8,234*	75,357*
Westlink M7 Motorway (federal and private sector funding)*	Prestons-West Baulkham Hills	Completed 2005	1,500,000	24,745*	325,243*
Lane Cove Tunnel and associated road improvements (private sector funding)*	Lane Cove	2007	1,100,000	16,004*	53,918*
M4 East (planning)	Strathfield Haberfield	NA	NA	1,300	9,481
F3 Freeway to M2 Motorway Link (planning, federal funding)	Wahroonga Carlingford	NA	NA	170	5,620
SYDNEY WEST AND NORTH WEST					
Sunnyholt Road, James Cook Drive to Quakers Hill Parkway, widen to six lanes (state and private sector funding)*	Glenwood	Completed 2005	30,000	6,688*	11,022*
Old Windsor Road, Norwest Boulevard, grade separated intersection	Seven Hills	2006	40,000	17,614	13,424
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	85,325	24,945
Windsor Road, Mile End Road to Boundary Road, widen to four lanes	Rouse Hill	2006	100,000	43,264	21,681
Windsor Road, Boundary Road to Henry Road, widen to four lanes	Vineyard	2006	40,000	17,548	18,738
Windsor Road, South Creek Flood Evacuation Route	Mulgrave	2007	120,000	44,689	9,266

* Note: Expenditure does not include any private sector expenditure

PROJECT	LOCATION	ANNOUNCED COMPLETION DATE	ESTIMATED TOTAL COST \$000	2005-06 EXPENDITURE \$000	PREVIOUS YEAR'S EXPENDITURE \$000
SYDNEY SOUTH WEST AND SOUTH					
Cowpasture Road, Main Street to Hoxton Park Road, widen to four lanes	Hoxton Park	2006	39,000	17,716	12,342
Camden Valley Way, Bernera Road to M5 Motorway, widen to four lanes	Prestons	Completed 2005	21,500	8,579	10,227
Camden Valley Way, Cowpasture Road to Bernera Road, widen to four lanes (planning and preconstruction)	Edmondson Park	NA	NA	935	1,889
F5 Hume Highway, south facing ramps at Ingleburn (federal and local government funding)	Ingleburn	2006	13,700	7,376	3,955
F5 Hume Highway Camden Valley Way to Brooks Road. Widen southbound carriageway (federal funding)	Ingleburn	Completed 2005	23,000	12,560	7,331
Narellan Rd, extend from Camden Valley Way to The Northern Road	Harington Park	2007	20,000	3,676	611
Narellan Rd, replace existing roundabouts with signals at two intersections (Waterworth Drive and Mount Annan Drive)	Currans Hill	Completed 2006	14,000	13,964	1,700
The Horsley Drive, Cowpasture Road north, intersection upgrade	Wetherill Park	Completed 2005	5,000	2,313	3,791
Alfords Point Bridge duplication	Alfords Point	2007	25,000	439	1,746
SYDNEY INNER METROPOLITAN AND NORTH					
South Sydney Roads Program, Southern Cross Drive, South facing ramps at Gardeners Road	Eastlakes	NA	NA	365	656
Spit Bridge and approaches, widen by two lanes	Mosman	2009	50,000	1,594	1,438
GREAT WESTERN HIGHWAY					
Woodford to Hazelbrook, Stage I, Winbourne Road to Ferguson Avenue, widen to four lanes	Woodford, Hazelbrook	2008	45,000	12,353	9,019
Lawson Section I, Ferguson Avenue to Honour Avenue, widen to four lanes (planning and preconstruction)	Lawson	NA	NA	2,366	5,569
Lawson Section 2, Honour Avenue to Ridge Street, widen to four lanes (planning)	Lawson	NA	54,000	1,718	6,894

I MAJOR WORKS

PROJECT	LOCATION	ANNOUNCED COMPLETION DATE	ESTIMATED TOTAL COST \$000	2005-06 EXPENDITURE \$000	PREVIOUS YEAR'S EXPENDITURE \$000
GREAT WESTERN HIGHWAY continued					
Lawson Section 2, Honour Avenue to Ridge Street, widen to four lanes (planning)	Lawson	NA	54,000	1,718	6,894
Wentworth Falls East, Tableland Road to Station Street, widen to four lanes (planning)	Wentworth Falls	NA	NA	403	787
Leura to Katoomba, Stage 1, Mount Hay Road to East View Avenue, widen to four lanes	Leura, Katoomba	Completed 2006	82,000	20,924	54,946
Leura to Katoomba, Stage 2, East View Avenue to Bowling Green Avenue, widen to four lanes (planning)	Leura, Katoomba	2008	25,000	812	619
PACIFIC HIGHWAY					
F3 to Raymond Terrace (planning)	Hexham	NA	NA	1,252	1,511
Karuah to Bulahdelah Section 1, dual carriageways (state and federal funding)	Bulahdelah	2006	114,000	35,007	45,539
Karuah to Bulahdelah Sections 2 and 3, dual carriageways (state and federal funding)	Bulahdelah	2009	227,000	3,090	8,128
Bulahdelah Bypass, dual carriageways (planning)	Bulahdelah	NA	NA	758	9,081
Bundacree Creek to Possum Brush, dual carriageways (state and federal funding)	Nabiac	2006	115,000	37,758	54,248
Failford Road to Tritton (planning)	Failford	NA	NA	615	374
Cooperook Deviation, dual carriageways including new bridge over Landsdowne River	Cooperook	Completed 2006	69,000	18,150	44,665
Cooperook to Moorland, dual carriageways (planning)	Moorland	NA	NA	2,628	2,785
Moorland to Herons Creek, dual carriageways (planning)	Kew	NA	NA	1,204	6,657
Herons Creek to Stills Road (planning)	Herons Creek	NA	NA	529	412
Oxley Highway to Kempsey (planning)	Port Macquarie	NA	NA	2,309	2,063
Kempsey to Eungai (planning)	Kempsey	NA	NA	2,744	11,001
Macksville to Urunga (planning)	Nambucca	NA	NA	650	3,296
Bonville Bypass, dual carriageways (state and federal funding)	Bonville	2008	245,000	10,349	12,393
Coffs Harbour Bypass (planning, state and federal funding)	Coffs Harbour	NA	NA	2,694	5,693
Coffs Harbour (Sapphire) to Woolgoolga (planning, state and federal funding)	Coffs Harbour, Woolgoolga	NA	NA	5,230	6,216

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PACIFIC HIGHWAY					
Woolgoolga to Wells Crossing (planning)	Woolgoolga	NA	NA	2,107	1,602
Wells Crossing to Harwood (planning)	Harwood	NA	NA	2,190	2,011
Harwood to Iluka Road (planning)	Harwood	NA	NA	247	266
Iluka Road to Woodburn (planning)	Woodburn	NA	NA	1,388	905
Woodburn to Ballina (planning)	Ballina	NA	NA	4,432	4,273
Ballina Bypass, dual carriageways (planning and pre-construction, state and federal funding)	Ballina	NA	331,000	5,462	15,630
Tintenbar to Ewingsdale (planning)	Bangalow	NA	NA	5,330	2,174
Brunswick Heads to Yelgun, dual carriageways (state and federal funding)	Billinudgel	2007	256,000	100,853	50,352
Banora Point upgrade, including Sexton Hill (planning, state and federal funding)	Tweed Heads	NA	NA	1,857	3,292
Northern Pacific Highway Noise Abatement Program	Various	2007	18,000	6,249	7,265
PRINCES HIGHWAY					
New intersection with Lawrence Hargrave Drive (planning)	Bulli	NA	20,000	680	1,196
Wollongong Northern Distributor extension (pre-construction)	Bellambi	2009	72,000	3,278	12,251
Oak Flats to Dunmore dual carriageways (planning)	Dunmore	2009	130,000	2,877	6,677
North Kiama Bypass, dual carriageways (state and federal funding)	Kiama	Completed 2005	179,000	30,491	153,678
Kiama Ramps (planning)	Kiama	2008	14,000	336	233
Pambula Bridge and approaches (state and federal funding)	Pambula	2008	17,000	622	256
South Nowra to Jervis Bay road safety upgrade (planning, federal funding)	South Nowra	NA	15,000	2,200	NA
HUNTER					
National Highway extension, F3 Freeway to New England Highway west of Branxton (planning, federal funding)	Beresfield	NA	765,000	6,607	27,670
Newcastle Inner Bypass, Shortland to Sandgate (planning)	Sandgate	NA	NA	220	798
Nelson Bay Road, Bobs Farm to Anna Bay dual carriageway, Stage 2	Salt Ash	2007	9,000	1,434	1,892

I MAJOR WORKS

PROJECT	LOCATION	ANNOUNCED COMPLETION DATE	ESTIMATED TOTAL COST \$000	2005-06 EXPENDITURE \$000	PREVIOUS YEAR'S EXPENDITURE \$000
HUNTER					
Nelson Bay Road, Tourle Street Bridge replacement (planning)	Mayfield	2007	37,000	750	1,159
Five Islands Road, Booragul to Speers Point duplicate existing road	Teralba	2007	49,000	19,776	19,015
Hunter River 3rd Crossing (planning)	Maitland	NA	NA	1,165	989
New England Highway, Weakley's Drive Interchange (planning, federal funding)	Beresfield	2008	41,000	6,461	1,370
New England Highway, realignment at Halcombe Hill (federal funding)	Aberdeen	2007	17,800	405	830
CENTRAL COAST					
The Entrance Road, Terrigal Drive to Carlton Road, widen to four lanes	Erina	2007	15,000	4,080	2,069
The Entrance Road, Ocean View Drive to Tumbi Road, widen to four lanes (planning)	Wamberal	2008	30,000	2,565	3,268
Pacific Highway, Tuggerah to Wyong Stage I, Anzac Road to Mildon Road, dual carriageway	Wyong	2007	18,000	3,279	4,371
Avoca Drive, Stage I, The Entrance Road to Sun Valley Road, widen to four lanes	Kincumber	2007	9,000	297	368
Pacific Highway, Glen Road to Burns Road, Ourimbah, Stage I, Dog Trap Road	Ourimbah	2007	15,000	748	0
ILLAWARRA AND SOUTH COAST					
Lawrence Hargrave Drive, reconstruction between Clifton and Coalcliff	Clifton, Coalcliff	Completed 2005	49,000	14,022	51,365
MR92, Nowra to Nerriga upgrade (state, federal and local government funding)	Nowra	NA	80,000	3,429	7,233
Queanbeyan Northern Heavy Vehicle Route upgrade (state and federal funding)	Queanbeyan	Complete 2006	6,800	4,683	3,227
NORTH COAST AND NORTHERN NSW					
Oxley Highway, upgrade from Wrights Road to Pacific Highway (planning)	Port Macquarie	NA	NA	1,474	5,805
Summerland Way, second bridge over Clarence River at Grafton (planning)	Grafton	NA	NA	65	996

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NORTH COAST AND NORTHERN NSW					
Bruxner Highway, Alstonville Bypass (state and federal funding)	Alstonville	NA	NA	2,060	12,302
New England Highway, Devils Pinch Realignment (federal funding)	Black Mountain	Completed 2006	24,800	8,823	15,002
Newell Highway, Moree Bypass (federal funding)	Moree	2008	56,000	2,777	10,033
Newell Highway, Wallumburrawang Deviation (federal funding)	Coonabarabran	2006	14,500	11,432	1,893
Newell Highway, Bogan to Coobang Realignment (federal funding)	Parkes	2007	17,500	5,470	1,306
SOUTH WESTERN NSW					
Hume Highway, safety improvements at Towrang Road and Carrick Road (planning, federal funding)	Towrang	2007	6,600	275	361
Hume Highway, West Street Interchange, North Gundagai (federal funding)	Gundagai	2006	8,900	4,691	646
Hume Highway, Tarcutta truck parking facility (state and federal funding)	Tarcutta	2006	6,500	669	1,373
Hume Highway, Albury Wodonga Hume Freeway Project (federal funding)	Albury	2007	518,000	143,793	45,931
Olympic Highway, grade separated rail crossing at Gerogery	Gerogery	Completed 2005	18,500	5,682	16,904
Newell Highway, Ardlethan Realignment (federal funding)	Ardlethan	Completed 2005	11,000	7,329	4,179
Murray River, new bridge and approaches at Euston, Robinvale (state and federal funding)	Euston	2006	50,800	18,609	19,536
Murray River, new bridge and approaches at Echuca, Moama (planning, state and federal funding)	Echuca	NA	NA	7	323
WESTERN NSW					
Castlereagh Highway, reconstruction between Lidsdale and Coxs River including widening of bridge over Coxs River	Lidsdale	Completed 2005	22,000	4,375	20,115

2 THREATENED SPECIES RECOVERY PLANS

The RTA is required by legislation to report on Threatened Species Recovery Plans (4) and their progress for the year. As per last financial year two draft Threatened Species Recovery Plans are included.

RTA action to implement measures from the four final and two draft Threatened Species Recovery plan are tabled below:

ACACIA PUBESCENS (DOWNY WATTLE) RECOVERY PLAN

Measures	Action taken to implement measures	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 representative visited sites, identified threats, mapped the populations and included this on the Roadside Corridor Management Plans.	No work required in 2005.
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).	Asset Services to develop a threat and habitat management program to be incorporated into the Maintenance Plan for the F5, with advice from Environmental Services Representative. Asset Services to ensure that the program is implemented.	Interlink Roads have incorporated threat and habitat management of the species into landscaping management plans for the M5 Motorway at a cost of \$1500.
Monitor the <i>A. pubescens</i> population at Beverly Hills/Narwee on the F5 on a regular basis and 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 records and initiate corrective action if required.	Inspection completed for 2005, estimated cost \$525.
Assess development activities with reference to the recovery plan, the EIA Guidelines for <i>A. pubescens</i> and future advice from NPWS.	Environmental Services incorporated species location into the Roadside Corridor Management Plans. This information is regularly referred to during the EIA stage.	Project Manager of the F5 widening and the M5 were advised of location of <i>A. pubescens</i> . Individuals were not located within the study area for either project.
Prepare or review any relevant environmental policies or management plans with reference to the recovery plans and any future advice from the NPWS.	During next review of the Maintenance EMP for the M5, Asset Services to add references to <i>A. pubescens</i> Recovery Plan with advice from Environmental Services Representative.	Management Plans implemented. Cost for the 2005–06 financial year approximately \$750.
Forward information on all planning decisions which affect populations of <i>A. pubescens</i> , including decisions that protect habitat as well as those that lead to reduction of habitat and/or individuals, to the NPWS.	Environmental Services Representative to advise Project Manager of this requirement. RTA Project Manager to forward the information to NPWS.	No activity has been proposed in 2005–06 that may have an impact on the species.

GREVILLEA CALEYI THREATENED SPECIES RECOVERY PLAN

Measures	Action taken to implement measures	Status
Control of drainage runoff from Ryland Track in Ku-ring-gai Chase National Park.	Investigations undertaken with NPWS in 2001 to determine controls of runoff from the other side of road.	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> .	Known locations of <i>G. caleyi</i> are included on the Roadside Corridor Management Plans.

DARWINIA BIFLORA THREATENED SPECIES RECOVERY PLAN

Measures	Action taken to implement measures	Status
Endorsement of the <i>D. biflora</i> Threatened Species Recovery Plan.	Comments on draft recovery plan provided to NPWS.	Recovery Plan approved October 2004.
Public authorities will implement threat and habitat management programs on public lands.	Threat and habitat management plan prepared for population adjacent F3 Freeway at Mt Colah.	Management plan prepared, the population is relatively secure and is not under threat from any RTA activities.
Informed environmental assessment and planning decisions will be made.	EIA guidelines to be used when considering any activity that may impact on the species.	No activity has been proposed in 2005–06 that may have an impact on the species.
NPWS to be advised of any consents or approvals which affect <i>D.biflora</i> .	Advise NPWS when RTA proposals will affect <i>D.biflora</i> .	No activity has been proposed in 2005–06 that will have an impact on the species.

DUFFYS FOREST ENDANGERED ECOLOGICAL COMMUNITY DRAFT RECOVERY PLAN

Measures	Action taken to implement measures	Status
Liaise with NPWS, 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.	Ongoing RTA in-kind support to the 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.	Areas of Duffys Forest within RTA controlled lands have been identified. Sites to be included on the Roadside Corridor Management Plans.

2 THREATENED SPECIES RECOVERY PLANS

MICROTIS ANGUSII (ANGUS ONION ORCHID) THREATENED SPECIES RECOVERY PLAN

Measures	Action taken to implement measures	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.	RTA environment staff to advise Project Manager and assessment staff of this species.	No activity has been proposed in 2005–06 that may have an impact on the species.
Liaise with NPWS, 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.	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.	No activity has been proposed in 2005–06 that may have an impact on the species.
Ensure that all relevant 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> locations. RTA Recovery Team to brief Environmental Services Branch on location of <i>M.angusii</i> populations and potential habitat.	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.	Maintenance contractors advised of location, potential habitat and preferred weed control in population locations. Approximate cost for 2005–06 financial year \$750.
Ensure that EIA surveys in areas that may impact on <i>M.angusii</i> are conducted between May and October.	Environmental Services Representative to advise relevant Project Manager of this requirement prior to any activity that may impact on this species. Project Manager to advise EIA Consultant of this requirement.	No activity has been proposed in 2005–06 that may have an impact on the species.
Notify NPWS of any new <i>M.angusii</i> populations discovered.	RTA Recovery Team member to notify NPWS when new populations of this species	No new populations have been identified by the RTA.

ISOODON OBESULUS (SOUTHERN BROWN BANDICOOT) DRAFT THREATENED SPECIES RECOVERY PLAN

Measures	Action taken to implement measures	Status
Endorsement of the <i>I. obesulus</i> Threatened Species Recovery Plan.	Formal notification to NPWS.	Pending sign off by Minister for the Environment. Plan was publicly exhibited from 10 January to 4 March 2005.
Liaise with NPWS, 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.	Ongoing RTA involvement in Recovery Team.
Ensure that EIA surveys are conducted between May and October.	Environmental Services Representative to advise relevant Project Manager of this requirement prior to any activity that may impact on this species. Project Manager to advise EIA Consultant of this requirement.	No activity has been proposed in 2005–06 that may have an impact on the species.

3 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 *RTA Annual Report 2006* is the fifth such report with this mandatory requirement and covers the 2005–06 financial year.

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 reduces 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. Stabilising existing materials preserves natural resources and reduces the transportation of materials to and from sites. Stabilisation also utilises industrial by-products such as ground granulated blast furnace slag and fly ash from coal-fired power stations.

3 WASTE REDUCTION AND PURCHASING POLICY

REUSE AND RECYCLING

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

■ North Kiama Bypass

The 7.6 kilometre North Kiama Bypass construction project demonstrated significant reuse of excess site materials and wastes from local industry. The design of the bypass included a major cutting through high quality basalt. Whilst the material could have been crushed and used in the works, the quantity was far in excess of the project's needs and the inefficiency of mobile crushers meant that on-site use of the materials was not feasible. Approximately one million tonnes of high quality basalt was excavated from the project and exported for higher value local reuses including the reconstruction of the Lake Illawarra entrance, construction of the Shell Cove marina, manufacture of rail ballast and reuse at nearby quarries.

The project imported approximately 750,000 tonnes of recycled materials from local industry. Approximately 455,000 tonnes of waste quarry fines were imported from local quarries for use within the project's select material zone, reinforced soil walls and embankment fill. These quarry fines, a by-product of the crushing process, had a very limited market and were effectively a quarry industry waste product. This quarry waste did not require stabilisation, saving approximately 2,000 tonnes of lime.

The project imported significant quantities of blast furnace slag, a by-product of the Port Kembla steel making process. Approximately 70,000 tonnes of slag aggregate was used within the asphalt pavement surface, providing greater skid resistance than asphalt utilising the most common natural aggregate (basalt). 170,000 tonnes of crushed slag was also used in the pavement layers below the asphalt surface.

■ Reuse of spoil – Lane Cove Tunnel

Thiess John Holland, the company constructing the tunnel and associated works, provided the following information regarding the project's spoil management:

- In total, the project works during the reporting period (July 2005 to June 2006) produced 991,723 tonnes of Virgin Excavated Natural Material (VENM). 977,408 tonnes (98.56 per cent) were transported to and reused at a number of facilities (including spoil storage sites and construction sites). 14,316 tonnes (1.44 per cent) of VENM were reused within project worksites as part of construction works. Therefore the project's key performance indicator (KPI) of 100 per cent reuse of VENM has been achieved during this reporting period.
- In total 280,215 tonnes of inert waste were produced during the reporting period. 278,278 tonnes (99.31 per cent) were reused outside of the project and transported to and reused at a number of facilities (including spoil storage sites, construction sites, collieries and quarries). 1,937 tonnes (0.69 per cent) of inert waste were reused within the project at various worksites. Therefore the project's KPI of > 80 per cent reuse of spoil other than VENM has been achieved during this reporting period.
- There were no volumes of spoil that required disposal to landfill during the reporting period.

