

ROADS AND TRAFFIC AUTHORITY OF  
NEW SOUTH WALES APPENDICES FOR THE PERIOD  
ENDED 30 JUNE 2007

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## I. MAJOR WORKS

Project description	Location	Status	Announced completion date	Estimated total cost \$'000	2006-07 Exp	Previous years exp
<b>Western Sydney transitways</b>						
North-West Transitway Network	Parramatta – Rouse Hill, Blacktown – Parklea	Parramatta to Rouse Hill opened to traffic	2007	524,000	135,064	312,797
Sydney Motorway Network						
F3 Freeway To M2 Motorway Link (planning, federal funding)	Wahroonga – Carlingford		NA	NA	138	5822
Lane Cove Tunnel and associated road improvements (State and private sector funding)*	Lane Cove	Tunnel opened to traffic	2008	1,100,000	7084	69,922
M4 Eastern Extension (planning)	Strathfield – Haberfield		NA	NA	103	934
<b>Sydney west and north west</b>						
Old Windsor Road, Norwest Boulevard, grade separated intersection	Bella Vista	Completed	2006	42,000	10,850	31,036
Windsor Road, Roxborough Park Road to Norwest Boulevard and Acres Road to Old Windsor, widen to four lanes	Baulkham Hills – Kellyville	Completed	2006	120,000	8791	110,271
Windsor Road Mile End Road to Boundary Road, widen to four lanes	Rouse Hill	Completed	2006	122,000	56,606	64,946
Windsor Road, Boundary Road to Henry Road, widen to four lanes	Vineyard	Completed	2006	44,000	6939	36,287
Windsor Flood Evacuation Route over South Creek	Mulgrave		2007	127,000	54,228	53,956
<b>Sydney south west and south</b>						
Alfords Point Bridge duplication	Alfords Point		2008	45,000	5781	2185
Camden Valley Way, Cowpasture Road to Benera Road, widen to four lanes (planning and preconstruction)	Edmondson Park		NA	NA	1367	2825
Cowpasture Road, Main Street to Hoxton Park Road, widen to four lanes	Hoxton Park	Completed	2006	40,000	9841	30,059
The Horsley Drive, Ferrers Road to Westlink M7 (planning and preconstruction)	Horsley Park		NA	NA	860	812
Hoxton Park Road, Banks Road to Cowpasture Road, widen to four lanes (planning and preconstruction)	Hoxton Park		2010	71,000	1300	3475
F5 Hume Highway, south facing ramps at Ingleburn (federal and local government funding)	Ingleburn	Completed	2006	13,700	486	11,332
F5 Hume Highway, Brooks Road to Camden Valley Way, widen northbound carriageway to four lanes (federal and State funding)	Ingleburn		2007	30,000	5158	1158
Narellan Road extension, Camden Valley Way to The Northern Road	Harrington Park		2007	33,000	23,478	4287

\*Expenditure does not include any private sector expenditure.