■ Reuse of Reclaimed Asphalt Pavement (RAP) wastes

Considerable amounts of RAP wastes are produced during maintenance works on asphalt road surfaces. An estimated 233,107 tonnes of RAP were generated during maintenance works by, or on behalf of, the RTA during 2005–06. Approximately 224,548 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)

Material	Estimated quantity of waste produced(tonnes)	Estimated quantity recycled or reused (tonnes)	Comments
Vegetation waste	31,412	17,641	Includes: <ul style="list-style-type: none"> ■ 28,931 tonnes from maintenance projects (52% reused). ■ 2,481 tonnes of construction project vegetation wastes were mulched. No information was available for the total amount of vegetation cleared for construction projects.
Concrete	24,252	4,799	No information was available for construction projects.
Fill/ VENM	3,443,047	3,332,192	Includes all excavated materials – information not available on VENM component of excavation. These figures estimate the total amount of materials excavated within projects. Road designers endeavour to balance earth works so that there is no spoil (excess of excavated material) or import (material that needs to be brought 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. Materials extracted from cuts located and sized to meet specific fill requirements within a project are considered by the RTA to be materials excavated for use (not 'reuse') within projects. However these materials have been identified in this table as 'waste produced' and 'waste reused' for reporting purposes.
Asphalt	238,016	229,276	Nearly all reported asphalt wastes were from maintenance activities.

CONSTRUCTION AND MAINTENANCE SPECIFICATIONS

RTA construction and maintenance specifications promote waste minimisation and the purchase of materials with recycled content, as follows:

- G34 specification 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 – requires contractors 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.

RTA specifications with specific allowances for the use of recycled materials, or greater material recyclability at end-of-life, include:

- RTA R116 specification allows up to 15 per cent RAP within asphalt. RTA issued a Technical Direction in August 2005 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 beyond this will be considered when performance implications of the current amendment are demonstrated.

- RTA 305 I/3052 specification allows for the use of recycled materials within base and sub-base of pavements.
- RTA 3071 specification allows for recycled content within selected formation material.
- RTA 3252 specification allows use of scrap rubber within certain modified binder classes.
- RTA M525 allows for the use of slag (a by-product of the iron making process), crushed concrete, crushed bricks and crushed reclaimed asphalt pavement within road shoulders.
- RTA 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.
- RTA R50 allows for the use of slag/lime blends for stabilisation of earthworks.
- RTA 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.

3 WASTE REDUCTION AND PURCHASING POLICY

- RTA R75 allows mechanical incorporation of existing pavement with binding agents (by-products of the steel and electricity industries).
- RTA G38 and G39 allows for the use of recovered water for road projects.
- RTA R63 permits the use of recycled materials in the manufacture of geotextiles.
- RTA R141 allows for the use of recycled glass reflective beads for road linemarking.
- RTA M317 and M318 require reuse of onsite materials for landscaping, with any shortfall made up by waste woodchips.
- RTA specification 2380 Timber for Bridges has been revised to minimise the use of treated timbers.

For further information on these and other RTA specifications, please visit www.rta.nsw.gov.au/doingbusinesswithus/specifications/

Research and development

RTA research and development projects for 2005–06 included:

- Scrap rubber asphalt

The RTA and DEC commenced a joint project in 2003 to develop a Code of Practice and specification for the manufacture and handling of asphalt containing finely ground scrap rubber and to promulgate its commercial application. Once finalised, the Code of Practice and specification are expected to provide an industry-wide standard that would enable uptake of this

valuable and technically proven technology. It is particularly suitable for use in overlaying fatigued/cracked pavements, and can also be used as a durable crack resistant asphalt surface on new construction works. RTA field trials and studies have demonstrated that scrap rubber asphalt not only extends road life and enables thinner pavements but may also reduce road traffic tyre noise.

- Manufactured sands

Traditional sources of natural sands continue to diminish so there is increasing need to consider alternative materials such as industrial by-products and recycled materials. This project's objective is to revise specification acceptance criteria and associated test procedures for natural and manufactured sands for asphalt and concrete mixes. During 2005–06 extensive laboratory trials continued on a range of concrete mixes to assess the acceptability of selected test methods. In 2006–07 testing will expand to include testing of manufactured sands that are used in asphalt applications.

- Recycled crushed glass within concrete

This joint project with DEC commenced in 2005 to assess the performance of recycled crushed glass fines as partial cement and sand replacements within concretes used for road pavement construction and related civil works. Laboratory trials have demonstrated that crushed glass may be used as a partial sand replacement at rates of up to 300 kg per cubic metre of road pavement concrete without a significant reduction in the concrete's technical performance. Laboratory trials of glass as a partial cement replacement are in progress. The project may establish a significant high-value, high volume market for glass fine wastes that are currently landfilled (estimated up to 100,000 tonnes per year in the greater Sydney region).

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).

Material	Estimated quantity purchased/ used (tonnes)	Estimated total total quantity purchased/ used with recycled content (tonnes)	Comments
Landscaping materials	4,506	3,322	Includes 4,421 tonnes from maintenance projects (67% was reported as recycled content). It has been assumed that straw mulch and hydromulch contain 100% recycled content.
Concrete	112,393	Not available	Excludes concrete pipes. More than 90% of the concrete used within pavements contains fly ash, averaging 3.4% of the total concrete mass.
Fill/VENM	719,560	Not available	Information was not available on the recycled content of imported fill and VENM materials.
Asphalt	695,120	353,560	Assumed density of asphalt is 1.65 tonnes per m ³ .

OFFICES

Avoidance

■ Internet and intranet sites

The RTA has well established and popular internet and intranet sites. Receiving more than 11 million visits in 2005–06, the RTA website provides the public with access to RTA publications in an electronic format, reducing paper use and travel to attend motor registries. Online services include renewal of vehicle registration, ordering of customised number plates, booking licence tests, changing address details, checking demerit points 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.

Most popular RTA publication downloads (January – June 2006)

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

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.

Reuse and recycling

■ Toner recycling

The RTA collected and sold 763 toners for remanufacture during 2005–06. An additional 2,137 kg of printing materials such as toners, bottles, drums and ribbons were collected from around the state and sent for recycling.

■ RTA computer use

1,160 personal computers and 1,371 monitors were returned to the lessor company. Twenty-two owned personal computers and seven monitors were sent to auction. No other disposal methods were used during 2005–06.

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	Total quantity percentage with recycled content	Comments
Printing and publications paper	621 tonnes	39 tonnes	6.3%	Figures were available for the seven months commencing December 2005 (when new supply contracts commenced). These figures were pro-rated to estimate 12 month totals.
A4 paper	86,319 reams	10,676 reams	12.4%	Note that the recycled content of A4 paper is expected to significantly increase in 2006–07 because a new supply contract for multifunction printer/copier/fax devices will use 60% recycled content paper.
A3 paper	2,288 reams	0	0%	
Coloured or tinted paper	1,311 items	0	0%	Coloured paper is not available with recycled content.
Diaries	4,176 items	0	0%	No diaries available with recycled content
A4 pads and notebooks	13,559 items	1,077	8%	
Toner cartridges	9,534 cartridges	108	1.1%	This includes fax, inkjet cartridges and printer ribbons.
Post-it Notes	2,150 packets of 12	17 packets of 12	0.8%	
Envelopes	18,322 boxes of 500	820 boxes of 500	4.5%	Some figures were available for the seven months commencing December 2005 (when new supply contracts commenced). These figures were pro-rated to estimate 12 month totals.

3 WASTE REDUCTION AND PURCHASING POLICY

The RTA has recently entered into a contract for the supply of multifunctional devices that provide an integrated photocopy, printer and fax. A key requirement of this contract is the supply of consumables associated with these devices, such as paper and toners. It is a contractual requirement for the supplier to use Australian made recycled paper with 60 per cent recycled content, dramatically increasing the RTA's use of recycled content paper. Imported yellow paper with recycled content will be used for faxes. Specialty paper (which may not have recycled content) may be used in certain circumstances such as colour printing.

All other office products, including an 'environmentally friendly' range, are available on the current centralised office consumables contract. Where these products have a comparable use and costing they have been hard-substituted.

CONCLUSION

The RTA is progressing its efforts to:

- Increase purchases of recycled content construction/maintenance and office products, where economically and technically viable.
- Undertake research and development 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.

4 COMMITTEES AND SIGNIFICANT ADVISORY GROUPS

RTA staff are members of various committees and advisory groups. A list of significant committees and advisory groups can be found below.

The **Value for money** chapter details information on Austroads and the Australian Transport Council.

The Road Freight Advisory Council (previously reported) did not meet during 2005–06.

ROADS AND TRAFFIC ADVISORY COUNCIL (RTAC)

Established under the *Transport Administration Act 1988*, the RTAC advises the RTA and the Minister for Roads on:

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

Membership of the RTAC is by appointment by the Minister for Roads and comprises representatives from various organisations. As at 30 December 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 Planning.
- Director-General of the Ministry of Transport.
- Commissioner of New South Wales Police Service.

Note. These appointments expired on 31 December 2005.

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.

Members:

- Mr Mike Hannon, Roads and Traffic Authority (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 Brad Welsh, Youth Advisory Council (from February 2005).

GOVERNMENT AGENCIES ROAD SAFETY COUNCIL (GARS)

GARS was established to:

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

As at 30 June 2006, the Council comprised:

- Mr Mike Hannon, Roads and Traffic Authority (Chair).
- Mr John Feneley, Attorney General's Department.
- Chief Superintendent John Hartley, NSW Police Service.
- Ms Pam Albany, NSW Health.
- Ms Caroline Boden, Independent Transport Safety and Reliability Regulator.
- Mr David Bowen, Motor Accidents Authority.
- Mr Rob Randall, Department of Education and Training.
- Mr Garry Payne, Department of Local Government.
- Mr Michael Bushby, Roads and Traffic Authority.
- Dr Soames Job, Roads and Traffic Authority.

- Mr Luke Grant, 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.
- Mr Ken Browne, NSW Department of Gaming and Racing.

NSW BICYCLE ADVISORY COUNCIL (NSW BAC)

The Bicycle Advisory Council was established to advise the Minister for Roads, through the RTA Chief Executive, on all matters concerning bicycle use, cyclist safety and bicycle facilities.

The NSW BAC was originally composed of officio members with the exception of the Chair:

- Chairman (independent member; also representing local government).
- Bicycle NSW.
- Newcastle Cycleways Movement.
- NSW Police.
- A senior officer of the RTA.
- A senior officer of the Department of Transport.

The chair of the BAC is appointed by the Minister for Roads with the right of direct access to the Minister as well as to the Chief Executive of the RTA. The current Chairman is Cr Patricia Gould (Albury City Council) who also represents the Local Government and Shires Association.

LOCAL GOVERNMENT LIAISON COMMITTEE

The RTA Local Government Liaison Committee's role is to enhance communication and promote cooperation between the RTA and local government on road and traffic issues of mutual interest.

During 2005–06 the Committee discussed a broad range of issues including funding assistance for Regional Roads, AusLink, the Roads to Recovery Program, clustering and a road classification review. The Committee also received regular updates on the progress of the Single Invitation Contract arrangements and benchmarking of road maintenance.

Membership comprises:

- Mr Mike Hannon, Acting RTA Chief Executive (chair).
- Mr Brian Watters, Acting Director, Road Network Infrastructure.
- Dr Soames Job, General Manager, Road Safety Strategy Branch representing Director, Road Safety, Licensing and Vehicle Management.
- Mr Phil Margison, Acting Director, Traffic and Transport.
- Mr David Stuart-Watt, Director, Operations and Services.
- Councillor Genia McCaffery, Local Government Association of NSW President.
- Councillor Col Sullivan OAM, Shires Association of NSW President.

4 COMMITTEES AND SIGNIFICANT ADVISORY GROUPS

- Councillor Barry Johnston OAM, Chairperson of the Associations' Roads and Transport Committee.
- Bill Gillooly AM, Executive Director of the Local Government Association of NSW and the Shires Association of NSW.

STATE ROAD AUTHORITIES PROJECT MANAGEMENT EXECUTIVE

The executive's purpose is to provide mutual support to State Road Authorities (SRAs) to ensure the cost effective delivery of projects to the community. This executive has a membership of senior executives of all SRAs including New Zealand and the Australian Capital Territory.

AUSTRALIAN ROAD FORUM

The Australian Road Forum (ARF) is a national peak body for Australia's roads. It is the Australian affiliate of the International Road Federation and provides a forum for information exchange, policy development and advocacy for stakeholders within the Australian Road Sector. Membership includes SRAs such as the RTA and Qld Main Roads. Private industry groups such as Boral, Shell and Transurban are also represented.

TRANSPORT CERTIFICATION AUSTRALIA LIMITED

Transport Certification Australia Limited (TCA) is a public company whose purpose is to support the development and implementation of the Intelligent Access Program (IAP) and ensure that IAP service providers are certified and audited.

TCA has a membership that comprises Australian state and territory road transport and traffic authorities and the federal Department of Transport and Regional Services. It is governed by a board of directors who are responsible for setting the strategic direction, supporting strategies and operating performance objectives of the TCA. The RTA's Michael Bushby, Director, Road Safety, Licensing and Vehicle Management, is the TCA board member for NSW.

ARRB GROUP LTD

The ARRB Group Ltd. was created to serve the Australian national research, technical information and technology development needs of its members.

Organisations that provide membership for ARRB Group Ltd are:

- Roads and Traffic Authority of New South Wales.
- VicRoads (the Roads Corporation of Victoria).
- Department of Infrastructure, Energy and Resources, Tasmania.
- Transport South Australia.
- Department of Main Roads, Queensland.
- Main Roads, Western Australia.
- Commonwealth Department of Transport and Regional Services.
- Department of Infrastructure, Planning and Environment, Northern Territory.
- Department of Urban Services, Australian Capital Territory.
- Australian Local Government Association.
- Transit New Zealand.

5 SENIOR EXECUTIVE PERFORMANCE STATEMENTS

RTA SENIOR EXECUTIVE SERVICE PROFILE OF POSITIONS

SES Level	2002-03	2003-04	2004-05	2005-06
CEO under S.11A#	1	1	1	1
Level 6	2	2	5	6
Level 5	4	4	2	2
Level 4	7	8	10	10
Level 3	14	15	14	14
Level 2	16	14	12	12
Level 1	0	0	0	0
Other	0	0	0	0
Total	44	44	44	45*

Note: The number of SES positions occupied by women in the current year was five, of which one left in December 2005.

#CEO position is listed under S.11A of the *Statutory and Other Officers Remuneration Act 1975*.

* One of these is a short term position for a fixed period only.

Name:	Mike Hannon
Position:	Acting Chief Executive
Level:	8
Period in position:	October 2005 – June 2006
Total remuneration package:	\$335,201

Mr Hannon assumed the acting role of Chief Executive on 28 October 2005 and acted in this position until 30 June 2006. During the period Mr Hannon continued to focus on delivering a safe, sustainable and efficient road transport system. He directed a range of significant policy and infrastructure activities in support of the NSW Government priorities and led improvements to the RTA's internal business operations.

Mr Hannon oversaw the enhancement of the strategic partnership with the Australian Government that has resulted in the signing of a Memorandum of Understanding between the Australian and NSW Governments for the \$800 million duplication of the southern section of the Hume Highway and a package of works totalling \$160 million on the Pacific Highway. He also led the implementation of the AusLink Development and Maintenance Program on major routes throughout the State.

Mr Hannon led the RTA's involvement with other transport and planning agencies such as the Ministry of Transport, the Department of Planning and the Department of Environment and Conservation to ensure that a whole

of government focus was placed on providing infrastructure as part of a sustainable land use system, particularly in the north western and south western growth areas of Sydney.

Mr Hannon ensured the delivery of a range of major infrastructure projects such as the Westlink M7 project, the Taree to Cooperook section and Cooperook Bypass sections of the Pacific Highway and the North Kiama Bypass on the Princes Highway. He also oversaw the completion and opening of the Sea Cliff Bridge on Lawrence Hargrave Drive.

Under Mr Hannon's leadership the \$798 million Infrastructure Maintenance Program delivered resurfacing, patching, and rehabilitation of road pavements; as well as rest area, slope stability and drainage improvements and bridge works.

Mr Hannon continued the RTA's traffic management initiatives with the enhancement of incident response and network management systems to provide consistent travel times for motorists, particularly in peak times. He managed the rapid expansion in the use of electronic toll tags that improve traffic flow and reduce travel times at toll plazas. As at June 2006 357,000 RTA electronic toll tags were in use.

Mr Hannon facilitated implementation of the first of 43 strategic bus corridors between Miranda and Hurstville and Bankstown and Liverpool. He also oversaw continuing construction of the North-West T-way.

Mr Hannon supervised the delivery of enhanced facilities for bicycles and pedestrians. The opening of the Westlink M7 project included 38 overpasses and underpasses to maintain local access for pedestrians, cyclists and motorists and almost 40 kilometre of off-road pedestrian and cycle path. Construction commenced on pedestrian bridges at Canterbury Road, Canterbury and King Georges Road, Wiley Park.

Mr Hannon led the delivery of a range of road safety programs. The combination of engineering, enforcement and education programs have resulted in a 2005 calendar year road toll of 508 and fatality crash rate of 7.5 per 100,000 population.

Mr Hannon has overseen the implementation of Australian-first technology that will allow the speed limit on the F3 Freeway between the Hawkesbury River and Mount White to be automatically varied depending on the weather. This section of road has a history of wet weather crashes.

The sponsorship of the NSW cricket team, the SpeedBlitz Blues continued. This sponsorship is aimed at raising awareness of the dangers of speeding, particularly among young males – who remain the most at-risk group on the roads. The SpeedBlitz Blues On the Road program has visited more than 12,500 students at more than 60 high schools across NSW since it began in 2003. This program complements a range of behavioural marketing campaigns focussing on driver fatigue, speeding and drink driving. 2006 saw the launch of the Paranoia commercial that taps into the fear and guilt that drink drivers experience and explores their anxiety, restlessness and fear of getting caught.

Improvements in child road safety were overseen by Mr Hannon with the

5 SENIOR EXECUTIVE PERFORMANCE STATEMENTS

development of a package of safety enhancements for school zones. Additional road safety initiatives included review of fines and demerit points to improve the current scheme, and opening of a new RTA Crashlab facility at Huntingwood to provide world-class vehicle and safety equipment research and testing services.

Mr Hannon also drove improvements in the delivery of customer service to RTA clients. In particular the enhancements to the RTA website as a key public communication and business channel has seen significant, sustained growth in online transactions. In 2005–06 the RTA conducted about 17 million licensing and registration transactions.

Mr Hannon actively led the reform of the RTA's structure and business process. He oversaw changes to make RTA's structure more integrated and efficient, including amalgamation of technical services functions, introduction of an internal alliance arrangement for maintenance works and establishment of a new Camera Enforcement Branch. He led a suite of improvements to the planning and implementation of major infrastructure projects and oversaw the streamlining and simplifying of financial and administrative operating processes.

Mr Hannon was the NSW representative attending meetings of the Standing Committee of Transport and the Austroads Council. Mr Hannon facilitated the hosting of the Australian Transport Council meeting held in Sydney in June 2006. He was a member of the Chief Executives Committee and was actively involved in the Chief Executive Network meetings.

Name:	Paul Forward
Position:	Chief Executive
Level:	8
Period in position:	1 July 2005 – 27 October 2005
Total remuneration:	\$372,350

Mr Forward served as Chief Executive from 1 July until he stepped aside from his position on 27 October 2005.

Under Mr Forward's leadership, the RTA continued to focus on delivering a safe, sustainable and efficient road transport system. Mr Forward directed a range of significant policy and infrastructure activities in support of the NSW Government priorities and led various improvements to the RTA's internal business operations.

Mr Forward led the continued development of key routes, including the Pacific Highway, Great Western Highway, Princes Highway and Windsor Road. He oversaw the continued construction of the Sea Cliff Bridge near Wollongong under innovative alliance contracting arrangements. Mr Forward also facilitated a competitively selected alliance model on Windsor Road to mitigate the potential risks to delivery that exist under a conventional contract.

Under Mr Forward's leadership work continued on major public-private partnership projects. Construction was completed on the Cross City Tunnel and continued on the Westlink M7 and the Lane Cove Tunnel. Mr Forward

also represented the RTA at the Parliamentary Inquiry into the Cross City Tunnel.

Mr Forward further developed the strategic partnership with the Australian Government and oversaw the development of the AusLink agreement which was signed on 29 September 2005.

Mr Forward oversaw the efficient management of daily traffic incidents and special events, utilising advanced technology such as the Sydney Coordinated Adaptive Traffic System (SCATS) to improve travel time reliability for NSW commuters. Traffic management initiatives and network development activity have ensured that travel times across Sydney have remained consistent despite annual increases in traffic volumes. Mr Forward ensured coordinated involvement with other transport agencies in implementing priority routes for buses with the greatest potential for growth in patronage.