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Project description	Location	Status	Announced completion date	Estimated total cost \$'000	2006–07 Exp	Previous years exp
<b>Sydney inner metropolitan and north</b>						
The Spit Bridge and approaches, widen to six lanes	Mosman		NA	115,000	2205	3033
F3 Sydney to Newcastle Freeway, widening to six lanes between Mt Colah and Cowan (State and federal funding)	Mount Colah Berowra Cowan		2008	119,000	21,006	3878
<b>Great Western Highway</b>						
Woodford to Hazelbrook Stage 1, Winbourne Road to Ferguson Avenue, widen to four lanes	Woodford Hazelbrook		2008	45,000	12,075	21,372
Lawson Section 1, Ferguson Avenue to Honour Avenue, widen to four lanes (planning and preconstruction)	Lawson		NA	NA	1315	7936
Lawson Section 2, Honour Avenue to Ridge Street, widen to four lanes (planning and preconstruction)	Lawson		NA	NA	3106	8613
Wentworth Falls East, Tableland Road to Station Street, widen to four lanes (planning)	Wentworth Falls		NA	NA	368	1191
Leura to Katoomba Stage 2, East View Avenue to Bowling Green Avenue, widen to four lanes	Leura Katoomba		2008	25,000	7294	1430
<b>Pacific Highway</b>						
F3 to Raymond Terrace (planning)	Hexham		NA	NA	1910	2764
Karuah to Bulahdelah Section 1, dual carriageway (State and federal funding)	Karuah	Completed	2006	114,000	13,821	80,548
Karuah to Bulahdelah section 2 and 3, dual carriageway (State and federal funding)	Bulahdelah		2009	262,000	46,016	11,219
Bulahdelah Bypass, dual carriageway (planning, State and federal funding)	Bulahdelah		NA	300,000	1269	9839
Bundacree Creek to Possum Brush, dual carriageways (State and federal funding)	Nabiac	Completed	2006	115,000	14,783	92,007
Failford Road to Tritton Road (planning)	Failford		NA	NA	534	989
Cooperook to Moorland, dual carriageways (planning, State and federal funding)	Moorland		2009	116,000	7020	5414
Moorland to Herons Creek, dual carriageways (planning, State and federal funding)	Kew		2009	300,000	16,025	7861
Herons Creek to Stills Road (planning)	Herons Creek		NA	NA	149	941
Oxley Highway to Kempsey (planning)	Port Macquarie		NA	NA	4979	4372
Kempsey to Eungai (planning)	Kempsey		NA	NA	2388	13,746
Warrell Creek to Urunga (planning)	Nambucca Heads		NA	NA	2402	3946
Bonville Bypass, dual carriageways (State and federal funding)	Bonville		2008	245,000	73,276	22,742
Coffs Harbour Bypass (planning, State and federal funding)	Coffs Harbour		NA	NA	6410	8387

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Coffs Harbour (Sapphire) to Woolgoolga duplication (planning, State and federal funding)	Coffs Harbour Woolgoolga		NA	NA	6874	11,446
Woolgoolga to Wells Crossing (planning)	Woolgoolga		NA	NA	1943	3709
Wells Crossing to Harwood (planning)	Harwood		NA	NA	2720	4201
Harwood to Iluka Road (planning)	Harwood		NA	NA	386	514
Iluka Road to Woodburn (planning)	Woodburn		NA	NA	1047	2294
Woodburn to Ballina (planning)	Ballina		NA	NA	8969	8705
Ballina Bypass, dual carriageways (planning and preconstruction, State and federal funding)	Ballina		NA	NA	30,650	21,093
Tintenbar to Ewingsdale (planning)	Bangalow		NA	NA	10,137	7505
Brunswick Heads To Yelgun, dual carriageways (State and federal funding)	Billinudgel		2007	256,000	88,766	151,206
Banora Point upgrade including Sexton Hill (planning, State and federal funding)	Tweed Heads		NA	NA	2080	5150
North Coast Noise Abatement Program	Various	Completed	2007	18,000	3589	13,515
<b>Princes Highway</b>						
New intersection with Lawrence Hargrave Drive (planning)	Bulli		NA	NA	2075	1877
Wollongong Northern Distributor extension	Bellambi		2009	101,000	17,148	15,525
Oak Flats to Dunmore, dual carriageways	Dunmore		2009	130,000	5590	9555
Kiama ramps	Kiama		2008	14,000	2209	569
South Nowra to Jervis Bay Road safety upgrade (State and federal funding)	South Nowra		2008	19,000	1133	2192
Pambula Bridge and approaches (State and federal funding)	Pambula		2008	17,000	5794	1576
<b>Illawarra and South Coast</b>						
Nowra to Nerriga upgrade (State, federal and local government funding)	Nowra		2010	80,000	20,278	10,988
<b>Central Coast</b>						
Pacific Highway, Tuggerah to Wyong, Anzac Road to Johnson Road, dual carriageways	Wyong		2009	42,000	4142	7650
Pacific Highway, Lisarow to F3, stage 1, Dog Trap Road intersection upgrade	Ourimbah		2007	15,000	11,607	748
Pacific Highway Lisarow to F3, stage 2, Glen Road to Burns Road (planning)	Ourimbah		2010	47,000	1848	4579
The Entrance Road, Terrigal Drive to Carlton Road, widen to four lanes	Erina		2007	15,000	6605	6150
The Entrance Road, Ocean View Drive to Tumbi Road, widen to four lanes	Wamberal		2009	42,000	13,001	5833
Avoca Drive, The Entrance Road to Sun Valley Road	Green Point		2007	9000	3783	666