Mr Forward led various initiatives to improve road safety. In particular the implementation of two key initiatives from the Young Driver Discussion paper that will enhance the safety of young drivers – limiting disqualified provisional drivers to carrying one passenger for a twelve month period from the reissue of a licence, and restricting provisional drivers from driving certain vehicles. These include eight-cylinder and turbo-charged petrol vehicles.

Mr Forward oversaw the successful development of the new compliance and enforcement provisions for heavy vehicles. Key to these reforms was the implementation of provisions that will hold all parties in the transport chain accountable for compliance of heavy vehicles and their drivers. Mr Forward also oversaw the development of legislation to apply sanctions to heavy vehicle operators who allow their vehicles to travel at excess speed due to faulty or non-functioning speed limiters.

Mr Forward led the RTA's participation in the development and implementation of the Intelligent Access Program. This Program will improve compliance and reduce the risk to road infrastructure and road safety of specific vehicle combinations. Mr Forward served as the inaugural chairman of the National Intelligent Access Program certifying body Transport Certification Australia.

Under his direction development continued on a new RTA Crashlab, which will provide state of the art testing facilities for investigations into motor vehicle safety.

Mr Forward oversaw the continuing business reform activities and led the drive for greater internal efficiencies by introducing significant changes to streamline processes and reduce duplication and waste.

Mr Forward actively led the RTA's drive to deliver best practice internal and external communications. He oversaw further development of the RTA's website which has become the most visited State government website in Australia.

As the NSW representative, Mr Forward attended meetings of the Standing Committee and National Transport Agency Chief Executive Committee. He was the Chairman of Austroads, a member of the Chief Executives Committee and was actively involved in the Chief Executive Network meetings.

Name: Mike Hannon
Position: Director,
 Road Network Infrastructure
Level: 6
Period in position: 1 July – 27 October 2005
Total remuneration package: \$257,000

Mr Hannon occupied his substantive role for the first four months of the reporting period following which he acted as Chief Executive of the RTA. During this period Mr Hannon continued to focus on the RTA's strategic direction and government priorities, overall management of the Road Network Infrastructure (RNI) programs, and the implementation of appropriate links between programs within RNI and with other directorates.

He further developed and maintained strategic partnerships with the Australian Government, contractors, consultants and industry associations. Specifically he coordinated successful negotiations with the federal Department of Transport and Regional Services on the AusLink bilateral agreement which was signed on 29 September 2005. He managed the impacts of AusLink on RNI's programs. Mr Hannon oversaw management of key road planning strategies to develop sustainable land use and transport solutions in consultation with the Department of Planning, Department of Environment and Conservation and transport agencies.

Mr Hannon also led and managed the directorate's involvement in major projects such as T-ways, major works on the Pacific, Princes and the Great Western Highways and on the Windsor Road project. Strategic projects completed during his tenure included Castlereagh Highway, Lidsdale to Coxs River (October 2005). Other strategic projects that he led close to completion during this period included:

- Sunnyholt Road, James Cook Drive to Quakers Hill Parkway (completed December 2005).
- Camden Valley Way, Bernera Road to M5 Motorway (completed December 2005).
- F5 Hume Highway, Camden Valley Way to Brooks Road, southbound carriageway (completed December 2005).
- Lawrence Hargrave Drive, reconstruction between Clifton and Coalcliff (completed December 2005).
- Princes Highway, North Kiama Bypass (completed December 2005).
- Olympic Highway, Gerogery rail overpass (completed December 2005).

His continuing management of the \$798 million Infrastructure Maintenance Program ensured road infrastructure is maintained to meet community needs. Major ongoing initiatives under Mr Hannon's leadership include the directorate's involvement in delivering the Asset Renewal Program, the Rebuilding Country Roads Program, and the NSW Government Road Maintenance Reform Package. The completion of the new Sea Cliff Bridge by the Lawrence Hargrave Drive Alliance was a major achievement under this program. Damage restoration resulting from recent natural disasters was also completed at a cost of over \$40 million.

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 implementation of Single Invitation Contracts for the maintenance of State Roads.

He led and managed the development of the RTA's urban design policy. Further initiatives to promote this policy in 2005–06 included developing RTA urban design frameworks for the Great Western Highway and Windsor Road, Camden Valley Way and Richmond Road.

Under Mr Hannon's leadership, initiatives in 2005–06 included implementing the Lawrence Hargrave Drive Alliance to develop a solution to the reopening of Lawrence Hargrave Drive; the Windsor Road Upgrade, a competitively selected alliance; and progressing tenders and contracts for significant projects being delivered by the DCM model.

Mr Hannon also resolved a number of contract disputes escalated to him in his role as principal.

Name: Brian Watters
Position: Acting Director,
 Road Network Infrastructure
Level: 6
Period in position: 28 October 2005 – 30 June 2006
Total remuneration package: \$237,801

Mr Watters assumed the acting role of Director, Road Network Development four months into the reporting period. He continued a focus on the RTA's strategic direction and government priorities, overall management of the Road Network Infrastructure (RNI) programs and implementation of appropriate links between programs within RNI and other directorates.

He maintained strategic partnerships with the Australian Government, contractors, consultants and industry associations. Mr Watters managed implementation of the AusLink development and maintenance programs. In addition he negotiated a Memorandum of Understanding between both governments for the \$800 million duplication of the southern Hume Highway, and a \$160 million acceleration of the Pacific Highway upgrade.

Mr Watters also led and managed the directorate's involvement in major projects such as transitways, major works on the Pacific, Princes and the Great Western Highways and on the Windsor Road program. Strategic projects completed under Mr Watters' leadership include:

- Sunnyholt Road, James Cook Drive to Quakers Hill Parkway (December 2005).
- Camden Valley Way, Bernera Road to M5 Motorway (December 2005).
- F5 Hume Highway, Camden Valley Way to Brooks Road, southbound carriageway (December 2005).
- Narellan Road, replacing roundabouts with signals at Wentworth Drive and at Mount Annan Drive (February 2006, April 2006).
- Pacific Highway, Coopernook deviation (March 2006).
- Lawrence Hargrave Drive, reconstruction between Clifton and Coalcliff (December 2005).

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- Princes Highway, North Kiama Bypass (December 2005).
- Queanbeyan Northern Heavy Vehicle Route (April 2006).
- Olympic Highway, Gerogery rail overpass (December 2005).
- New England Highway, Devils Pinch realignment (April 2006).
- Newell Highway, Ardlathan realignment (February 2006).

He continued to lead the management of the \$798 million Infrastructure Maintenance Program to ensure the road infrastructure is maintained to meet community needs. Major initiatives that continued under Mr Watters' leadership include RNI's involvement in the delivery of the Asset Renewal Program, the Rebuilding Country Roads Program and the NSW Government Road Maintenance Reform Package. The completion of the new Sea Cliff Bridge by the Lawrence Hargrave Drive Alliance was a major achievement under this program. Restoration of damage resulting from recent natural disasters was also completed at a cost of over \$40 million.

He continued to lead and manage the development of the RTA's urban design policy. Initiatives to promote this policy in 2005–06 included developing the RTA Noise Wall Design Guidelines and continuing the development of RTA urban design frameworks for the Great Western Highway and Windsor Road, Camden Valley Way and Richmond Road. The RTA's urban design policy was applied on all road and motorway projects, with the recently completed Westlink M7, North Kiama Bypass and the Sea Cliff Bridge (Lawrence Hargrave Drive) demonstrating how engineering, urban design and environmental criteria can be successfully integrated.

Under Mr Watters' leadership improvements to project management were accomplished by:

- Development and enhancement of systems, procedures and policies for the delivery of road projects.
- Enhancement of the skills of project managers.
- Providing specialised advice and support in the areas of estimating and road construction.
- The review of estimates for major projects.

Mr Watters led the RTA's contributions to whole of government planning initiatives such as the Metropolitan Strategy and the State Infrastructure Strategy.

Name:	Michael Bushby
Position:	Director, Road Safety, Licensing and Vehicle Management
Level:	6
Period in Position:	2005–06
Total Remuneration Package:	\$252,551

Several significant road safety initiatives have been implemented under Mr Bushby's direction. These include the introduction of compliance and enforcement legislation to improve road transport safety responsibility

through the *Road Transport (General) Act 2005*. The improvements enforce load restraint, mass and dimension requirements for heavy vehicles, as well as fatigue and driving hours obligations. Other initiatives included a trial of reduced speed limits in wet weather; evaluations of the in-car digital speed cameras and flashing lights in school zones and reviews of speed limits and 40 km/h school zones.

Improvements in child road safety were overseen by Mr Bushby with the development of a strategic plan for school zones and flashing lights. In addition school crossing supervisors became permanent employees of the RTA. Additional road safety initiatives included the release of a young driver discussion paper that led to new laws to improve the safety of younger drivers, a review of fines and demerit points to improve the current scheme and opening of a new RTA Crashlab facility at Huntingwood to provide world-class vehicle and safety equipment research and testing services.

In 2005–06, Mr Bushby continued to lead a range of State funded crash related, mass action improvements across NSW, including blackspot treatments. This program continued to implement improvements to road safety that yield high economic returns and provide a road network that is designed, built, and maintained to stringent safety standards.

The enhanced enforcement program continued to operate successfully under Mr Bushby's management. NSW Police were given support to extend the hours of visible police enforcement activity to deter drivers and other road users from unsafe behaviour.

Mr Bushby played a significant role in improving the safety of road freight transport in NSW. The *Road Transport Legislation (Speed Limiters) Amendment Act 2005* was proclaimed on 24 November 2005. This Act places sanctions on operators who allow their heavy vehicles to travel at excess speed due to faulty or nonfunctioning speed limiters. An amendment to the *Road Transport (General) Regulation 2005* was also completed. It allows for penalty notices to be issued for breached of mass requirements on bridges and roads.

Improved efficiencies in road freight in NSW developed under Mr Bushby's leadership including the introduction of the Intelligent Access Program. This program is an agreed expansion of the Higher Mass Limits network between the Australian and NSW Governments as part of the AusLink funding agreement. Other heavy vehicle initiatives included a \$2.78 million replacement of heavy vehicle testing equipment at 14 Heavy Vehicle Inspection Stations across NSW and a new electronic interface for transferring traffic infringement notices to the Infringement Processing Bureau.

Customer service enhancements under Mr Bushby's supervision included extending several online services to 24 hours a day, seven days a week the successful rollout of online self service kiosks at seven motor registries and international information security standard accreditation for the Newcastle Call Centre. There was also a successful pilot of 'Dealer Online' in a rollout to 50 Authorised New Vehicle Inspection Scheme motor dealers, enabling the processing of certain registry transactions online and a 52 per cent expansion of the online agency network for local councils.

Mr Bushby oversaw the introduction of the NSW Photo Card as a form of

identification for those without a NSW driver licence, changes to eyesight testing for all C and R licence holders and the establishment of a specialist proof of identity group to help discourage identity fraud. In addition the Centrelink online validation system, introduced into motor registries and council agencies, ensures customers receive appropriate benefits, and has resulted in significant savings.

Other strategic initiatives under Mr Bushby's leadership in the areas of vehicle emissions and number plates included completion of the Diesel Retrofit Demonstration project for older heavy vehicles and Clean Fleet pilot program to reduce vehicle emissions. A new range of metallic number plates were released in August 2005.

In 2005–06, Mr Bushby chaired the Workforce Capability Committee and participated on:

- Technology and Innovation Committee.
- Government Agencies Road Safety Council.
- Road Safety Task Force.
- Transport Certification Australia Ltd Board as Director.

Mr Bushby is also the Program Manager for the Austroads Registration and Licensing Task Force and a Director of Transport Certification Australia Ltd.

Name	Brett Skinner
Position:	Director, Finance
Level:	6
Period in Position:	2005–06
Total Remuneration Package:	\$285,925

Under Mr Skinner's leadership, investment planning and results for the RTA continued as a key business focus. Initiatives included refinement and implementation of the Investment Decision Framework as an integrated assessment tool to support allocation of the 2006–07 program budget. This will enable funding allocation decisions to be linked with the Road Network Management Plan, Capital Investment Plans, and other mandatory funding requirements.

The Strategic Risk Framework advanced significantly during the period. Strategic risks reported in the Results and Services Plan were updated to reflect the outcomes of workshops to identify key risks held across the RTA. Management of strategic risks has also been integrated in the RTA's business planning process for 2006–07. The Corporate Risk Register and Risk Profile are being developed and will be integrated into the RTA governance structure by the end of 2006.

RTA corporate governance was further supported through implementation of the strategic Audit Plan. The charter for the Audit and Risk Committee was reviewed during the year to strengthen and align the focus of the Audit Plan on strategic risk.

A major business reform initiative to review and simplify RTA internal financial processes commenced in 2005–06. Since 1 July, 2005 a number of significant changes have been introduced to streamline workflows and improve the way business is done within the RTA. These have included

fewer purchase and sales orders, a simpler internal billing process, a single timesheet process, consolidation of cost centre charging and reporting. The Finance Simplification project will significantly reduce administration for a broad range of internal processes.

Unqualified accounts for 30 June 2005 were signed by the NSW Auditor-General. In addition, all Treasury and other target dates and deadlines have been met for the International Accounting Standard Harmonisation and the RTA is positioned for a seamless transition.

Mr Skinner was involved in providing financial advice on private sector infrastructure proposals during the period. These included a number of refinancing proposals and financial advice was also provided on a range of issues relating to the Cross City Tunnel and Lane Cove Tunnel. Advice was also provided on refining and developing a number of current commercial initiatives including e-tolling, special number plates and outdoor advertising.

Under Mr Skinner's direction, Finance generated gross revenue of \$52.9 million from sale of surplus property and leasing of residue property. Outdoor advertising revenue showed a pleasing result and progress was made to identify further advertising opportunities with potential for significant revenue returns for the RTA.

In addition to participating on a broad range of RTA working groups for major business projects, Mr Skinner contributed to the executive leadership of the RTA through his involvement on a number of Executive Steering Committees, including:

- Finance Strategy Committee.
- Audit and Risk Committee.
- Business Services Advisory Committee.
- Procurement Steering Committee.

Mr Skinner is also a member of the Audit Committee for the Attorney-General's Department and represents the RTA on the Senior Officers' Group of the Government Asset Management Committee.

Name:	Les Wielinga
Position:	Director, Motorways
Level:	6
Period in the Position:	2005–06
Total Remuneration Package:	\$286,925

The Motorways Directorate is responsible for the delivery of motorways infrastructure, administration of operational tollways and the management of road tunnel design, safety and air quality issues.

Mr Wielinga provided leadership in providing high quality motorway related management services including:

- Preparation of route strategies.
- Management of motorways.
- Development, construction, operation and maintenance.
- Project management and contract administration.

5 SENIOR EXECUTIVE PERFORMANCE STATEMENTS

Mr Wielinga continued to oversee the major motorway construction program. In Sydney this includes the Westlink M7, and Lane Cove Tunnel as well as traffic changes in response to community concerns following the opening of the Cross City Tunnel.

The NSW motorways development program includes the following major projects completed as part of the Pacific Highway upgrade.

- Cooperook Bypass – 4.2 kilometre dual carriageway bypass of Cooperook.
- Taree to Cooperook – 7.5 kilometre dual carriageway upgrade from the northern end of the Taree Bypass to the southern end of the Cooperook Bypass.

Development works for the Pacific Highway upgrade progressed with tenders awarded for the Bonville Upgrade and the tender assessment process continuing for Karuah to Bulahdelah Sections 2 and 3. Preconstruction work for the Ballina Bypass was also developed further. Substantial construction work is underway for Brunswick Heads to Yelgun and Bundacree Creek to Possum Brush and Karuah to Bulahdelah Section 1.

Mr Wielinga also oversaw coordination between motorways including electronic tolling interoperability and other customer services as well as managing the RTA's association with tollway concessionaires.

Mr Wielinga led the development of policy and 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 developed relationships with key stakeholders including other government agencies, public utility authorities, contractors and suppliers, landowners and community groups.

Mr Wielinga also provided high level strategic advice on motorway strategies, programs, projects and funding.

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

Name: Chris Ford
Position: Director, Traffic and Transport
Level: 5
Period: 2005–06
Total Remuneration Package: \$237,800

Mr Ford has made a major contribution to fulfilling the RTA's role in managing traffic and transport to achieve significant outcomes this financial year.

Mr Ford has focused on improving network management to provide consistent travel times for motorists, particularly in peak hours. Incident response and information systems to motorists have been enhanced through the Transport Management Centre to assist in more efficient response to planned events and unplanned incidents.

Intersection treatments and operational changes to major roads also assisted

traffic flow. The Sydney Coordinated Adaptive Traffic System (SCATS) which coordinates traffic signal timings now includes active priority for buses. Another major enhancement to SCATS was delivered in August 2005 with an improved interface, which will enable further new applications. A measure of the success of SCATS is the continued growth of its use in Australia and 84 cities throughout the world.

The NSW Government's Review of Bus Services identified 43 strategic bus corridors in Sydney. Mr Ford has led the implementation of works to provide priority for buses on these corridors, commencing with Miranda-Hurstville, Bankstown-Liverpool and Parramatta-Sydney CBD. To ensure maximum effectiveness from bus lanes, Mr Ford has led the implementation of new enforcement cameras specifically for use with bus lanes, and other initiatives to improve motorists' compliance with the rules governing the use of bus lanes.

In 2005–06, achievements led by Mr Ford included improvement in the network of off-road and on-road cycleways to connect people and destinations. Support also continued for bicycle promotions such as the Big Ride, Portfolio Partners Sydney Spring Cycle, MS Sydney to the Gong ride, 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 Canterbury Road, Canterbury and King Georges Rd, Wiley Park. Construction is also underway at Hume Highway, Yagoona and planning is well advanced for a site at Princes Highway, Blakehurst.

Mr Ford was instrumental in achieving rapid expansion in electronic toll tag use, in particular the flexible tags issued for one motorway that can be used on all motorways in eastern Australia. By June 2006, 357,000 RTA electronic toll tags were in use. The take-up of the technology is being used to improve traffic flow through the toll plazas on the Sydney Harbour Bridge and Tunnel.

Mr Ford continued to help define the functional requirements of major works such as the Westlink M7, Cross City Tunnel and Lane Cove Tunnel and to specify traffic arrangements and provision for public transport, bicycles and pedestrians, during and after construction.

Mr Ford has led programs to maintain efficient and cost effective management of traffic facilities. Energy efficient LED (Light Emitting Diode) traffic signal lamps have been introduced and bulk replacement of existing high voltage lamps has commenced.

Name: David Stuart-Watt
Position: Director, Operations and Services
Level: 5
Period in Position: 2005–06
Total Remuneration Package: \$248,951

Mr Stuart-Watt's major focus for this period has been managing the efficient delivery of client programs and projects including direct delivery of works by the RTA's Road and Fleet Services and the integration of the new Operations and Services Directorate. Under Mr Stuart-Watt's leadership, the core programs of road development, road maintenance, road safety and

traffic management, amounting to \$1.4 billion, were delivered to meet community needs across the State.

Significant accomplishments for Mr Stuart-Watt include:

- Completion of the Lawrence Hargrave Drive project.
- North Kiama Bypass between Dunmore and Bombo opened to traffic.
- Commencement of construction on the Albury-Wodonga Freeway project.
- Commencement of work on the Hume Highway at Kyemba Curves.
- Completion of work at Five Mates Crossing on the Olympic Highway at Gerogery.
- Deviation on the Pacific Highway at Cooperook opened to traffic.
- Commissioned the first stage of the Parramatta Transport Interchange.
- Operations commenced on the Patrick Street tunnel and bus station.
- Completion of the Lidsdale deviation on the Castlereagh Highway.
- Completion of the Devil's Pinch deviation on the New England Highway.

The directorate also successfully delivered road works and fleet management services to the value of \$588 million with a record surplus. Road and Fleet Services won a total of \$44 million from external clients, \$11 million up on 2004–05. This external work has improved resource use and productivity, with benefits for internal and external clients. Road Services strengthened existing and developed new relationships with other government agencies.

Mr Stuart-Watt has led significant improvements in process enhancements and managed the integration of programs at the local level. Vehicle Regulations operations have been successfully integrated within Operations and Services Directorate. Excellent progress has been achieved through the alliance contracting process covering the delivery of road development, road maintenance, road safety and traffic management works, resulting in enhanced teamwork and improved planning and scoping of work.

The directorate provided increased opportunities for secondments and rotations. 2005–06 also witnessed a strong emphasis on OHS issues resulting in an excellent performance improvement. Lost time injury reduction targets were exceeded in Road and Fleet Services. Mr Stuart-Watt is also overseeing a major transformation to the RTA's technical resources.

The directorate continued to deliver road safety programs that contribute to reduced fatalities and injuries, including the AusLink Blackspot program and the formation of alliances and partnerships with Police Local Area Commands to coordinate police enforcement with road safety campaigns. The Princes Highway Safety Scheme continued and the integration of road safety into construction projects was facilitated through road safety audits, crash investigations and road safety design advice. The Pacific Highway safety proposals were completed on schedule.

Mr Stuart-Watt has led the development of strong relationships and effective communications with government planning, regulatory agencies, utilities and incident management partners regarding regional programs and projects. He has chaired the State Road Authorities Project Management Executive, represented the RTA as a Director of the Australian Road Forum and appointed a Director of the ARRB Group Ltd. Mr Stuart-Watt also chaired the RTA's Technology and Innovation Steering Committee and represented the RTA on the NSW Counter Terrorism Coordination Group.

Name	Mr Paul Willoughby
Position	Director, Communications and Corporate Relations
Level	6
Period in position	2005–06
Total remuneration	\$294,300

Mr Willoughby occupied his substantive role from 1 July 2005 to 9 April 2006.

During his time at the RTA, Mr Willoughby led the agency's public communication activities and its relationships with key stakeholder groups. 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 continued to lead RTA initiatives to make roads-related information more publicly accessible and the RTA more responsive to community comments. These improvements occurred at the same time as ongoing efficiencies and savings were delivered in relation to RTA advertising and other public communication.

With the opening of Sydney's first two motorways with full electronic tolling, Mr Willoughby led the implementation of public awareness campaigns to advise motorists, including those in regional areas of NSW. This included liaison with the owners of the Cross City Tunnel, Westlink M7 and Lane Cove Tunnel over public communication in relation to full electronic tolling.

Mr Willoughby's directorate also continued to play a significant role in growing public participation in RTA infrastructure projects, including on the Pacific Highway, Windsor and Old Windsor Roads, the Lawrence Hargrave Drive project and the opening of the new Sea Cliff Bridge.

Mr Willoughby provided leadership in the growing use of the RTA's website as a key public communication and business channel, with nine consecutive months of increases in online vehicle registrations. The RTA's website is now firmly entrenched as the most visited State government website in Australia.

Mr Willoughby led the development and implementation of a range of road safety public education campaigns, including in relation to random breath testing and the introduction of compliance and enforcement legislation to improve safety in the road transport industry.

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 agency through input to planning and policy development processes, continuous improvement and change management.

6 INDUSTRIAL RELATIONS

IMPACT OF WORKCHOICES

The NSW Parliament passed the *Public Sector Employment Legislation Amendment Act 2006* in March to insulate the public sector from the impact of WorkChoices. All RTA staff are now employed in the RTA division of the Government Service of NSW, set under the *Public Sector Employment and Management Act 2002*. These changes do not affect the working conditions of staff who are now covered by the NSW Industrial Relations System, including engineers who were earlier employed under a federally registered Enterprise Agreement.

AWARDS/ENTERPRISE AGREEMENTS

Consent Awards or Enterprise Agreements now cover all staff salaries, wages and conditions to 30 June 2008. The Salaried Staff, Wages Staff and School Crossing Supervisor Awards were varied to give effect to the secure employment test case, handed down by the NSW Industrial Relations Commission (NSW IRC). Awards were varied for salaried, wages, school crossing supervisor, toll plaza officers, and traffic signals staff to give effect to the NSW IRC's family provisions test case.

COMMUNICATION AND CONSULTATION

The Peak Consultative Committee continues to be the point of consultation with associations covering salaried staff and the RTA's business reform program. The agreed consultative process to discuss crucial industrial issues with all unions/associations continues. Forums and committees are convened periodically to address specific issues. A single bargaining unit continues to be the main negotiation and consultation forum for wages staff.

MOVEMENTS IN SALARIES, WAGES AND ALLOWANCES

Salaried and wages staff received a four per cent increase in salaries from the first full pay after 1 July 2005 in accordance with the public sector Memorandum of Understanding effective until 2008.

INDUSTRIAL RELATIONS POLICIES AND PRACTICES

A survey of all motor registry and call centre staff was undertaken to ascertain staff views on rostering and conditions of employment. The Road Safety, Licensing and Vehicle Management Directorate has set up project teams to address issues arising from the survey.

INDUSTRIAL RELATIONS COMMISSION

The RTA was involved in 15 disputes lodged with the IRC. Eleven were settled by conciliation, three were discontinued, whilst the remaining one was set down for arbitration. Three unfair dismissal applications were lodged. One was settled by conciliation and the remaining two are yet to conclude.

LOST TIME DUE TO INDUSTRIAL ACTION

The equivalent to 203 days were lost to industrial action mainly due to a protest against the Australian Government's Industrial Relations reforms.

GREAT APPEALS – PROMOTIONAL

Six promotional appeals were lodged with the Government and Related Employees Appeal Tribunal (GREAT). Three appeals were withdrawn, one was disallowed, there was no jurisdiction to hear one appeal, and one is yet to be heard.

DISCIPLINARY

No disciplinary appeals were heard before GREAT.

TOTAL EFFECTIVE FULL-TIME EMPLOYEES BY CATEGORY FISCAL YEARS 2003 TO 2006

Year	Salaried staff	Wages Staff	Casual Staff	Total Staff
2002–03	4,797	1,629	92	6,518
2003–04	5,225	1,636	46	6,907*
2004–05	5,228	1,615	26	6,869
2005–06	5,150	1,750	22	6,922#

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

School Crossing Supervisors became part of the RTA workforce effective October 2005.

7 EQUAL EMPLOYMENT OPPORTUNITY

Responsibilities for diversity and EEO outcomes are included in the performance agreements of directors and general managers and within the Diversity and Equity Plan. Detail about staff development initiatives are in the **Value for money** chapter of this report. Other relevant appendices include **Appendix 6: Industrial Relations**, **Appendix 8: NSW Action Plan for Women**, **Appendix 9: Ethnic Affairs Priorities Statement and Plan**, and **Appendix 10: Disability Plan**.

ACTIONS 2005–06

- In 2005–06 the Diversity and Equity Plan (DEP) was reviewed and a discussion document for comments incorporating the DEP, Disability Action Plan, and Ethnic Affairs Priority Statement and Plan was prepared and enhanced with input from planning staff across the RTA.
- The revised RTA Aboriginal Action Plan 2006–2010 was approved.
- The Community Language Allowance Scheme (CLAS) and associated policy was reviewed. Payment of the CLAS allowances for some languages no longer in demand by RTA customers was discontinued and expressions of interest among front line staff were called for 21 new languages.
- A capability based model with its focus on integrating the human resources related activities of recruitment and selection, job design and evaluation, career development, performance, talent and succession management was implemented across the organisation. Capability based position profiles were designed for the new Environment Branch and environment positions in the Operations and Services Directorate.
- The RTA continued to recruit and provide development opportunities to improve staff diversity profile. Eighteen trainees were employed in motor registries and seven of these trainees won substantive positions in registries. Twenty five Newcastle Call Centre trainees graduated and were appointed as telephone service officers. Graduates included three trainees with a disability, recruited through a targeted employment program administered by the Premier's Department. Three Road Safety trainees including an Aboriginal trainee also started in 2006.
- Four Aboriginal trainees were employed by the RTA after completing their two-year traineeship and gaining qualifications in Certificate II and III Business.
- The RTA continued to support Aboriginal employment in road related construction and maintenance throughout the State, both directly and through subcontractors. For example, the Coobang project employed three Aboriginal persons for an estimated 60 person days. The RTA's latest intake of Aboriginal trainee construction workers celebrated the conclusion of their 12 month certificate in civil construction. The four Aboriginal men were among 50 trainees to go through the civil construction trainee program.
- The RTA's employment programs targets the recruitment of graduates, trade apprentices, trainees, and provides both financial support and work experience to undergraduate university students. These initiatives are designed to assist meet the RTA's future workforce capability and diversity needs. Details are in the **Value for money** chapter under 'Attracting, Developing and Retaining Staff'.
- The RTA administered the apprentice registration rebate of \$100, introduced by the NSW Government to address serious skill shortages in the traditional trades by helping make apprenticeships more attractive to young people. This rebate is available for first and second year apprentices registered with the Department of Education and Training.
- In 2006 the RTA Upward Feedback survey was rolled out to directors, branch managers and managers for the first time online. Coordinators were nominated to administer the process in each directorate. The overall response rate was 78 per cent. 40 branch managers and 249 managers were appraised by their direct reports. A total of 1,461 direct reports responded. All participating managers received an Upward Feedback report and 86 per cent met with their direct reports to discuss the results and develop strategies based on outcomes.
- Aboriginal Cultural Heritage Advisors continued to focus on increasing employment through implementing the Aboriginal Participation in Construction Guidelines and RTA Aboriginal Programs Advisors continued to focus on Aboriginal employment in their respective regions. Two senior officer positions continue to enhance our ability to meet the needs of Aboriginal communities and government objectives in the areas of Road Safety and Licensing.
- The RTA in partnership with the Motor Accident Authority and Attorney General's Department has funded an evaluation of On the Road, an Aboriginal Driver Education program delivered through Adult Community Education, North Coast, to assist Aboriginal people in the Lismore and surrounding areas gain a class C driver's licence which also improves their employment prospects.
- The RTA extends all print advertisements to include the Aboriginal media of Koori Mail, National Indigenous Times and Deadly Vibe.
- A customer satisfaction survey and a pilot motor registry staff survey were conducted. A review of key operational processes was undertaken to ensure efficient delivery of registration and licensing services such as rostering and technology.
- A project team, comprised of representatives from across the organisation, created a consistent policy development process and framework for use throughout the RTA. A number of draft policy tools, templates, new policies and procedures and a policy framework were developed and tested over a 12 month pilot period. Over 70 policies and procedures have now been developed using these tools and templates. A new development tools web site was also set up on the main intranet home page.
- Family responsibility provisions in RTA Awards were varied to include enhanced paid maternity and adoption leave provisions (increased from nine weeks to 14 weeks) and the introduction of one week's paid parental leave. Further Award enhancements included a right to request an additional 12 months unpaid leave, part-time work until the child reaches school age and an obligation for the employer to communicate with an employee on maternity, adoption or parental leave about their position.
- Recruitment, Selection and Appointment Policy and Guidelines and

7 EQUAL EMPLOYMENT OPPORTUNITY

associated training course were reviewed to ensure adherence to merit selection processes. A new Probation Policy and Procedure was implemented following the application of mandatory periods of probation to all RTA positions.

- A revised Financial Assistance for Part Time Tertiary Study Policy and Guidelines provided significantly enhanced levels of monetary assistance to facilitate professional development and a high performance organisation.
- The Secondment Policy was revised to provide information to staff seeking secondments within the NSW public sector or elsewhere.
- The Temporary Employment Policy was revised to provide guidelines for temporary staff engaged by the RTA for specific periods.
- The Transfer Policy was revised to provide improved procedures for compassionate transfers and transfer between positions and work location.
- Where a specific position is affected by a redundancy program a job swap may be permitted where feasible.
- Casual staff who are employed on a regular and ongoing basis are now eligible for a salary packaging arrangement.
- Family responsibility provisions in RTA Awards were enhanced to cover casual staff with an expectation of ongoing employment. Changes include an entitlement to be absent for maternity, adoption or parental leave purposes or due to family responsibilities.
- The online Employee Self Service system was modified to allow salaried staff to process their overtime and about 95 per cent of leave applications with greater privacy and ease. This contributed cost savings for the RTA.
- The RTA implemented the Spokeswomen's Program in 1982 making it one of the first agencies within the NSW government to have such a program. Through a strategic planning process the aim of the program has been formulated, articulated and widely published as: "To provide a support network accessible to all RTA female staff to help them, where practicable, reach their full potential."

Achievements include:

- More than 1,000 women attended annual information sessions.
- Increased representation of women in training including management/leadership training.
- Regional visits program implemented by spokeswomen to reach women unable to attend annual information days.
- Annual surveys were conducted and all information days were evaluated.
- An Aboriginal Liaison Protocol was developed to improve equity and communication with Aboriginal people when developing/assessing projects.
- The names of the new rest areas on the Kiama Bypass were chosen by Aboriginal elders of the local Wadi Wadi tribe, Nungarry (southbound) and Wirriwin (northbound) which mean places of rest and to make camp.
- A survey of all motor registry and call centre staff was undertaken to ascertain staff views on rostering and conditions of employment.

- A leadership survey was conducted with an overall sample size of 2,011. The survey confirmed that a large proportion of this group of staff are older; with around one in three over 50 years of age. The main objectives were to: profile this group in terms of age, education and employment history, determine what staff were intending to do in the next five years, gain a deeper understanding of those who were intending to take on a more senior role at the RTA and determine what key capabilities, skills and professional development activities should be offered to potential leaders whilst meeting RTA's needs.
- The Operations and Services Directorate held an 'Innovation week' during which staff conducted events across the State to brainstorm innovative ideas across five themes: teamwork, staff development, work improvement, waste reduction and application of technology. Over 1,500 ideas were submitted by staff into an online database. These are now being assessed by a steering committee headed by the Director.
- RTA Staff Awards continue with an Equity and Accessibility category to recognise an individual or team for improving access to RTA facilities or services or improving provision of services and facilities to internal and/or external customers. In addition we have two Aboriginal Programs Staff Awards during NAIDOC Week.
- The RTA participated in a national research project looking at how public sector agencies manage the reporting of wrongdoing and the issues and individuals involved. The NSW industry partners were the NSW Ombudsman and the Independent Commission Against Corruption.

PLANNED ACTIONS 2006–07

- Finalise, launch and promote the revised Diversity and Equity Plan.
- Implement the RTA Aboriginal Action Plan 2006–2010.
- Review the 'Employment of people with disabilities' policy.
- Review the operation of the new CLAS arrangements.
- Review policies impacting on pay, expenses and allowances, leave, staff development and workforce planning, performance management and discipline.
- Conduct a review of Human Resources information on the RTA intranet to ensure it can be easily accessed and is written in an easy to read style.
- Incorporate capability based position profiles as part of the Technical Capability Review.
- Review and implement the RTA's Aboriginal Employment Strategy and options for improving the EEO survey response rate of Aboriginal staff.
- Address issues arising from the motor registry and call centre staff survey.
- Provide interpreter services as required and improve access to registry network.
- Assess viability of offering number plates with Aboriginal motif.
- Continue employment of trainees in motor registries, call centre, road safety and Road and Fleet Services.
- Establish a Young Professionals Network in the RTA.

TRENDS IN THE REPRESENTATION OF EEO GROUPS

EEO group	% of total staff ⁽³⁾			
	Benchmark*	RTA 2004	RTA 2005	RTA 2006
Women	50%	30%	31%	34%
Aboriginal People and Torres Strait Islanders	2%	2.2%	3%	1.8%
People whose language first spoken as a child was not English	20%	19%	17%	16%
People with a disability	12%	11%	12%	12%
People with a disability requiring work-related adjustment	7%	3.9%	4%	3.5%

EEO group	Distribution index ^{(3) (4)}			
	Benchmark*	RTA 2004	RTA 2005	RTA 2006
Women	100	76	95	86
Aboriginal People and Torres Strait Islanders	100	89	62	91
People whose language first spoken as a child was not English	100	93	100	105
People with a disability	100	105	91	91
People with a disability requiring work-related adjustment	100	95	84	92

Notes:

1. Staff numbers as at 30 June.
2. Excludes casual staff but includes school crossing supervisors who became part of the RTA workforce effective October 2005.
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 the Premier's Department.
4. The Distribution Index is not calculated where EEO group or non EEO group numbers are less than 20.

*The benchmark is set by the Premiers Department.

8 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 serve all the people of NSW. The needs of all EEO groups, including women, are addressed in the RTA's policies and programs to ensure equity 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.

9 ETHNIC AFFAIRS PRIORITIES STATEMENT AND PLAN (EAPS)

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 RTA's progress in implementing the Ethnic Affairs Priority Statement in 2005–06 follows.

- Road safety campaigns continued to be developed to include ethnic communities.
- Interpreting services were provided free to licence applicants for computer-based licence tests.
- A feasibility study about interpreting via a teleconferencing system was commenced.
- All materials developed for Early Childhood Road Safety Education included images of children, parents and carers from ethnically diverse backgrounds.
- More than 10 Local Government Road Safety Programs were designed to target ethnic and Aboriginal communities. Projects included young drivers and occupant restraint. There are 86 road safety officers across 101 councils including those with a high ethnic population.
- The video 'The limitations of children in the traffic environment' was developed and included children and adults from diverse cultural backgrounds. Parent information on school safety issues continues to be available to school communities in 22 community languages.
- 176 'Helping Learner Drivers' workshops were conducted. The multilingual RTA Road Users' Handbook was promoted through the supervisor workshops. Interpreters were offered to help parents when required. Youthsafe in consultation with the RTA developed the 'Helping learner drivers become safer drivers' double-sided brochure in Arabic and Chinese.
- We continued to provide audio facility in English and nine major community languages (Arabic, Croatian, Greek, Korean, Mandarin, Serbian, Spanish, Turkish and Vietnamese) for the Driver Knowledge Test (DKT), Hazard Perception Test and Driver Qualification Test. An interactive internet version of the demonstration DKT in nine community languages for all licence classes also continued.
- The Road Users' Handbook and Driver Qualification Handbook are available in 10 community languages (Arabic, Croatian, Greek, Japanese, Korean, Mandarin, Serbian, Spanish, Turkish and Vietnamese). The community language versions of the Road User's Handbook were updated on the website.
- The RTA's cycling events were promoted through the ethnic press media.
- A discussion document, incorporating the Ethnic Affairs Priority Statement and Plan, Diversity and Equity Plan and the Disability Action Plan, was prepared and enhanced following input from planning staff across the RTA.
- The Community Language Allowance Scheme (CLAS) and associated policy were reviewed. Payment of the CLAS allowances for some languages no longer in demand by RTA customers was discontinued and expressions of interest among front line staff were called for 21 new languages.
- Recruitment Guidelines and induction programs continued to have a section on cultural diversity and the RTA's merit selection processes continued to be culturally sensitive.
- The free Employee Assistance Program continued with a 24-hour interpreter service.
- Multilingual documents were provided on the RTA website and at Government Access Centres (GACs). Free multilingual road safety education resources were available for download/order from the RTA website.
- A Community Attitude Survey was undertaken on a representative sample of NSW licence holders to identify key issues relating to driver fatigue. Road safety surveys use interpreters when required.
- Community feedback continued to be embedded in the planning process where appropriate.

FUTURE CHALLENGES

- Ethnic TV, radio and press campaigns will continue.
- Continue to implement road safety campaigns for diverse communities and provide translations on the RTA website.
- Continue to provide interpreting services for licence tests without cost to licence applicants.
- Complete the feasibility study on 'Interpreting via a teleconferencing system'.
- Continue multilingual licence tests with audio facility, maintain relevant services and provide multilingual documents on the RTA website and at GACs.
- Continue to publish and maintain the interactive internet version of the demonstration DKT in community languages for all licence classes.
- Continue Helping Learner Drivers workshops.
- Continue customer satisfaction survey and ensure RTA representation on steering committees and community forums.
- Continue to consider ethnic communities in resource development and include images of ethnically diverse backgrounds in all publications.
- Continue to co-fund local government Road Safety Projects with councils.
- Distribute the video 'The limitations of children in the traffic environment' to parent groups.
- Complete the Cycling Manual with photo images reflecting the cultural diversity of NSW school communities.