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Project description	Location	Status	Announced completion date	Estimated total cost \$000	2006–07 Exp	Previous years exp
<b>Hunter</b>						
New National Network Link, F3 Freeway to New England Highway west of Branxton (planning and preconstruction, State and federal funding)	Seahampton–Branxton		NA	NA	5972	34,277
New England Highway, Weakleys Drive interchange (federal funding)	Beresfield		2008	51,800	4531	8586
New England Highway, realignment at Halcombe Hill (federal funding)	Aberdeen		2007	16,900	10,136	1236
Newcastle Inner Bypass, Shortland to Sandgate (planning)	Sandgate		NA	NA	495	1018
Third Hunter River crossing	Maitland		2011	65,000	1868	2154
Five Islands Road, duplication from Booragul to Speers Point	Teralba	Completed	2007	50,000	11,239	38,790
Nelson Bay Road, replacement of Tourle Street Bridge over the Hunter River	Mayfield		2009	47,000	1244	1909
Nelson Bay Road, dual carriageways from Bobs Farm to Anna Bay – stage 2	Salt Ash		2007	12,000	7601	3326
<b>North Coast and northern NSW</b>						
Oxley Highway, upgrade from Wrights Road to the Pacific Highway (planning)	Port Macquarie		NA	NA	2709	7279
<b>South western NSW</b>						
Southern Hume 67 km duplication works (federal funding)	Various		2009	800,000	41,338	1288
Hume Highway, safety improvements at Towrang Road and Carrick Road (federal funding)	Towrang		2007	7400	2530	636
Hume Highway, Coolac Bypass (federal funding)	Coolac		2009	179,000	20,950	13,564
Hume Highway, West Street interchange, North Gundagai	Gundagai	Completed	2006	10,300	4954	5337
Hume Highway, Sheahan Bridge duplication (federal funding)	Gundagai		2009	78,000	1237	1011
Hume Highway, Tarcutta truck facility (State and federal funding)	Tarcutta	Completed	2007	7500	5893	1273
Albury Wodonga Hume Freeway project (federal funding)	Albury	Completed	2007	518,000	114,801	215,765
Barton Highway, ACT to Murrumbateman Bypass (planning, federal funding)	Murrumbateman		NA	NA	32	864
Burley Griffin Way, Bowning deviation	Bowning	Completed	2007	12,000	7553	3583
Murray River, new bridge and approaches at Euston Robinvale (State and federal funding)	Euston	Completed	2006	50,800	12,320	38,144
Murray River, new bridge and approaches at Echuca, Moama (State and federal funding) – managed by VicRoads	Echuca		NA	NA	4	330

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Project description	Location	Status	Announced completion date	Estimated total cost \$000	2006–07 Exp	Previous years exp
<b>Western NSW</b>						
Newell Highway, Bogan to Coobang realignment (federal funding)	Parkes	Completed	2007	17,500	10,653	6776
Newell Highway, Tycannah Creek improved flood immunity (federal funding)	Moree		2007	15,000	10,991	796
Newell Highway, Moree Bypass (federal funding)	Moree		2009	56,000	1635	13,192

## 2. THREATENED SPECIES RECOVERY PLAN

The RTA is required by legislation to report on the cost and progress of threatened species recovery plans. Actions taken to implement the measures outlined in the four final and two draft threatened species recovery plans are set out in the table below:

Measures	Action taken to implement measures	Estimated annual cost	Status
<b>Acacia pubescens (Downy Wattle) Recovery Plan</b>			
Identify existing and potential threats to the <i>A. pubescens</i> population at Beverly Hills/ Narwee on the M5 (north of Windarra Street).	Environmental Services representative to visit site and identify existing and potential threats to the population.	\$580	Site visited and extent of population mapped in 2000. Sites to be included on the Roadside Corridor Management Plans.
Develop and implement a threat and habitat management program for the <i>A. pubescens</i> population at Beverly Hills/ Narwee on the M5 (north of Windarra Street).	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. Asset Services to ensure that the program is implemented.	N/A	Interlink Roads has incorporated threat and habitat management of the species into landscaping management plans for the M5 Motorway.
Monitor the <i>A. pubescens</i> population at Beverly Hills/Narwee on the F5 (north of Windarra Street) on a regular basis and assess the effectiveness of the threat and habitat management programs.	Environmental Services representative to conduct at least one annual inspection of the population. Compare records of each inspection and initiate corrective action if required.	\$620	Inspection completed for 2006.
Assess development activities with reference to the recovery plan, the EIA Guidelines for <i>A. pubescens</i> and future advice from the National Parks and Wildlife Service (NPWS).	Environmental Services representative to advise project manager of this requirement if aware of the proposed activity prior to environmental impact assessment (EIA) process. Project manager to advise EIA consultant of this requirement. Environmental assessor to ensure that the recovery plan, EIA guidelines and NPWS advice have been considered in all relevant EIAs. Environmental assessor to take this requirement into account when preparing decision reports.	N/A	Environmental Services representative advised the project managers of the F5 widening and the M5 widening of the potential presence of <i>A. pubescens</i> . <i>A. pubescens</i> was not located within the study areas of either of these projects.
Prepare or review any relevant environmental policies or management plans with reference to the recovery plans and any future advice from the NPWS.	Asset Services to add reference to <i>A. pubescens</i> Recovery Plan to the Maintenance Environmental Management Plan (EMP) for the M5 with advice from Environmental Services representative.	N/A	Management plans implemented.

Measures	Action taken to implement measures	Estimated annual cost	Status
Forward to the NPWS, information on all planning decisions which affect populations of <i>A. pubescens</i> , including decisions that protect habitat as well as those that lead to reduction of habitat and/or individuals.	Environmental Services representative to advise project manager of this requirement. Project manager to forward the required information to NPWS.	N/A	No activity has been proposed in 2006–07 that may have an impact on the species.
<b><i>Grevillea caleyi</i> Threatened Species Recovery Plan</b>			
Control of drainage runoff from Ryland Track in Ku-ring-gai Chase National Park.	Investigations to be made to determine controls of runoff from other side of road.	Nil	Site meeting undertaken with NPWS in November 2001. No further action required at this stage.
Sympathetic management of plants on roadways	Inform maintenance contractor of appropriate maintenance techniques for minimising damage to <i>G. caleyi</i> .	N/A	Known locations of <i>G. caleyi</i> are to be included in the roadside corridor management plans.
<b><i>Darwinia biflora</i> Threatened Species Recovery Plan</b>			
Endorsement of the <i>D. biflora</i> Threatened Species Recovery Plan.	Comments on draft recovery plan provided to NPWS.	N/A	Recovery plan approved October 2004.
Public authorities will implement threat and habitat management programs on public lands.	Identify threats to population adjacent F3 Freeway at Mt Colah. Manage threats appropriately.	N/A	This population is situated some distance back from the freeway on top of a cutting. The population is relatively secure and is not under threat from any RTA activities.
Informed environmental assessment and planning decisions will be made.	<i>D. biflora</i> EIA guidelines to be used when considering any activity that may impact on the species.	N/A	No activity has been proposed in 2006–07 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> .	N/A	No activity has been proposed in 2006–07 that will have an impact on the species.
<b><i>Microtis angusii</i> (Angus Onion Orchid) Threatened Species Recovery Plan</b>			
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 habitats.	Environmental Services representative to advise project manager during the development of projects of this requirement if aware of the proposed activity prior to EIA process. Environmental Assessor to take this requirement into account when preparing decision reports.	N/A	No activity has been proposed in 2006–07 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 team members and update records accordingly.	In kind support.	Ongoing RTA involvement in Recovery Team.
Ensure that roadworks/ maintenance will not cause destruction or degradation of 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. Environmental Assessor to take this requirement into account when preparing decision reports for projects that may have an impact on this species.	N/A	No activity has been proposed in 2006–07 that may have an impact on the species.