10 DISABILITY PLAN

STATEMENT SETTING OUT PROGRESS IN IMPLEMENTING PLANS REQUIRED UNDER THE *DISABILITY SERVICES ACT 1993*

- The RTA continued to implement the Mobility Parking Scheme.
- The RTA's 131 motor registries are accessible and leased premises are progressively being upgraded to full accessibility. Hearing loops are provided at all RTA motor registries.
- An audio facility is available on the RTA Driver Knowledge Test and Hazard Perception Test. This facility ensures vision and colour-impaired persons are not disadvantaged.
- All Mobility Parking Authority Scheme holders receive automatic renewal notices.
- The RTA continues to incorporate Community Attitude Survey feedback from diverse communities in the planning process. Suitable technology continues to be evaluated and adopted to improve participation of staff with a disability in communication processes and meetings.
- Teletext captions are used in all RTA television commercials.
- A dedicated TTY 1800 phone number is provided for hearing-impaired customers. An SMS messaging service available to contact the RTA call centre also targets people with speech impairment.
- The video 'The limitations of children in the traffic environment' was developed and included children with a disability, children and adults from diverse cultural backgrounds and older adults.
- The RTA continued to offer traineeships at our call centre for people with a disability. Three trainees graduated and were employed permanently at the call centre. The RTA also continued to participate in the Corporate Partners for Change program for people with a disability.
- In line with the RTA's preventative approach to workplace incidents which may cause injury and/or disabilities, a Medical Providers Network was established to provide prompt treatment for staff injured at work. The service aims to provide same-day treatment wherever possible and is available to all staff with a work-related injury or illness. Doctors and physiotherapists who make up the network are committed to injury management and to placing injured workers on suitable duties to assist in their return to work. Staff retain the right to choose their own treating doctor. Briefings about this program occurred in 2006.
- With a view to prevent future hearing impairment, the RTA continued to implement hearing conservation programs and hearing testing for staff.
- The RTA web site continued to undergo development to improve accessibility.
- The RTA's customer service delivery channels were further developed with extended online services and an expansion of the online agency network.
- Staff regularly visited community locations to enhance access to services.
- Registration and licensing service solutions are customised based on individual needs.
- The RTA introduced the NSW Photo Card, a voluntary identification card to help people who are unable or choose not to obtain a driver licence and find it difficult to access services that require photo identification. The feasibility of adding an online application form for NSW Photo Cards was investigated to improve accessibility particularly for vision impaired customers who experience difficulty completing a form.
- The RTA continued participation in the 'Accessible Transport Action Plan for NSW Transport Agencies'. Expenditure on accessible transport infrastructure and programs included providing kerb ramps at pedestrian crossing locations, audio-tactile push buttons at traffic signals, the development and implementation of Pedestrian Access and Mobility Plans in partnership with local councils, the Mobility Parking Scheme and new and upgraded pedestrian facilities.
- Network standards relating to rest areas are under continual review and development to ensure improved access to people with a disability. High visibility road markings are used on at least 90 per cent of the NSW road network. 75 per cent of traffic signal sites are fitted with audio-tactile push buttons.
- Emergency roadside telephones and rest areas continue to be progressively upgraded with signage symbols and disabled access. New assets include these features. All designs for rest areas incorporate access and facilities for people with a disability. In 2005–06, 11 new rest areas were built and five upgraded. All facilities on transitways were designed and constructed to meet accessibility standards.
- RTA continued to fund future upgrades to pedestrian level crossings, the design standards for which were developed in consultation with and testing by peak disability groups. In 2005–06, 78 sites were programmed for investigation including 10 for upgrades and the remainder for investigation, concept development and design for upgrade in future years. Any public crossing that is being considered for closure will undergo extensive consultation with the community, council and emergency services and all of the access issues are covered under this process.
- The RTA continued to mandate lifts or ramps for all new pedestrian bridges at schools to Australian Standards for disabled access.
- Project meetings that involve community contact are located at venues that have access for people with a disability.
- Complaints made to the RTA concerning disability issues are included within the normal customer feedback process.
- The RTA continued to provide staff training in disability awareness comprising a video for motor registry staff, one-day Bicycle and Pedestrians for Managers Course and a two-day Designing for Bicycle Riders and Pedestrian Course. Local government staff also attended the Bicycle and Pedestrians courses.

10 DISABILITY PLAN

FUTURE CHALLENGES

- Conduct and use customer research to determine customer expectations and issues with respect to older drivers, pedestrian and bicycle safety.
- Continue to monitor the Mobility Parking Scheme (MPS) in consultation with peak disability groups. Increase the fines for certain MPS offences from penalty level 7 to penalty level 10.
- Evaluate the feasibility of providing a technical enquiries line phone number in alternate formats.
- Introduce a new assessment package for elderly drivers.
- Implement recommendations of the 'Improving safety for young drivers' discussion paper: Progress child safety package and promote improved pedestrian safety.

11 OVERSEAS TRAVEL BY RTA OFFICERS

From 1 July 2005 to 30 June 2006, officers of the RTA travelled overseas on 17 occasions to undertake official duties for the RTA and the NSW Government.

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

- The Manager, Business Process to Kuala Lumpur to provide consulting services to ITS Konsortium.
- The Manager, Client Liaison to attend annual SCATS New Zealand User Group meeting.
- The Manager, Network Performance Development to attend annual SCATS New Zealand User Group meeting.
- A Bitumen Inspector to New Guinea to test and calibrate bitumen sprayers.
- The Austroads Program Officer to New Zealand to attend Austroads Registration and Licencing Task Force meetings.
- The Manager, NEVDIS to New Zealand to attend Austroads Registration and Licencing Task Force meetings.
- The Network Operations Manager, Traffic Management Centre to Hong Kong to deliver SCATS training to ATS Technology.
- The Manager, Client Liaison to Singapore to establish an annual maintenance agreement between RTA and Land Transport Authority (Singapore).
- The Manager, Network Performance Development to New Zealand to develop procedures for the implementation of a SCATS Ramp Metering System.

- The Manager, Client Liaison to Iran to provide expert SCATS consulting services.
- The Asphalt Manager to USA to attend an international workshop and visit road agencies to discuss stone mastic asphalt technology.

Visits during 2005–06, for which all or part of the costs were met by the RTA, were as follows:

- The Manager, Rigid Pavements Unit to USA to attend the 8th International Conference on Concrete Pavements.
- The General Manager, Driver and Vehicle Strategy to New Zealand to attend Austroads Registration and Licencing Task Force meetings.
- The Manager, Customer Management to New Zealand to attend Austroads Registration and Licencing Task Force meetings.
- The Heavy Vehicle Fatigue/Speed Project Manager to New Zealand to attend and present a paper to the Australasian Road Safety Research, Policing and Education Conference.
- The Manager, Road Engineering Programs to New Zealand to attend and present paper to the Australasian Road Safety Research, Policing and Education Conference.
- The Senior Urban Design Advisor to New Zealand to make a presentation to a Transit New Zealand workshop.

12 FREEDOM OF INFORMATION

In 2005–06 the RTA received 1,552 requests for information under the *Freedom of Information Act 1989*, compared with 1,502 in 2004–05. In addition, 273 applications were brought forward from the previous period (compared to 227 in 2004–05), making a total of 1,825 applications to be processed. One hundred and fifty two applications were not completed at the end of the 2005–06 reporting period.

The use of Freedom of Information (FOI) by insurance company and finance company investigators continues to undergo a significant increase. The majority of these applicants use FOI to obtain the identity and address of registered operators of motor vehicles they are trying to trace. The tightening of the availability of registration and licensing data in other jurisdictions and the increasing awareness of the rights of access under FOI and privacy legislation are believed to be a contributing factor in the increase in applications lodged with the RTA. At the same time there has been a significant decrease in the number of people wanting access to their own records through the FOI process.

Of the 1,673 requests completed, 1,111 were granted in full, 54 in part, and 384 were refused, two were transferred to other agencies, two were deferred and 119 were withdrawn. Of those refused in full or in part, 35 were refused on the grounds that the information was otherwise available, 266 were refused as the documents were not held by the RTA and 103 were refused as the applicant did not pay the necessary fees. See table on basis of disallowing or restricting access.

Of those requests not granted in full, 20 applicants sought an internal review of the decision and nine appeals to the Ombudsman were finalised.

There were two appeals completed at the Administrative Decisions Tribunal this year.

Eight hundred and forty-four applications required consultation with a total of 1,080 third parties outside the RTA.

The estimated operating cost of processing FOI requests is \$72,830.25 (\$177,366.03 in 2004–05) and fees received totalled \$86,989.50 (\$64,074.25 in 2004–05). The fees received include application fees of \$45,824.50. This means that the RTA charged \$ 41,165.00 of the estimated \$72,830.25 it cost to process the applications. There were no requests received for amendments to personal records. There were no requests for notations to personal records and no Ministerial certificates have ever been issued.

A total of 657 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. In 2001–02 there was a 70.5 per cent increase in applications over the previous period. This was followed by a further 156 per cent increase in applications in the 2002–03 and approximately a 16 per cent increase in the 2005–06 period. In 2005–06 the RTA continued to review the resources available to the area responsible for FOI, Privacy and contract reporting. The RTA will continue to monitor the area over the next 12 months. A number of business solutions have been

introduced to improve the efficiency and effectiveness of the FOI process.

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 at www.rta.nsw.gov.au.

FOI APPEALS TO THE OMBUDSMAN

Nine appeals to the Ombudsman were completed in the 2005–06 period.

In the first case, on 6 February 2004 an application was made for all documents on a RTA Human Resources file. On 21 January 2005 the RTA determined to release some of documents in question. The applicant lodged an Internal Review application on 10 February 2005. On 24 February 2005, the RTA's Internal Review determination upheld the original determination. The applicant lodged an appeal to the Ombudsman on 21 April 2005. 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. On 26 July 2005 a further three documents were released.

In the second 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 determination 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 1974*. The RTA reconsidered the matter and documents not covered by the Certificate were released on 18 August 2005.

In the third 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 to confirm what the applicant 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 2004. 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. On 3 August 2005 the Ombudsman decided not to take any further action.

12 FREEDOM OF INFORMATION

In the fourth case, on 17 November 2004 an application was made for the name and address of the current registered operator for a specific motor vehicle. The RTA consulted with the third party 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. On 4 July 2005 the Ombudsman recommended the RTA review its decision. The RTA reversed its determination and, as the third party did not appeal, the information was released to the applicant on 26 September 2005.

In the fifth 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 third party lodged an appeal to the Ombudsman on 1 June 2005. On 11 August 2005 the Ombudsman upheld the RTA's decision. On 26 October 2005 the information was released to the applicant as the third party did not appeal.

In the sixth case, on 13 December 2004 an application was made for amendment to the RTA's records relating to the applicant's employment. The RTA declined to amend the records. On 18 April 2005 the applicant lodged an Internal Review with the RTA. On 23 May 2005 the RTA upheld the original determination. The applicant lodged an appeal to the Ombudsman on 1 July 2005. On 8 September 2005 the Ombudsman decided not to take any further action.

In the seventh case, on 16 May 2005 an application was made for a wide range of documents relating to infringement notices and the operation of speed cameras in Spit Road. On 18 August 2005, the RTA released all available documents but advised the applicant that documents related to part of the application could not be located. On 5 October 2005 the third party lodged an Internal Review with the RTA. On 25 October 2005 the RTA located and released additional documents. Despite this, the applicant lodged an appeal to the Ombudsman on 9 March 2006. On 25 May 2006 the Ombudsman upheld the RTA's decision. The applicant has not made any further approaches to the RTA.

In the eighth case, on 29 July 2005 an application was made for a wide range of documents relating to the cost of completed work and the estimate cost of work to be done to repair/rebuild the sewage effluent treatment and disposal system at the Mundoonan rest area on the Hume Highway. On 23 February 2005 the RTA determined to release some the documents, but the remainder were claimed as exempt as internal working documents as a decision was yet to be made. The applicant lodged an Internal Review on 13 March 2006. On 23 March 2006 the RTA advised the applicant the Internal

Review confirmed the original determination. The applicant lodged an appeal to the Ombudsman on 11 May 2006. On 16 May 2006 the Ombudsman's Office advised the applicant that it had decided to take no further action.

In the ninth case, on 29 July 2005 an application was made for documents relating to pedestrian related matters and the operation of speed cameras near schools. The RTA advised the applicant that processing the application would be an unreasonable diversion of resources, but asked the applicant to revise the application before the RTA was forced to make a determination on those grounds. On 9 November 2005 the applicant lodged an Internal Review with the RTA. On 23 November 2005 the RTA upheld the advance deposit request. The applicant lodged an appeal to the Ombudsman on 3 January 2006. The Ombudsman determined not to continue with any investigations on 25 May 2006.

FOI APPEALS TO THE ADMINISTRATIVE DECISIONS TRIBUNAL (ADT)

There were two appeals to the ADT completed in 2005–06. There were five uncompleted cases to the ADT in the same period.

The first completed 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. The applicant believed there was additional documents and lodged an Internal Review application on 13 August 2004. On 31 August 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 NSW ADT on 26 November 2004. On 18 May 2006 the ADT found in favour of the RTA.

The second completed 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 NSW ADT on 30 May 2005. On 25 November 2005 the ADT determined to release the names and addresses of all but one of the third parties.

Details of the five uncompleted cases are as follows:

In the first case, on 12 August 2004 an application was made to inspect documents concerning the allegations of the waste of public monies related to either premature road pavement failure or unnecessary road pavement rehabilitation by RTA of NSW on road maintenance/construction works. 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 NSW ADT on 26 November 2004. The matter had not been finalised before the ADT prior to 30 June 2006.

The second case is set out in case five of the report concerning the Ombudsman. It was referred to the ADT on 5 September 2005 and had not been finalised before 30 June 2006.

In the third case, on 5 October 2004 an application was made to inspect all documents concerning the construction and maintenance of Mungah 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 was

additional documents and lodged an Internal Review application on 4 April 2005. On 6 May 2005 the RTA advised the applicant the Internal Review upheld the original determination. The applicant appealed to the NSW ADT on 17 June 2005. The matter had not been finalised before the ADT prior to 30 June 2006.

In the fourth case, on 11 October 2004 an application was made to inspect all documents that refer to any telephone conversations, correspondence or file notes regarding any bias related to the applicant's Government and Related Employees Appeal Tribunal (GREAT) appeal. The same documents had been requested as part of a major FOI application previously lodged by the same applicant on 4 December 2002. The RTA determined on 2 November 2004 the application should be refused as it was attempting to obtain documents by submitting a number of separate FOI applications when the original combined application had been refused as an unreasonable diversion of resources. 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 NSW ADT on 31 March 2005. The matter had not been finalised before the ADT prior to 30 June 2006.

In the fifth case, on 17 January 2005 an application was made for documents relating to the cost of construction and closures of the Mungah rest area. 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 NSW ADT on 14 June 2005. The matter had not been finalised before 30 June 2006. This matter was joined with a similar application, as set out in the third uncompleted case.

FOI REQUESTS

	Personal		Other		Total	
	2004-05	2005-06	2004-05	2005-06	2004-05	2005-06
New (including transferred in)	41	29	1,461	1,523	1,502	1,552
Brought forward (incomplete requests from previous year)	4	7	223	266	227	273
Total to process	45	36	1,684	1,789	1,729	1,825
Completed	33	31	1,279	1,521	1,312	1,552
Transferred out	0	0	3	2	3	2
Withdrawn	4	1	119	118	123	119
Total processed	37	32	1,401	1,641	1,438	1,673
Unfinished (carried forward)	7	4	270	148	277	152

12 FREEDOM OF INFORMATION

RESULTS OF FOI REQUESTS

	Personal		Other	
	2004-05	2005-06	2004-05	2005-06
Grant in full	19	15	905	1,096
Grant in part	2	1	84	53
Refused	12	15	287	369
Deferred	0	0	2	2
Completed	33	31	1,278	1,520

BASIS OF DISALLOWING OR RESTRICTING ACCESS

	Personal		Other	
	2004-05	2005-06	2004-05	2005-06
Section 19 (application incomplete, wrongly directed)	0	0	0	0
Section 22 (deposit not paid)	0	2	76	101
Section 25 (1) (a1) (Unreasonable diversion of resources)	0	0	2	1
Section 25 (1) (a) (exempt)	3	3	34	34
Section 25 (1) (b), (b1), (c), (d) (otherwise available)	6	9	18	26
Section 28 (1) (b) (documents not held)	4	3	225	263
Section 24 (2) (deemed refused, over 21 days)	0	0	27	0
Section 31 (4) (released to medical practitioner)	0	0	0	0
Totals	13	17	382	425

DAYS TO PROCESS

Elapsed Time	Personal		Other	
	2004-05	2005-06	2004-05	2005-06
0-21 days	6	10	102	491
22-35 days	1	4	38	390
Over 35 days	26	17	1,137	640
Totals	33	31	1,277	1,521

HOURS TO PROCESS

	Personal		Other	
	2004-05	2005-06	2004-05	2005-06
0-10	32	30	1,264	1,471
11-20	0	1	4	37
21-40	0	0	4	8
Over 40	1	0	4	5
Totals	33	31	1,276	1,521

TYPE OF DISCOUNT ALLOWED ON FEES CHARGED

	Personal		Other	
	2004-05	2005-06	2004-05	2005-06
Public interest	0	0	4	1
Financial hardship – Pensioner/Child	6	11	18	38
Financial hardship – Non profit organisation	0	4	188	253
Totals	6	15	210	292
Significant correction of personal records	4	1	0	0

GROUND ON WHICH INTERNAL REVIEW REQUESTED

	Personal				Other			
	Upheld		Varied		Upheld		Varied	
	2004-05	2005-06	2004-05	2005-06	2004-05	2005-06	2004-05	2005-06
Access refused	0	0	0	0	0	0	2	1
Deferred release	0	0	0	0	0	0	0	0
Exempt matter	3	0	0	0	20	8	8	4
Unreasonable estimate of charges	0	0	0	0	2	5	0	1
Charges unreasonably incurred	0	1	0	0	0	0	0	0
Amendment	2	0	0	0	0	0	0	0
Totals	5	1	0	0	22	13	10	6

13 OMBUDSMAN

During the 2005–06 financial year, the RTA responded to eleven complaints referred by the Ombudsman to the RTA for investigation. This compares to three 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 December 2005 from a person regarding the operation of the South Moorland Service Station/Truck Stop. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions.
- A complaint was received in mid January 2006 from a person regarding the suspension of his P2 provisional driver licence. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions.
- A complaint was received in mid January 2006 from a person regarding the lack of notification to her husband regarding his Habitual Traffic Offender status. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions. The Ombudsman subsequently wrote again with a suggestion for RTA consideration. The RTA advised that the Ombudsman's views would be considered as part of an overall review into the methods in which addresses are recorded and stored.
- A complaint was received in mid January 2006 from a person regarding the release of the customer information policy of the RTA and its impact on privacy legislation. In response to this complaint, the RTA amended its policy in respect of personal information provided to joint registered operators.
- A complaint was received in early February 2006 from a person regarding the expansion of the study area for the Tintenbar to Ewingsdale section of the Pacific Highway upgrade. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions as well as supporting documentation.
- A complaint was received in mid February 2006 from a person regarding the public consultation process for the Wells Crossing to Iluka Road section of the Pacific Highway upgrade. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions.
- A complaint was received in late February 2006 from a person regarding RTA methods of collection and storage of customer address details and how the accuracy of these details can affect third parties and law enforcement. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions.
- A complaint was received in mid March 2006 from a person regarding the NSW Alcohol Interlock Program. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions.
- A complaint was received in mid April 2006 from an organisation regarding the level of consultation undertaken for changes to the design of the ventilation system of the Lane Cove Tunnel. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions.
- A complaint was received in mid April 2006 from a person regarding interpretation and enforcement of the Australian Road Rules. The RTA provided detailed answers to all the Ombudsman's questions.
- A complaint was received in mid May 2006 from a person regarding the RTA's handling of his application for conditional registration of his golf buggy. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions.

14 CONSUMER RESPONSE

The following table collates customer complaints received by the RTA from 1 July 2005 to 30 June 2006 and in the previous four financial years.

CUSTOMER COMPLAINTS

Issue	Number of complaints				
	2001–02	2002–03	2003–04	2004–05	2005–06
Business Systems	12	5	25	6	9
Driver Licensing	207	125	132	338	401
Vehicle Registration	120	69	324	231	195
Customer Service	310	164	330	271	214
Organisational Direction – management	34	10	19	16	19
Olympics	–	2	1	–	–
Road Asset Provision – environment	251	178	34	7	3
Noise	325	35	451 ⁽¹⁾	513	296 ⁽²⁾
Transport Efficiency	186	67	33	181	628 ⁽³⁾
Road Safety	2,300	1,208	1,537	1,583	476

Notes: (1) Complaints relating to Noise Abatement Program for existing roads.

(2) Total noise complaints compiled in the Noise Abatement Program Geodatabase.

(3) Includes 596 complaints related to clearway towing. These increased from 166 in 2004–05 due to the increased instances of special events.

RTA policy is for all customer complaints to be entered into the corporate record management system. Complaint numbers shown in the table are compiled from that system. 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.

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

Campbelltown Presbyterian Cemetery Act 1984 No. 19

Driving Instructors Act 1992 No 3

Driving Instructors Regulation 2003

Motor Vehicles Taxation Act 1988 No 111

Motor Vehicles Taxation Regulation 2003

Photo Card Act 2005

Photo Card Regulation 2005

Recreation Vehicles Act 1983 No 136 (Parts 4 and 6)

Roads Act 1993 No 33

Roads (General) Regulation 2000

Road Transport (Driver Licensing) Act 1998 No 99

Road Transport (Driver Licensing) Regulation 1999

Road Transport (General) Act 2005

Road Transport (General) Regulation 2005

Road Transport (Mass, Loading and Access) Regulation 2005

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

Road Transport (Heavy Vehicles Registration Charges) Regulation 2001

Road Transport (Safety and Traffic Management) Act 1999

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

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

Road Transport (Vehicle Registration) Act 1997 No 109

Road Transport (Vehicle Registration) Regulation 1998

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

Tow Truck Industry Act 1988

Tow Truck Industry Regulation 1999

Transport Administration Act 1988 No 109 (Part)

Transport Administration (General) Regulation 2005 (Part)

Transport Administration (Staff) Regulation 2005 (Part)

NEW LEGISLATION FROM 1 JULY 2005 – 30 JUNE 2006

New Acts

The Road Transport (General) Act 2005 (No 11) was assented to on 14 April 2005 and commenced on 30 September 2005 (except for provisions dealing with search warrants which are linked to the commencement of Part 5 of the *Law Enforcement (Powers and Responsibilities) Act 2002*). The Act repeals and re-enacts the *Road Transport (General) Act 1999* and implements a legislative scheme for the compliance and enforcement of mass, dimension and loading requirements for heavy vehicles based on 'national model provisions' approved by the Australian Transport Council for

national consistency.

The *Photo Card Act 2005* (No 20) commenced on 14 December 2005 (except for a provision that amends s. 80C of the *Licensing and Registration (Uniform Procedures) Act 2002* and a provision that amends s.152A of the *Liquor Act 1982*) and makes provision for the issue of a NSW Photo Card for use as evidence of age and identity of any NSW residents who are 16 years or older and who do not hold a driver licence.

The *Road Transport (Speed Limiters) Amendment Act 2005* (No 36) was assented to on 15 June 2005 and most provisions commenced on 24 November 2005. The Act makes further provision with respect to the speed limiting of certain heavy vehicles.

New Regulations

The *Road Transport (Driver Licensing) Amendment (Demerit Points) Regulation 2005* commenced on 1 July 2005 and establishes new scales for motor vehicle offence demerit points. One scale comprises a national schedule of demerit points applying to similar kinds of offences in NSW and elsewhere. The other scale comprises a schedule of demerit points applying to NSW offences.

The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Speed Limit) Regulation 2005* commenced on 1 July 2005 and removes the additional penalties where a person drives a motor vehicle at a speed in excess of 130 km/h.

The *Road Transport (General) (Penalty Notice Offences) Amendment Regulation 2005* commenced on 1 July 2005 and establishes 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).

The *Road Transport (Driver Licensing) Amendment (Provisional Licence Restrictions) Regulation 2005* commenced on 11 July 2005 and imposes conditions on provisional P1 and P2 licences preventing such licence holders from driving certain high performance vehicles, and preventing for 12 months those classes of drivers, following a disqualification, from carrying more than one passenger. Provision is made for exemptions to be granted in exceptional circumstances.

The *Road Transport (General) (Penalty Notice Offences) Amendment (Provisional Licence Restrictions) Regulation 2005* commenced on 11 July 2005 and prescribes certain offences (relating to vehicle and passenger restrictions applying to holders of provisional licences) to be penalty notice offences.

The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Security Indicators) Regulation 2005* commenced on 22 July 2005 and amends the requirements for security indicators recorded on images taken by approved traffic lane camera devices (making such requirements similar to those pertaining to speed cameras).

The *Roads (General) Amendment (Miscellaneous) Regulation 2005* commenced on 30 September 2005 and updates references to accord with the *Road Transport (General) Act 2005*.

The *Road Transport (Safety and Traffic Management) (Driver Fatigue) Amendment (Miscellaneous) Regulation 2005* commenced on 30 September 2005 and updates references to accord with the *Road Transport (General) Act 2005*.

The *Road Transport (Vehicle Registration) Amendment (Miscellaneous) Regulation 2005* commenced on 30 September 2005 and makes minor updating amendments to the regulation to update references to road transport legislation, in the wake of legislative reforms in 2005.

The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Miscellaneous) Regulation 2005* commenced on 30 September 2005 and makes minor updating amendments to the regulation to update references to road transport legislation, in the wake of legislative reforms in 2005.

The *Road Transport (Driver Licensing) Amendment (Miscellaneous) Regulation 2005* commenced on 30 September 2005 and makes minor updating amendments to the regulation to update references to road transport legislation, in the wake of legislative reforms in 2005.

The *Roads (General) Amendment (Bethanga Bridge Declaration) Regulation 2005* commenced on 30 September 2005 and declares the RTA to be the roads authority for the public road being part of Bethanga Bridge, Lake Hume Village.

The *Road Transport (General) Regulation 2005* commenced on 30 September 2005 and replaces, in consolidated form, the repealed *Road Transport (General) Regulation 1999* and the repealed *Road Transport (General) (Penalty Notice Offences) Regulation 2002* in connection with the commencement of the *Road Transport (General) Act 2005*.

The *Road Transport (Mass, Loading and Access) Regulation 2005* commenced on 30 September 2005 and remakes the repealed *Road Transport (Mass, Loading and Access) Regulation 1996* in connection with the commencement of the *Road Transport (General) Act 2005* (under which this 2005 Regulation is made).

The *Road Transport (Driver Licensing) Amendment (Release of Photographs) Regulation 2005* commenced on 14 October 2005 and authorises the RTA to release (in accordance with any protocol approved by the Privacy Commissioner) driver licence photographs (and any other matter in the driver licence photograph database) to the NSW Crime Commission for the purposes of an investigation or proposed investigation of a terrorist act or the threat of a terrorist act.

The *Road Transport (Driver Licensing) Amendment (Foreign Driver Licence) Regulation 2005* commenced on 14 October 2005 and provides that a visiting driver who holds a current foreign driver licence that authorises the holder to drive a motor vehicle, other than a motor bike or other similar light vehicle, may drive a motor vehicle of the kind that the holder of a NSW drivers licence may drive.

The *Road Transport (General) Amendment (Penalty Notice Offence) Regulation 2005* commenced on 24 November 2005 and prescribes an offence relating to speed limiting of heavy vehicles as a penalty notice offence.

The *Photo Card Regulation 2005* commenced on 14 December 2005 and prescribes a range of matters that facilitate the implementation of the Photo Card program in NSW following the concurrent commencement of the *Photo Card Act 2005*.

The *Road Transport (Driver Licensing) Amendment (Photo Card) Regulation 2005* commenced on 14 December 2005 and deals with certain matters to facilitate the Photo Card program in NSW (such as, amongst others, the need to surrender a Photo Card prior to the issue of a driver licence, and the keeping and interchangeable use of photographs by the RTA). This Regulation is cognate to the *Photo Card Regulation 2005* and is made consequent upon the concurrent commencement of the *Photo Card Act 2005*.

The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Photo Card) Regulation 2005* commenced on 14 December 2005 and provides that a photograph taken of an applicant for a mobility parking scheme authority may be kept and used by the RTA for any purpose for which it is legally permissible for the RTA to use a photograph taken for a Photo Card, the issuing or renewal of a driver licence, proof of age card, or in relation to a licence either under the *Firearms Act 1996* or the *Security Industry Act 1997*. This Regulation is cognate to the *Photo Card Regulation 2005* and is made consequent upon the concurrent commencement of the *Photo Card Act 2005*.

The *Road Transport (Driver Licensing) Amendment (Licence Penalties) Regulation 2005* commenced on 16 December 2005 and extends the prohibition on driving high performance vehicles (already on holders of provisional licences first issued after 11 July 2005) to holders of licences issued after the amendments who have previously held a provisional licence and are issued with a provisional licence as a consequence of a disqualification for an offence on or after 11 July 2005. Furthermore, the Regulation increases the demerit points not only on the holders of learner licences and provisional licences for the offence of failing to comply with power and capacity restrictions on motor bikes or motor trikes, but also on provisional licence holders for the offence of failing to comply with restrictions on the number of passengers in a vehicle.

The *Road Transport (Driver Licensing) Amendment (Christmas–New Year 2005–2006 Demerit Points) Regulation 2005* commenced on 16 December 2005 and provides that extra demerit points apply to a range of offences committed during the Christmas–New Year 2005–2006 period (being 23 December 2005 to 2 January 2006 inclusive).

The *Road Transport (Mass, Loading and Access) Amendment (Operators) Regulation 2005* commenced on 27 January 2006 and provides that the operator, as defined in the *Road Transport (General) Act 2005*, as well as the driver, of a Class 1 or Class 3 vehicle is guilty of an offence if the vehicle is driven contrary to a relevant notice or permit.

The *Road Transport (General) Amendment (Penalty Notice Offences) Regulation 2006* commenced on 3 February 2006 and prescribes as penalty notice offences the offences of failure to supply the name and address of a person, and false nomination of another person, who was in charge of a vehicle at the time of a camera recorded offence.

The *Road Transport (General) Amendment (Penalty Notices relating to Mass Requirements) Regulation 2006* commenced on 5 May 2006 and provides, apart from omitting a redundant clause, that the statutory offence concerning contravention of mass limitations conspicuously displayed by notice on certain roads and bridges to be dealt with by penalty notice. This Regulation shows that the penalty for offences dealt with by penalty notice to depend on the

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amount by which the laden mass of the vehicle exceeds the maximum specified.

The **Transport Administration (General) Amendment (Delegation) Regulation 2006** commenced on 5 May 2006 and prescribes a person who is a party to an 'Authorised New Vehicle Inspection Scheme' agreement (ANVIS agreement) as a person of a class to whom the RTA may delegate its functions relating to the registration of vehicles on behalf of the RTA.

The **Roads (General) Amendment (Rail Corporation) Regulation 2005** commenced on 23 June 2006 and prescribes Rail Corporation New South Wales as a 'public authority' for the purposes of the *Roads Act 1993*.

The following seven regulations were published in the NSW Government Gazette on 1 July 2005 and commenced on 1 July 2005 and adjusted fees and fixed penalties payable pursuant to a penalty notice generally in line with movements in the (Sydney) Consumer Price Index (averaged at 2.38 per cent and rounded to the nearest dollar):

- *The Driving Instructors Amendment (Fees) Regulation 2005.*
- *The Road Transport (Driver Licensing) Amendment (Fees) Regulation 2005.*
- *The Road Transport (General) Amendment (Fees) Regulation 2005.*
- *The Road Transport (Mass, Loading and Access) Amendment (Fees) Regulation 2005.*
- *The Road Transport (Safety and Traffic Management) Amendment (TFMS Fee and Tow-away Charge) Regulation 2005.*
- *The Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2005.*
- *The Roads (General) Amendment (Penalty Notice Offences) Regulation 2005.*

The **Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2005** commenced on 1 July 2005 and varied the annual registration charges payable under Part 2 of the *Road Transport (Heavy Vehicles Registration Charges) Act 1995*. The Regulation applied a one per cent increase in accordance with advice provided by the National Transport Commission.

The following eight regulations were published in the NSW Government Gazette on 23 June 2006 and commenced on 1 July 2006 and adjust fees and fix penalties payable pursuant to a penalty notice generally in line with movements in the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar):

- *The Driving Instructors Amendment (Fees) Regulation 2006.*
- *The Photo Card Amendment (Fee and Penalty Notice Offences) Regulation 2006.*
- *The Road Transport (Driver Licensing) Amendment (Fees) Regulation 2006.*
- *The Road Transport (General) Amendment (Penalty Levels) Regulation 2006.*
- *The Road Transport (Mass, Loading and Access) Amendment (Fees) Regulation 2006.*

- *The Road Transport (Safety and Traffic Management) Amendment (Fees and Tow-away Charge) Regulation 2006.*
- *The Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2006.*
- *The Roads (General) Amendment (Penalty Notice Offences) Regulation 2006.*

The **Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2006** was published on 30 June 2006 and commenced on 1 July 2006 and varies the annual registration charges payable under Part 2 of the *Road Transport (Heavy Vehicles Registration Charges) Act 1995*. The Regulation applied a 2.7 per cent increase in accordance with advice provided by the National Transport Commission.

SUBORDINATE LEGISLATION ACT 1989

There were no departures from the *Subordinate Legislation Act 1989* other than in the case of the *Road Transport (General) Regulation 2005*. In the making of that Regulation, 'special circumstances' (as envisaged in section 6 of the *Subordinate Legislation Act 1989*) were purportedly established, necessitating the making of the Regulation before a regulatory impact statement was exhibited. No public submissions were received on the last mentioned document.

JUDICIAL DECISIONS AFFECTING THE RTA

NSW Supreme Court

RTA v Kosseris [2006] NSWSC 551 (24 May 2006)

The matter concerned the legality of the RTA's practice of imposing an additional period of licence suspension on persons whose driver licences were suspended for exceeding the total permitted demerit points allowed under the *Road Transport (Driver Licensing) Act 1998* (the Act).

Section 33 (1) of the Act, permits the RTA to discretionarily suspend a person's driver licence if the person commits a prescribed speeding offence and pays a penalty notice for that offence. Section 16 (7) of the Act provides in part that upon suspension of a driver's licence for demerit points, all demerit points are 'taken to be deleted' from a person's driving record.

Justice McDougall found that mandatory suspensions under section 16 for the accumulation of demerit points and discretionary suspensions imposed under section 33 of the Act were directed towards different ends and that the language used in each section was specific to that section.

Accordingly, the plaintiff's summons was dismissed with costs.

RTA v Dederer [2005] NSWSC 185 (18 March 2005)

On 31 December 1998 when the plaintiff, a boy of 14 years of age, dived from the Forster–Tuncurry Bridge into the river below, he suffered limited paraplegia. He sued the Foster Tuncurry Local Council and the RTA.

Justice Dunford found that the flat top railing and ledge of the bridge, which were easily accessible, were regularly used as launching pads for jumping and

diving into the water and that Council and the RTA owed a duty of care to persons diving or jumping off the bridge and to take reasonable care to prevent injury to them.

While signs were in place and the plaintiff admitted in evidence that he saw the signs, this was not sufficient to discharge the defendants from their duty of care to the plaintiff.

Damages were agreed at \$1.4 million. The plaintiff was found to have contributory negligence assessed at 25 per cent. Judgment was given to the plaintiff on 75 per cent of the agreed damages with the proportional split of 80 per cent against the RTA and 20 per cent against Council.

Both the RTA and Council have appealed to the NSW Court of Appeal against this decision. The appeal was heard on 20 March 2006 and judgment is reserved.

RTA v McNaughton [2006] NSWSC 115 (23 Feb 2006)

This was an appeal by the RTA against a decision of the Local Court acquitting the defendant of the offence of exceeding the applicable speed limit as detected by a fixed digital speed camera.

At the Local Court hearing the RTA tendered two photographs which show the offending vehicle travelling in 'Lane 3' towards the relevant speed camera. It sought to adduce evidence through its witness that lane 3 as depicted in the photographs was in fact lane 3 on the roadway.

The Magistrate did not allow this evidence to be adduced finding that the RTA witness was not an expert witness for speed cameras. Since there was no other evidence on this point, the defendant was found not guilty.

The RTA appealed this decision to the NSW Supreme Court on the basis that the Magistrate had erred in law in reaching the decision. Mr Justice Adams delivered judgment on 23 February 2006 dismissing the RTA appeal and essentially upholding the Magistrate's decision as a decision of fact and not of law.

RTA v Nichols [2006] NSWSC 946 (22 Dec 2005)

On 12 June 2004 Mr Peter Nichols was detected by a fixed digital speed camera travelling at 85 km/h in a 60 km/h zone on the New England Highway at Murrirundi. He was subsequently issued with a penalty notice and elected to have the matter heard in court.

The Scone Local Court found that the evidence supported a finding that the camera which had in the past gone 'offline' following thunderstorms combined with the evidence from the defendant that he was not speeding at the time of the offence, gave rise to a reasonable doubt that the defendant was guilty of the offence. Accordingly, the defendant was acquitted. The RTA appealed the decision to the NSW Supreme Court.

Justice Hoeben in the NSW Supreme Court delivered judgment in favour of the RTA finding that evidence of camera malfunction had to be 'specific' evidence of malfunction related to the period in which the camera is certified as accurate and reliable pursuant to the statutory scheme under which cameras operate.

RTA v Michell [2006] NSWSC 194 (22 March 2006)

The RTA appealed to the NSW Supreme Court against a decision of the

Local Court acquitting the defendant of a speeding offence.

In the Local Court proceedings the Magistrate found that the RTA as prosecutor had established a prima facie case by tendering photographs that did not bear a security indicator of the kind prescribed by the relevant regulations. The defendant did not tender any 'evidence to the contrary' that the photographs had been altered since they were taken. The Magistrate found that without a security indicator on the photographs, the RTA did not enjoy the benefit of the presumption of non alteration as provided for in section 47 of the *Road Transport (Safety and Traffic Management) Act 1999* (the Act) and he could not be satisfied beyond reasonable doubt that the photographs had not been altered since they were taken. Accordingly, the defendant was acquitted.

The Supreme Court held that in the absence of a security indicator on the photographs tendered in evidence it was open to the Magistrate to find that he could not be satisfied that the photographs had not been altered since they were taken and to acquit the defendant on the basis of reasonable doubt. In addition, Justice Adams considered the phrase 'evidence to the contrary' which is included in section 47 of the Act and commented that any evidence contrary to that depicted or shown on the photograph will displace the evidentiary value of the photograph.

His Honour concluded by saying that "[I]n light of publicity about the effect of this judgment I think I should add that it does not bring into contention, so far as I can see, cases where there has been a plea of guilty or, when the plea was not guilty, where the point has not been taken."

Wojtulewicz v RTA [2006] NSWSC 525 (5 June 2006)

This case involved consideration of the meaning of section 16 of the *Road Transport (Driver Licensing) Act 1998* (the Act) dealing with demerit points suspensions of driver licences.

Following the accumulation of excessive driver licence demerit points, the RTA cancelled the plaintiff's driver licence and notified him accordingly. In response, the plaintiff appealed to the Local Court, however, the Magistrate ruled that he did not have jurisdiction to hear the appeal and dismissed it accordingly. Subsequently, the plaintiff sought an order from the Supreme Court that the Magistrate had erred in law and that the matter be remitted back to the Local Court for determination.

Justice Hidden in the NSW Supreme Court upheld the plaintiff's summons on the basis that the RTA, in taking action to suspend a driver's licence for the accumulation of demerit points, was bound to consider whether it would be unreasonable to do so having regard to the date when any relevant offence was committed.

Prior to the decision in this case the NSW Government had amended the relevant appeal provisions to clarify that there is no right of appeal from a demerit points suspension under section 16 of the Act.

Court of Appeal

RTA v Edson [2006] NSWCA 68 (7 April 2006)

The plaintiff commenced proceedings in the District Court as a result of injuries sustained when she ran onto the F5 Freeway near Campbelltown. She was struck by two motor vehicles travelling at about 100 km/h. At the

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time of the accident, 28 August 1998, she was 13 years old.

It was common knowledge and practice for people to cross the F5 Freeway in order to access two neighbouring suburbs which were separated by the freeway. Access to the freeway reserve was blocked on the western side by a two metre high, wire mesh fence and on the eastern side by a two metre high, concrete sound wall. At the time of the accident the fence had either been pushed over or cut through and a section of the sound wall had been removed.

On the night of the accident the plaintiff was part of a group of youths that passed through the eastern side of the freeway through the concrete wall and crossed the freeway. She was attempting to cross the freeway from the western side in a state of panic from the presence of a police vehicle when she was struck by two vehicles. She had been with others who had been drinking and they all appeared to be apprehensive about the attitude of the police to them.

On 22 October 2004 Murray AJ in the District Court delivered judgment, finding as outlined for the RTA, he dismissed the proceedings and ordered the plaintiff to pay the costs of the RTA as well as Campbelltown City Council.

His Honour held that the RTA had duty of care to persons in the category in to which the plaintiff fell. The Judge found that the RTA had failed to take steps to build and maintain sufficient fencing to prevent pedestrians entering onto the freeway (there was sufficient evidence to suggest that the RTA was well aware of the problem). Nonetheless, the fact that the plaintiff was a trespasser, her careless behaviour, the obviousness of the risk, and the principles set out in the case law disentitled the plaintiff to a verdict.

The plaintiff appealed from this decision to the Court of Appeal.

The Court of Appeal delivered judgment on 7 April 2006. It found that the RTA had breached its duty of care which was causative of the plaintiff's injuries. Further, the plaintiff was careless of her own safety to a significant degree and in light of the circumstances, which included her age, state of panic and obviousness of the risk it was appropriate to assess the contributory negligence of the plaintiff which was assessed at 40 per cent.

RTA ats McGregor and Anor [2005] NSWCA 388 (11 November 2005)

This matter was an appeal by the RTA and Woollahra Council against a decision of the District Court awarding damages to the plaintiff as a result of a tripping incident which occurred on 1 January 2000 in Darling Point NSW. At the time of the accident the plaintiff tripped on an uneven surface on the footpath surrounding a metal pole.

The plaintiff alleged that the RTA or its predecessor had installed the metal pole in a negligent manner and had over the years failed to rectify the defect or warn persons of the danger.

Judge Bishop in the District Court accepted that the pole had been installed by the RTA or its predecessor in a negligent manner and that the RTA had not rectified the defect or warned persons of the dangers. Accordingly he found the RTA liable.

The Council was also found liable on the basis that it had the care and control of the footpath at the time of the accident and damages were apportioned 60 per cent to the Council and 40 per cent to the RTA.

Both the RTA and the Council appealed against the decision. The RTA appeal was based on the passage of time having extinguished the duty of care it owed to the plaintiff.

The Court of Appeal found that the passage of time did not extinguish the RTA's liability.

Ashfield Municipal Council v RTA and 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 judgment 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 to the Court of Appeal which overturned Justice Palmer's decision. The Court of Appeal held that sections 64(1), and section 72(1) not only empower the RTA to carry out roadwork on both classified and unclassified roads, but also authorise the actual exercise of that work without the need for consent to be obtained from Ashfield Municipal Council pursuant to section 138(1) of the *Roads Act 1993*. In addition, the Court of Appeal held that Justice Palmer erred in his findings that reference to exemption in the legislation to public authorities needing to obtain an approval under section 138 of the *Roads Act 1993* applies to the RTA.

RTA v Damjanovic [2006] NSWCA 166

The RTA appealed against a decision of the Land and Environment Court (LEC) concerning compensation payable by the RTA for the compulsory acquisition of three parcels of land, located at Eastern Creek, formerly owned by the Damjanovic family. The land was acquired by the RTA in 2004 for the construction of the M7 Westlink. The Damjanovics retained ownership of the adjoining land on which they operate a poultry farm.

Access to the retained land was a significant valuation issue. Before the acquisition, the land had access to Wallgrove Road via three unsealed tracks used for the purpose of the existing poultry egg production business. After

acquisition, the RTA provided an alternative dog-leg access to and from the retained land partly located on land owned by Sydney Water, designed to facilitate the existing poultry egg production business.

The LEC found that the alternative dog-leg access provided by the RTA after acquisition effectively sterilised any use of the retained land for industrial purposes. Accordingly, the LEC held that the highest and best value of the land in the 'after valuation' was, at best, for rural uses and its existing use as a poultry farm with no potential for higher (eg industrial) usage.

The difference between the valuation of the industrial use in the 'before valuation' (\$18.963 million) and the value of the land for its existing use as a poultry farm without any potential for a higher usage in the 'after valuation' (\$3 million), resulted in compensation of \$15.963 million for market value.

The RTA appealed to the Court of Appeal claiming that the LEC had made errors in law by applying incorrect valuation principles in arriving at this decision. The Court of Appeal dismissed the RTA's appeal.

High Court

McNamara v RTA [2005] HCA 55 (29 September 2005)

The RTA took action in the Consumer Trader and Tenancy Tribunal (CTTT) to evict a long standing tenant at 67 Cromwell Street, Croydon Park, whose home was leased to her prior to the commencement of the *Residential Tenancies Act 1987*. The tenant opposed the RTA's action on a number of grounds, arguing that the RTA was bound by the requirements of the *Landlord and Tenant (Amendment) Act 1948* (the protected tenancies legislation) and accordingly, the Tribunal had no jurisdiction to hear the RTA's application. The RTA relied on section 5 of the protected tenancies legislation, which provides that the Act does not bind the Crown in the right of the Commonwealth or of the State. It argued that section 46 of the *Transport Administration Act 1988*, which constitutes the RTA, provides that it is for the purposes of any Act, a statutory body representing the Crown, and therefore as the Crown, it is not bound by the protected tenancies legislation.

The High Court delivered judgment on 29 September 2005. It found that being a statutory body representing the Crown did not necessarily confer upon that body the privileges and immunities which properly belong to the Crown unless Parliament specifically intended that. The RTA did not have

those privileges and immunities to which it claimed to be entitled and the CTTT did not have jurisdiction to determine the matter.

As a result of the High Court Decision the NSW Government has amended the *NSW Interpretation Act 1987* to overcome the decision reached by the High Court in this case.

Batistatos v the RTA [2006] HCA 27 (14 June 2006)

This claim arose from an incident that occurred on 21 August 1965 at Fullerton Street, Stockton. The plaintiff was driving a motor vehicle along Fullerton Street, Stockton when the motor vehicle ran off the road and into a depressed ditch and overturned. As a result of the accident the plaintiff sustained catastrophic injuries including quadriplegia.

The Statement of Claim was filed in the Supreme Court on 21 December 2004 commencing action against both the RTA and Newcastle City Council. The plaintiff claimed the RTA was negligent by failing to warn of the existence of a bend, failing to warn it was unsafe, failing to place posts with reflectors, failing to properly illuminate the bend, failing to construct/maintain the roadway in an adequate manner.

On 25 August 2005 both RTA and Council filed Notices of Motion in the NSW Supreme Court for a permanent stay on the basis that the claim was out of time under the *Limitations Act 1969*. The NSW Supreme Court refused the applications. Both RTA and the Council appealed to the NSW Court of Appeal which granted leave to appeal and stayed the proceedings permanently on the basis that both defendants would have suffered significant prejudice in defending any action brought by the plaintiff.

Subsequently on 9 June 2005 the plaintiff filed an application for special leave to appeal to the High Court which heard the matter on 12 October 2005. The plaintiff was successful in the leave application.

The substantive argument on the issue was heard by the High Court on 1 and 2 February 2006. The High Court delivered judgment on 14 June 2006, by majority dismissing the plaintiff's appeal on the basis that the period of time which had elapsed since the accident was such as to cause prejudice to the defendants.

The consequence of the decision is that the plaintiff is unable to sue both the RTA and the Newcastle Council.

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 2005–06 contracts were brought to account for the sale of 126 properties for a total value of \$37.6 million (net of GST). Of these, 25 properties were valued at more than \$0.5 million each, with a total value of \$29.2 million.

A property in Lilyfield was sold for \$4.65 million and a property in Calga was sold for \$3.87 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 legislation.

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.

Technical and Austroads publications are available for sale from the RTA Information and Reference Services at Pod D Level 1 Octagon Building, 99 Phillip Street, Parramatta (phone 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 2005–06.

BICYCLES

- Getting around by bike? You need the RTA cycleways map
- Your guide to cycling from Broken Bay to Lake Munmorah
- Your guide to cycling from Catherine Hill Bay to Williamtown, including Lake Macquarie
- Your guide to cycling in Sydney's north and north west

CORPORATE

- Annual Report 2005 and CD-ROM
- Apprenticeship scheme
- Cobb & Co country Moama to Wilcannia
- Drive your career further
- Geared Issue 1, July 2005
- Geared Issue 2, December 2005
- Geared Issue 1, June 2006
- Looking for a career with drive? Graduate Recruitment and Development (GRAD) Program
- Main Roads 1929–1984 Journals of the Department of Main Roads, NSW (DVD library)
- Traineeship scheme

DRIVER AND VEHICLE

- A guide for older drivers
- Braking habits
- Conditional registration: Registration for vehicles with limited road access
- Driver qualification handbook
- Driver qualification test: Qualifying for your full licence
- From 11 July 2005 new conditions apply to new P-plate drivers
- Getting your driver's licence
- Getting your motorcycle rider licence
- Gold or silver yr car: Bling for your favourite thing
- Gold or silver yr car: Dress to impress
- Guide to supervising drivers

- Hazard Perception Test
- How to prove who you are to the RTA
- Introducing new metallic number plates
- Make Yr Car as individual as You R
- Medical and driving tests
- myRTA.com
- National driver licence classes
- New penalties for parking offences from 1 July 2005 (demerits points flyer for councils)
- NSW Driver and Vehicle Statistics 2004
- NSW Photo card: Show who you are
- NSW Photo card: Major features of the new NSW Photo Card
- Photo card fact sheet
- Road user publications (CD-ROM)
- Road Users' Handbook
- Vehicle Inspectors: New inspection fees for Authorised Inspection Stations
- Vehicle Inspectors: Introduction of AIS scheme
- Vehicle Inspectors Bulletin: Inspection of number plates, May 2006
- Worried about the driving ability of an older driver?

ENVIRONMENT

- Heritage drives self-guided tours: The Summerland Way
- RTA Thematic History 2006, 2nd Edition (February 2006)
- Bridge Types in NSW - Historical Overview (June 2006)

HEAVY VEHICLE

- Authorised Unregistered Vehicle Inspection Scheme: Road vehicle descriptors (CD-ROM)
- AUVIS Bulletin: Replacement engines
- Bio-diesel fuel Information Sheet, August 2005
- Chain of Responsibility in NSW: Enforcement strategy for container weight declarations – drivers
- Compliance and enforcement in the transport industry: Chain of responsibility
- Compliance and enforcement in the transport industry: Chain of Responsibility – Consignor/Receiver
- Compliance and enforcement in the transport industry: Chain of Responsibility – Driver
- Compliance and enforcement in the transport industry: Chain of Responsibility – Loader/Packer
- Compliance and enforcement in the transport industry: Chain of Responsibility – Operator/Manager/Scheduler

- Compliance and enforcement in the transport industry: Container weight declaration
- Compliance and enforcement in the transport industry: General information
- Compliance and enforcement in the transport industry: Information for New South Wales
- Compliance and enforcement information about introduction of C&E legislation
- Compliance and enforcement information about introduction of C&E legislation (CD-rom)
- Compliance and enforcement notice: Fatigue management program pilot procedures, April 2006
- Compliance and enforcement notice: Enforcement of container weight declaration
- Compliance and enforcement notice: Survey of truck suspensions in NSW
- Driving hours regulations: Transitional Fatigue Management Scheme for heavy vehicle drivers
- Getting your multi-combination driver licence
- Heavy Vehicle compliance and enforcement: Information for industry in preparing compliance systems and programs, August 2005
- Heavy Vehicle Seat Belt
- Higher Mass Limits network in NSW, February 2006
- Truck Rest Stop List – Hume Highway (internet)
- Vehicle inspectors bulletin: Seat belts missing from Toyota Coaster buses manufactured between July 1992 and June 2004, May 2006
- Working with or around trucks? Free TAFE course
- Camden Valley Way: Widening from Bernera Road to M5/Westlink M7 interchange, Prestons community update, December 2005
- Completing the upgrade of the Pacific Highway community update
- Coobang upgrade of the Newell Highway community update, January 2006
- Coobang upgrade of the Newell Highway community update, June 2006
- Cowpasture Road upgrade: Hoxton Park Road to Main Street community update, August 2005
- Cowpasture Road upgrade: Hoxton Park Road to Main Street, Hoxton Park community update, April 2006
- Cowpasture Road Upgrade: Westlink M7 to North Liverpool Road REF Volume 1 Main Report and Volume 2 Appendices, October 2005 (hard copy and CD-rom)
- Cowpasture Road Upgrade: Westlink M7 to North Liverpool Road community update, October 2005
- Cycleway security upgrade community update, May 2006
- F5 Freeway (Hume Highway) entry and exit ramps at Ingleburn community update, November 2005
- Five Islands Road Upgrade community update, July 2005
- Five Islands Road upgrade community update, October 2005
- Five Islands Road upgrade community update, February 2006
- Five Islands Road upgrade community update, May 2006
- Glebe Island Bridge maintenance works community update, November 2005
- Great Western Highway Upgrade: Leura to Katoomba Section I, Willow Park Avenue to Kings Road, Leura community update, October 2005
- Great Western Highway upgrade: Penrith to Mount Victoria, December 2005
- Great Western Highway Upgrade: Station Street, Woodford to Ferguson Avenue, Hazelbrook including Hazelbrook Parade link community update, October 2005
- Great Western Highway Upgrade: Wentworth Falls East community update, May 2006
- Great Western Highway Upgrade: Wentworth Falls East, Tableland Road to Station Street REF Volume 1 Main Report, Volume 2 Urban Design, Landscape and Visual Assessment Report, Volume 3 Appendices, May 2006 (hard copy and CD-rom)
- Great Western Highway: Leura to Katoomba Section I, Willow Park Avenue to Eastview Avenue, Leura community update, May 2006
- Hinton Bridge over Paterson River: Bridge restoration community update, December 2005
- Improvements of the Pambula River Floodplain Crossing at Pambula Review of Environmental Factors
- Installation of new traffic signals at Canterbury Road and Duke Street, Campsie community update, April 2006

INFRASTRUCTURE

- Alford's Point duplication community update, June 2006
- Ardlethan Realignment community update, January 2006
- Bangor Bypass community update, October 2005
- Bangor Bypass Stage 2 community update, November 2005
- Bangor Bypass Stage 2 community update, December 2005
- Bells Line of Road Corridor Study Summary Report, November 2005
- Bexley Road upgrade: Shaw Street to Kingsgrove Avenue, North Bexley community update, February 2006
- Blackheath Station pedestrian crossing upgrade community update, September 2005
- Blackheath Station pedestrian crossing upgrade: Great Western Highway, Blackheath community update, April 2006
- Bradfield Plaza under the Sydney Harbour Bridge community update, April 2006
- Brunswick Heads to Yelgun community update, April 2006
- Cahill Expressway Bridge maintenance works community update, June 2006

17 PUBLICATIONS

- Jenolan Caves Road, Five Mile Hill project community update, November 2005
- Lane Cove Tunnel Project: Local Area Traffic Management Plans (Roads in Crows Nest, Cammeray and Neutral Bay to be examined by LATM plan) community update
- Lane Cove Tunnel Project: Local Area Traffic Management Plans (Roads in Lane Cove to be examined by LATM plan) community update
- Lane Cove Tunnel Project: Local Area Traffic Management Plans (Roads in Ryde, Hunters Hill and Gladesville to be examined by LATM plan) community update
- Lane Cove Tunnel Project: Local Area Traffic Management Plans (Roads in Artarmon to be examined by LATM plan) community update
- Lawrence Hargrave Drive re opening community walk: Information for walkers
- Main Road 92 Upgrade: Nowra to Nerriga, Planning approval, October 2005
- Morpeth Bridge Maintenance works community update, October 2005
- Newcastle inner city bypass: Sandgate to Shortland REF, May 2006
- North Kiama Bypass: How to use the new road community update, November 2005
- North Kiama Bypass: Your invitation to a fun family day out
- Old Windsor Road / Norwest Boulevard intersection, Bella Vista community update
- Pacific Highway and Dog Trap Road, Ourimbah community update, May 2006
- Pambula River Bridge: Display of the proposal and REF community update, May 2006
- Princes Highway upgrade: Gerringong to Bomaderry community update, March 2006
- Princes Highway upgrade: Princes Highway options and route selection study Gerringong to Bomaderry, community update, May 2006
- Proposed upgrading of Avoca Drive: The Entrance Road to Sun Valley Road, Green Point community update, November, 2005
- Redevelopment of Bradfield Park under the Sydney Harbour Bridge community update
- Road resurfacing work on New South Head Road, Double Bay, Point Piper and Bellevue Hill community update, March 2006
- Southern Cross Drive and Gardeners Road, Eastlakes: Proposed traffic ramps community update
- Swan Hill Bridge rehabilitation community update, June 2006
- Swansea Bridge maintenance program community update, June 2006
- Swansea Bridge planned annual service community update, February 2006
- Sydney Harbour Bridge cycleway community update, December 2005
- Sydney Harbour Bridge repainting community update, May 2006
- The Entrance Road: Upgrading from Ocean View Drive to Tumbi Road, Wamberal community date
- Tom Ugly's Bridge maintenance works community update, May 2006
- Tugun Bypass: Submissions Report/Supplement to the draft Environmental Impact Statement, Volume One Main Report and Volume Two Appendices, October 2005 (hard copy and CD-rom)
- T-ways New Update: North-west T-way Project well underway community update
- Upgrading the Pacific Highway: Ballina bypass progress update no 2, May 2006
- Upgrading the Pacific Highway: Banora Point Review of Option C proposed by Tweed Chamber of Commerce Report, December 2005
- Upgrading the Pacific Highway: Brunswick Heads to Yelgun community update, December 2005
- Upgrading the Pacific Highway: Bulahdelah Upgrade Submissions Report
- Upgrading the Pacific Highway: Bundacree Creek to Possum Brush Project Information community update, March 2006
- Upgrading the Pacific Highway: Coopernook Bypass Official Opening, March 2006
- Upgrading the Pacific Highway: Environmental Assessment, Part 3A
- Upgrading the Pacific Highway: F3 to Raymond Terrace Route options display community update, October 2005
- Upgrading the Pacific Highway: F3 to Raymond Terrace Route Options Report, October 2005 (hard copy and CD-rom)
- Upgrading the Pacific Highway: Failford Road to Tritton Road Concept Design, February 2006
- Upgrading the Pacific Highway: Failford Road to Tritton Road Concept Design Report, February 2006
- Upgrading the Pacific Highway: Herons Creek to Stills Road Report
- Upgrading the Pacific Highway: Herons Creek to Stills Road Concept Design, February 2006
- Upgrading the Pacific Highway: How is noise addressed?
- Upgrading the Pacific Highway: Iluka Road to Woodburn
- Upgrading the Pacific Highway: Iluka Road to Woodburn community update, March 2006
- Upgrading the Pacific Highway: Iluka Road to Woodburn Concept design report, March 2006 (report and CD-rom)
- Upgrading the Pacific Highway: Kempsey to Eungai community update, February 2006
- Upgrading the Pacific Highway: Kempsey to Eungai Project Application Report, May 2006
- Upgrading the Pacific Highway: Kempsey to Eungai Project Application (Support Information), May 2006

- Upgrading the Pacific Highway: Macksville to Urunga Preferred Route Report, November 2005 (hard copy and CD-rom)
- Upgrading the Pacific Highway: Macksville to Urunga community update, November 2005
- Upgrading the Pacific Highway: Macksville to Urunga Preferred Route, November 2005
- Upgrading the Pacific Highway: Meeting environmental needs
- Upgrading the Pacific Highway: Moorland to Herons Creek Submissions Report, June 2006
- Upgrading the Pacific Highway: new planning program Tintenbar to Ewingsdale Route Options Report, May 2006
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Route options display community update, October 2005
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Route Options Report, October 2005 (hard copy and CD-rom)
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Route Options Submissions Report, May 2006
- Upgrading the Pacific Highway: Property acquisition
- Upgrading the Pacific Highway: Tintenbar to Ewingsdale Route options display community update, October 2005
- Upgrading the Pacific Highway: Tintenbar to Ewingsdale Route Options Report, October 2005 (hard copy and CD-rom)
- Upgrading the Pacific Highway: Warrell Creek upgrade community update, November 2005
- Upgrading the Pacific Highway: Wells Crossing to Iluka Road Route options display community update, October 2005
- Upgrading the Pacific Highway: Wells Crossing to Iluka Road Route Options Development Report (hard copy and CD-rom)
- Upgrading the Pacific Highway: Woodburn to Ballina Preferred Route, November 2005
- Upgrading the Pacific Highway: Woodburn to Ballina Preferred Route Report, November 2005 (hard copy and CD-rom)
- Upgrading the Pacific Highway: Woodburn to Ballina Route Options Submissions Report, November 2005 (hard copy and CD-rom)
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Route options display community update, October 2005
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Route Options Report, October 2005 (hard copy and CD-rom)
- Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Route Options Submissions Report, May 2006
- Upgrading the Princes Highway: How is noise addressed?
- Upgrading the Princes Highway: Meeting environmental needs
- Upgrading the Princes Highway: Property acquisition
- Upgrading Windsor Road: Boundary Road to Level Crossing Road, Vineyard community update, April 2006
- Upgrading Windsor Road: Construction information and community information day, May 2006
- Wallaby Rocks bridge rehabilitation community update, May 2006
- Weakleys Drive interchange: Preferred option community update, October 2005
- Wells Crossing to Iluka Road value management workshop outcomes community update, May 2006
- West Street interchange community update, June 2006
- Widening of the F3 Freeway: Cowan to Mt Colah community update, April 2006
- Widening of the F3 Freeway: Cowan to Mt Colah Review of Environmental Factors, Volume One Main Report and Volume Two Appendices, April 2006
- Windsor Flood Evacuation Route: South Creek community update, August 2005
- Windsor flood evacuation route:, South Creek community update, April 2006
- Windsor Road Upgrade: Mile End Road, Rouse Hill to Boundary Road, Box Hill community update, January 2006
- Windsor Road Upgrade: Roxborough Park Road to Norwest Boulevard, Baulkham Hills community update, December 2005

ROAD SAFETY

- A guide to using a motorised wheelchair
- A Practical Guide to Addressing Road Safety Issues Around Schools (kit)
- Changes in ordering RTA road safety education resources: Primary schools
- Changes in ordering RTA road safety education resources: Secondary schools
- Helping learner drivers become safer drivers workshop: Workshop presenter's manual
- Mobile phones and driving
- Oversize and over mass agricultural combinations: additional requirements (information sheet)
- Road Environment Safety Update, Road safety benefit-cost analysis: Materials for program submissions
- Road Environment Safety: A practitioners reference guide to safer roads
- Road safety for overseas visitors
- Road safety issues around schools Information for parents kit including information sheets A-J
- Road traffic crashes in NSW 2004 report
- Safe school travel tips for parents and carers
- Safety improvements on The Esplanade between Medcalf Street, Warners Bay and Main Road, Speers Point community update, December 2005
- Technical specification: Requirements for warning signs and lights ('wig-wag') on school buses, January 2006
- Technical specification: Devices to assist in reducing the risk to young pedestrians from reversing motor vehicles

17 PUBLICATIONS

- The limitations of children in the traffic environment: RTA school road safety education program (video and DVD)
- Towing trailers: Things you should know
- Vehicle inspectors Bulletin: Registration of new campervans and motorhomes, June 2006
- Vehicle Inspectors Bulletin: Changes to the validity period of light vehicle pink slips and e-Safety Check stations
- Vehicle Inspectors Bulletin: Registration of new campervans and motorhomes
- Vehicle Standards Information: Spray suppression devices for heavy vehicles
- Vehicle Standards Information: Flashing lights and sirens
- Vehicle Standards Information: Guidelines for A-frame towing
- Vehicle Standards Information: Registration of left-hand drive vehicles

TRAFFIC

- Camden Valley Way and Raby Road intersection upgrade community update, May 2006
- Construction of red bus lanes in Anzac Parade, Kensington community update, June 2006
- Guide to parking rules in NSW
- Installation of Traffic Control Signals at Frenchs Forest Road and Baringa Avenue, Seaforth community update, June 2006
- Introducing Sydney's new E-Toll

- Loading Zones
- New pedestrian bridge over Canterbury Road near Church Street, Canterbury community update
- New pedestrian bridge over Hume Highway at Yagoona community update, March 2006
- New pedestrian bridge over King Georges Road at Wiley Park community update, February 2006
- New pedestrian crossing at Edgecliff station community update, February 2006
- Proposed pedestrian bridge over Princes Highway at Dwyer Avenue, Blakehurst community update, January 2006
- Roundabout: A step-by-step guide
- RTA E-Toll ... the easy way to pay

COST OF THIS ANNUAL REPORT

The total external cost of producing this report will be about \$54,500, which includes \$26,000* for design, \$ 14,500* for printing and \$ 14,000* for editing services. The RTA is also producing a summary brochure of the annual report for wider stakeholder distribution. The costs associated with this are not confirmed at the date of publishing.

The report is available on the internet at www.rta.nsw.gov.au (click on Publications, statistics and forms).

* Rounded figures. As the invoice was not yet received by the date of publication, these figures are based on quotes provided by the contractors.

18 PAYMENTS TO CONSULTANTS

Details of the amount paid to consultants in 2005–06 are provided below.

The RTA defines consultants in terms of the Premier's Department's 'Guidelines for the Engagement and Use of Consultants' issued in July 2004.

CONSULTANTS GREATER THAN \$30,000

Project description	Consultant	Amount
Probity audits Pacific Highway and SCAT PAPL Replacement project	Deloitte Touche Tomatsu	\$ 161,995
Total		\$ 161,995

CONSULTANTS LESS THAN \$30,000

Total number of engagements	6
Total cost	\$67,906

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

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 for the current financial year exceeds \$795 million.

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

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 05	\$32,569,197.44	\$2,415,445.19	-\$25,556.02	\$19,456.79	\$159,811.48
Dec 05	\$25,115,612.98	\$3,789,654.22	\$531,673.13	\$42,793.57	\$55,677.42
Mar 06	\$42,380,773.23	\$1,510,002.32	\$77,134.22	-\$1,510,002.32	\$38,553.89
Jun 06	\$84,874,826.92	\$4,966,030.79	\$2,235,299.21	\$64,889.58	\$14,776.33

* Negative amounts relate to advance payments made under GC21

ACCOUNTS PAYABLE PAYMENT PERFORMANCE

Quarter	Target %	Total accounts paid on time		\$
		Actual %	Total	
Sep 05	86%	90.54%	255,951,577.00	262,831,634.00
Dec 05	86%	96.14%	220,344,898.00	224,476,686.00
Mar 06	86%	93.60%	231,579,682.00	238,163,291.00
Jun 06	86%	95.17%	218,761,735.00	223,328,993.00

Overall performance for the financial year is ahead of target.

The imaging and intelligent character recognition technology in Accounts Payable implemented in the Sydney Business Service Centre has increased processing efficiency. Opportunities are being explored to further utilise the technology.

21 FUNDS GRANTED TO NON-GOVERNMENT COMMUNITY ORGANISATIONS

Project	Description	Recipient organisation	Grant	Program area as per Budget Paper
Safe Cycling Awareness Program 22 August 2005		Parkes Pedallers	\$1,050	Road Safety, Licensing and Vehicle Management
Meet You in Molong MC Awareness Ride 22 August 2005	Awareness ride	Central West Motorcycle Safety and Tourism Group in assoc with Ulysess	\$4,700	Road Safety, Licensing and Vehicle Management
Sharing the Road with trucks brochure 29 September 2005	Design, print and distribution of brochure	Australian Road Train Association	\$7,500	Road Safety, Licensing and Vehicle Management
Bat Bus alternative transport service 5 December 2005	Establishment of service	Dubbo Liquor Licencing Accord	\$12,500	Road Safety, Licensing and Vehicle Management
Parkes and District Cycling Guide 30 May 2006	Design and print of guide	Parkes Pedallers	\$2,210	Traffic and Transport
Promotional poster 11 May 2005	Design and print of poster	Central West Motorcycle Safety and Tourism Group in assoc with Ulysess	\$2,000	Road Safety, Licensing and Vehicle Management
Drink Drive program 22 May 06	Program through the CSU bar and uni radio station	2MCEFM radio station	\$3,500	Road Safety, Licensing and Vehicle Management
Heritage Festival	RTA participation	National Trust	\$30,000	Road Network Infrastructure Maintenance
Roadside Environment Committee	Financial support providing for an Executive Officer; committee costs, research and annual award scheme.	Roadside Environment Committee	\$96,500	Road Network Infrastructure Maintenance
Bicycle NSW Portfolio Partners Sydney Spring Cycle	Promoting cycling	Bicycle NSW	\$130,000	Traffic and Transport
Promoting safe cycling		Bicycle NSW	\$121,000	Traffic and Transport
Promoting safe pedestrian behaviour		Pedestrian Council of Australia	\$30,000	Traffic and Transport

22 PRIVACY MANAGEMENT PLAN

Report on requests, allegations and complaints submitted under the *Privacy and Personal Information Protection Act 1998* (Privacy Act) and the *Health Records and Information Privacy Act 2001* (HRIPA).

Attached is the analysis of information regarding Records Access Unit's involvement in Privacy Act issues during the financial year 2005–06. The information has been collated as required under section 33 (3) of the Privacy Act.

STATEMENT OF ACTION TAKEN BY THE RTA AND RESULTS OF REVIEW

Section 33(3)(a) of the Privacy Act 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 Privacy 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 within the RTA, which was placed on the RTA website to ensure it is available to customers.
- Establish mechanisms to ensure RTA staff are aware of their obligations under the Privacy 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 requirements 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, under the Privacy Act, Reviews of Conduct.

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

REVIEWS CARRIED OVER FROM FINANCIAL YEAR 2004–2005

No reviews remained unresolved at the end of the reporting year.

REVIEWS – FINANCIAL YEAR 2005–06

Eight Reviews of Conduct were instigated between 1 July 2005 and 30 June 2006. The details are:

Privacy review 05–06/01

On 8 September 2005 a customer sought a review, believing that the RTA breached his privacy when a registry services officer insisted on viewing his driver licence when he purchased a mounting plate for an E-Toll tag.

Following the RTA investigation of access gained to the records involved, it was determined that there had been an unintentional breach on an information protection principle. A review of policy was conducted and the procedure has been changed to ensure such breaches do not recur.

On 11 January 2006 the complainant was advised of the RTA's determination. The customer did not lodge an appeal.

Privacy review 05–06/02

On 9 September 2005 a customer sought a review, believing that the RTA breached his privacy by disclosing to NRMA Insurance his name and address as the registered operator of a vehicle, and further alleged that the insurer misused this information to send the customer unsolicited marketing material.

A review was conducted and the RTA determined the NRMA had breached the Compulsory Third Party agreement.

The RTA sought and obtained assurance the NRMA would cease the practice of sending unsolicited information to customers.

Following the RTA investigation, it was determined that there had been no breach of information protection principles, since the NRMA was entitled to access the complainant's personal information, as it held the Green Slip insurance on the customer's vehicle.

On 9 February 2006 the complainant was advised of the RTA's determination and the NRMA's undertaking. The customer did not lodge an appeal.

Privacy review 05–06/03

On 7 October 2005 a customer sought a review, believing the RTA breached her privacy when a third party not entitled to receive the information obtained her residential address from a motor registry employee.

Following the RTA investigation of access gained to the records involved, it was determined that there had been no breach of an information protection principle. This was based on the fact the complainant's address sighted in the complaint was not the address held by the RTA.

On 23 November 2005 the complainant was advised of the RTA's determination. The customer did not lodge an appeal.

Privacy review 05–06/04

On 8 November 2005 a customer sought a review, believing the RTA breached her privacy when a Registry Services Officer interrupted the service the customer was receiving from another officer and examined the customer's business documents.

An internal investigation was conducted and both RTA employees were interviewed and denied the allegation. It was determined there had been no breach of an information protection principle.

On 28 March 2006 the complainant was advised of the RTA's determination. The customer did not lodge an appeal.

Privacy review 05–06/05

On 19 January 2006 an RTA employee sought a review, believing that the

22 PRIVACY MANAGEMENT PLAN

RTA breached her privacy when her personal information held by the RTA was improperly released by a former RTA officeholder. This information involved the disclosure of a confidential report on work place performance.

An internal investigation was conducted and relevant RTA employees were interviewed. It was determined that there had been no breach of an information protection principle.

On 7 March 2006 the complainant was advised of the RTA's determination. The employee did not lodge an appeal.

Privacy review 05–06/06

On 19 January 2006 the same RTA employee sought a simultaneous review associated with the previous complaint, believing the RTA breached her privacy by not securing personal information held by the RTA's Human Resources Branch.

An internal investigation was conducted in conjunction with the previous complaint. It was determined that there had been no breach of an information protection principle.

On 7 March 2006 the complainant was advised of the RTA's determination. The employee did not lodge an appeal.

Privacy review 05–06/07

On 6 February 2006 a customer sought a review, believing that the RTA breached his privacy by giving to Ford Credit Australia Ltd, information about the surrender of his NSW numberplates in Western Australia.

An internal investigation was conducted and the only access to the customer's information was when records relating to the NSW registration were endorsed to show that the customer's number plates had been surrendered. This was done immediately upon receipt of electronic advice from the Western Australia authorities.

It was determined there had been no breach of an information protection principle.

On 3 March 2006 the complainant was advised of the RTA's determination. The customer did not lodge an appeal.

Privacy review 05–06/08

On 13 April 2006 an RTA employee sought a review, believing the RTA breached her privacy. The complainant alleged that an RTA employee had accessed her personal details held in two data bases operated by the RTA. The allegation was in association with an RTA internal disciplinary investigation concerning the complainant.

An internal investigation was conducted into the complaint, and it was determined that there had been no breach of the information protection principles.

On 23 June 2006 the complainant was advised of the RTA's determination. The complainant did not lodge an appeal.

23 RESEARCH AND DEVELOPMENT

The Research and Development (R&D) program identifies and develops innovative solutions to materials, products, equipment and processes to achieve business improvements.

In 2005–06 over \$1.3 million was devoted to the R&D program which fosters work throughout the RTA but principally in technology areas. Work with external partners is also undertaken.

The RTA's Technology and Innovation Committee coordinates the R&D program. The committee identifies areas of need and issues, promotes R&D internally and provides advice to the Executive on the direction and level of investment in R&D.

Projects under the program were focused around the technical areas of pavements, geotechnology and road and bridge technology. Research was also conducted into road safety.

The RTA also contributes to R&D work by Austroads, see the **Value for money** chapter.

Projects undertaken in 2005–06 included:

- Use of scrap rubber (mostly by recycling tyres) in asphalt.
- Research into manufactured sands as an alternative material in asphalt and Portland concrete.
- Use of reclaimed asphalt pavement material in new asphalt pavements.
- Research into pavement surface characteristics to minimise noise and improve ride quality.
- Research into quieter concrete pavement technology to reduce traffic noise.
- Crash test wire rope safety barrier in combination with kerb.
- Design work in preparation for live crash testing of sign structures.
- Acoustic attributes of profile line marking.

For details on environmental research such as koala monitoring, refer to the **Positive environmental and urban design** chapter.

24 DRIVER AND VEHICLE STATISTICS

OFFENCE TOTALS BY REGION 2005–06

Item	Sydney	Northern	Hunter	Western	Southern	Southwest	Total
Defect notices (including HVIs activities)	23,829	5,827	9,917	6,472	17,354	5,652	69,051
Traffic infringement notices	2,127	1,866	2,609	593	7,948	1,766	16,909
Breaches (weight and other)	1,260	1,524	3,684	79	4,537	185	11,269
							97,229

NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2006 BY YEAR OF MANUFACTURE

Year of manufacture	No. of vehicles
Pre-1960	8,746
60-64	9,070
65-69	18,469
70-74	61,281
75-79	124,265
80-84	228,017
85-89	474,588
90-94	779,026
95-99	1,197,052
2000	288,606
2001	278,765
2002	303,969
2003	335,368
2004	346,052
2005	346,668
2006	113,364
Unknown	59,525
Total	4,972,831

NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2006 BY VEHICLE TYPE

Vehicle type	No. of vehicles
Passenger vehicles	2,801,521
Off-road passenger vehicles	508,143
Small buses	33,562
Buses	11,791
Mobile homes	8,670
Motorcycles	120,827
Light trucks	638,358
Heavy trucks	79,190
Prime movers	15,824
Light plant	5,739
Heavy plant	9,959
Small trailers	496,485
Trailers	242,305
Other vehicles	457
Total	4,972,831

24 DRIVER AND VEHICLE STATISTICS

NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2006 BY VEHICLE USAGE

Vehicle usage	No. of vehicles
Private	3,390,169
Pensioner concession	611,163
Primary producer concession	97,043
Business general	733,018
Taxi	6,172
Public bus and coach	9,434
FIRS	3,404
Other vehicle usages	122,428
Total	4,972,831

NSW DRIVER AND RIDER LICENCES ON ISSUE AS AT 30 JUNE 2006

By licence class	No. of licences	% of total
C	3,932,087	80.3
LR	77,673	1.6
MR	112,657	2.3
HR	211,822	4.3
HC	121,577	2.5
MC	15,357	0.3
R	425,441	8.7
Total	4,896,614	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.

NSW LICENSED DRIVERS AND RIDERS AS AT 30 JUNE 2006

By sex	No. of licence holders	% of total
Female	2,144,362	48.0
Male	2,326,298	52.0
Total *	4,474,183	100.0

* Including 3,523 cases where licence holders' sex was not recorded.

NSW LICENSED DRIVERS AND RIDERS BY AGE GROUP

	No. of licence holders	% of total
16	48,765	1.1
17	66,608	1.5
18-25	584,995	13.1
26-29	313,068	7.0
30-39	904,013	20.2
40-49	914,744	20.4
50-59	774,149	17.3
60-69	494,831	11.1
70-79	287,239	6.4
80+	85,771	1.9
Total	4,474,183	100.0

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 2001–02 to a five year low of 8.3 in 2005–06. Based on current estimates and projections of claim costs, the deposit premium remains constant. The 2005–06 premium cost was reduced by \$250,000 as compared with 2004–05. This year the RTA received a \$2.5 million premium rebate for the three year hindsight adjustment on claims performance for 2001–02 and for the first time also received a \$1.79 million for the final fifth year hindsight adjustment for 1999–00.

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 12 claims. In 2002–03 the rate reduced slightly to 10 claims. The number of claims per 100 vehicles has increased by three per cent for the 2005–06 year, compared to 2004–05.

PROPERTY

The 2005–06 premium decreased by five per cent compared to 2004–05. This decrease is mainly due to the reduction of claims occurring in the 2004–05 and 2005–06 years.

LIABILITY INSURANCE PREMIUM

The 2005–06 premium decreased by 20 per cent compared to 2004–05.

Note: In relation to all the above Treasury Managed Fund insurances, premium costs are expressed as constant 2005–06 dollars using Sydney CPI.

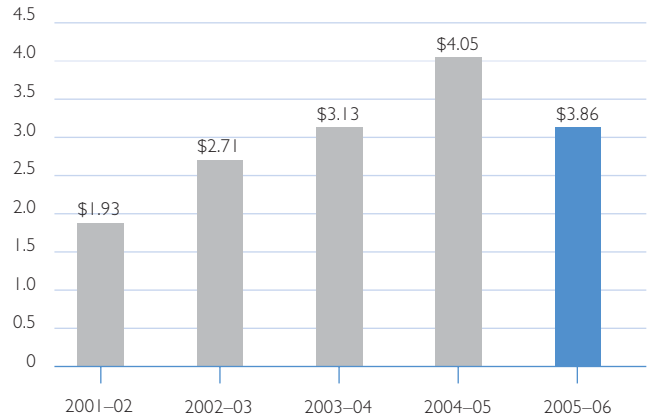
LIABILITY INSURANCE PREMIUM

Premium (current dollar 2005–06)



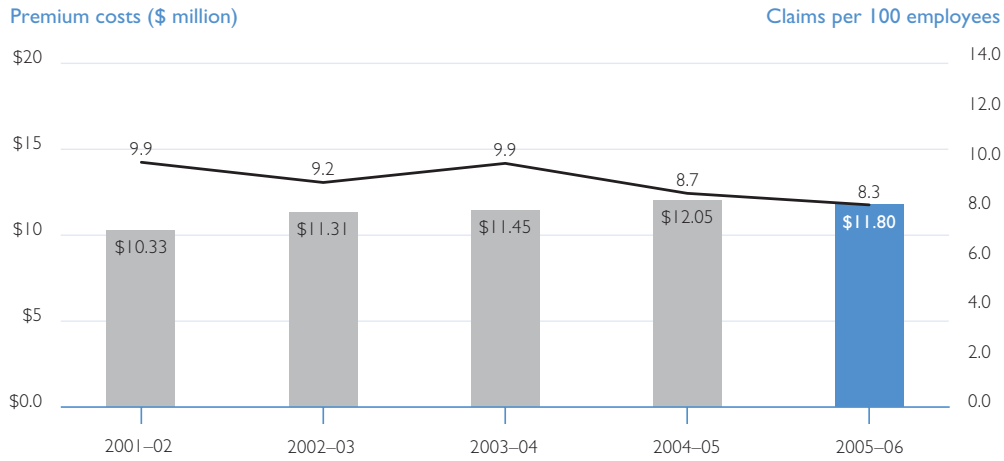
PROPERTY INSURANCE PREMIUM

Premium (current dollar 2005–06)



25 INSURANCE

WORKERS COMPENSATION PREMIUM COST AND CLAIMS FREQUENCY



MOTOR VEHICLE PREMIUM AND MOTOR VEHICLE CLAIMS FREQUENCY



26 COMPLIANCE INDEX

The following lists the RTA's Annual Report 2006 compliance with the NSW Treasury Accounting Policy checklist (<http://www.treasury.nsw.gov.au/annfaq/checklst.pdf>).

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CONTACT THE RTA

Motor registry enquiries: 13 22 13 (8.30am – 5pm Monday to Friday, 8.30am – noon Saturday)

Current traffic information: 132 701 (24 hours)

To report traffic condition and signal faults: 131 700 (24 hours)

Technical enquiries for vehicle regulations: 1300 137 302 (8.30am – 5pm Monday to Friday)

International callers (outside Australia): 61 2 4 925 1805 (8.30am – 5pm Monday to Friday, 8.30am – noon Saturday AEST)

Head Office

Centennial Plaza
260 Elizabeth St
Surry Hills 2010
PO Box K198
Haymarket 1240
Tel: 131 782
Fax: 02 9218 6286
DX 13 Sydney

Sydney region

81 – 85 Flushcombe Rd
Blacktown 2148
PO Box 558
Tel: 131 782
Fax: 02 8814 2355
DX 8120 Blacktown

Hunter

59 Darby St
Newcastle 2300
Locked Bag 30
Tel: 131 782
Fax: 02 4924 0344
DX 7813 Newcastle

Northern

31 Victoria St
Grafton 2460
PO Box 576
Tel: 131 782
Fax: 02 6640 1301
DX 7610 Grafton

Southern

Level 4, 90 Crown St
Wollongong 2520
PO Box 477
Wollongong East 2520
Tel: 131 782
Fax: 02 4227 3705
DX 5178 Wollongong

South West

1 Simmons St
Wagga Wagga 2650
PO Box 484
Tel: 131 782
Fax: 02 6938 1183
DX 5407 Wagga Wagga

Western

51 – 55 Currajong St
Parkes 2870
PO Box 334
Tel: 131 782
Fax: 02 6861 1414
DX 520256 Parkes

Transport Management Centre

25 Garden St
Eveleigh 1430
PO Box 1625
Strawberry Hills 2012
Tel: 02 8936 1400
Fax: 02 8936 1425