Measures	Action taken to implement measures	Estimated annual cost	Status
Ensure that all environmental personnel are familiar with the location of <i>M. angusii</i> .	Environmental Services to establish central database for sensitive sites, including known and potential locations of <i>M. angusii</i> . RTA Recovery Team to brief Environmental Services on these locations.	N/A	Locations of sensitive sites to be included on the Roadside Corridor Management Plans. Environmental Services 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.	\$630	Maintenance contractors advised of location, potential habitat and preferred weed control in population locations.
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.	N/A	No activity has been proposed in 2006–07 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.	N/A	No new populations have been identified by the RTA.
<b>Duffys Forest Endangered Ecological Community Draft Recovery Plan</b>			
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 team members to develop action plans.	In kind support.	Ongoing RTA involvement in Recovery Team.
Public authorities will implement threat and habitat management programs on public lands.	Identify threats to populations on RTA controlled lands. Manage threats appropriately.	N/A	Areas of Duffys Forest within RTA controlled lands have been identified. Sites to be included on the Roadside Corridor Management Plans.
<b><i>Isoodon obesulus</i> (Southern Brown Bandicoot) Threatened Species Recovery Plan</b>			
Endorsement of the <i>I. obesulus</i> Threatened Species Recovery Plan.	Formal notification to NPWS.	N/A	RTA has endorsed plan.
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 team members to develop action plans.	In kind support.	Ongoing RTA involvement in Recovery Team.
Ensure that EIA surveys are conducted between May and October.	Environmental Services representative to advise relevant project manager of this requirement prior to any activity that may impact on this species. Project manager to advise EIA consultant of this requirement.	N/A	No activity has been proposed in 2006–07 that may have an impact on the species.
<b><i>Eleocharis tetraquetra</i> (Square Stemmed Spike Rush) Threatened Species Recovery Plan</b>			
Manage stockpile site, noxious weeds and drainage patterns at Boambee construction site.	Construction works completed, no ongoing action required.	N/A	All actions to date have been undertaken in accordance with the recovery plan.

### 3. COMMITTEES AND SIGNIFICANT ADVISORY GROUPS

RTA staff serve as members of many committees and advisory groups. A list of significant committees and advisory groups can be found below. The Value for Money chapter details information on Austroads and the Australian Transport Council.

The Road Freight Advisory Council met on 28 June 2007.

#### Roads and Traffic Advisory Council (RTAC)

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

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

Membership of RTAC is by appointment by the Minister for Roads and comprises representatives from various organisations. As at 28 June 2007, the council comprised:

- Councillor Allan Smith (Chair) representing the Local Government and Shires Associations of NSW.
- Mr Brett Gale representing NRMA Limited.
- Mr Mark Crosdale representing the Labor Council of New South Wales.
- Emeritus Professor Ron Huckstep representing the medical profession.

Ex-officio members:

- Mr Les Wielinga, Chief Executive, RTA.
- Mr Sam Haddad, Director-General of the Department of Planning.
- Mr Jim Glasson, Director-General of the Ministry of Transport.
- Commissioner of the NSW Police Force, Andrew P Scipione, APM, MM.

Note: These appointments expire on 31 December 2008.

#### Local Government Liaison Committee

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

During 2006–07 the committee discussed a broad range of issues including Regional Road Timber Bridge Partnership, Higher Mass Limits Route Assessment Guidelines, the Mobility Parking Scheme, Traffic Committee Guidelines, council clustering, review of road classification and OHS issues.

#### Membership comprises:

- Mr Les Wielinga, Chief Executive, RTA (Chair).
- Mr Michael Bushby, Director, Network Management, RTA
- Mr David Stuart-Watt, Director, Licensing Registration and Freight, RTA.
- Mr Peter Collins, Director, Regional Operations & Engineering Services, RTA
- Dr Soames Job, General Manager, Road Safety Branch representing Director, Business Coordination, Road Safety and Policy, RTA.
- Councillor Genia McCaffery President of the Local Government Association of NSW.
- Councillor Col Sullivan OAM, President of the Shires Association of NSW.
- Councillor Barry Johnston OAM, Chairperson of the Associations' Roads and Transport Committee.
- Bill Gillooly AM, Executive Director of the Local Government and Shires Associations of NSW.

#### State Road Authorities Project Management Executive

The executive's purpose is to provide mutual support to state road authorities (SRAs) to ensure the cost effective delivery of projects to the community. Membership comprises senior executives from all Australian SRAs including the Australian Capital Territory as well as the New Zealand SRA.

#### Australian Road Forum

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

#### Transport Certification Australia Limited

Transport Certification Australia Limited (TCA) is a public company that supports the development and implementation of the Intelligent Access Program (IAP) and ensures that IAP service providers are certified and audited.

TCA has a membership that comprises Australian state and territory road transport and traffic authorities and the Department of Transport and Regional Services. It is governed by a board of directors who are responsible for setting the strategic direction, supporting strategies and operating performance objectives of the TCA. The RTA's David Stuart-Watt, Director, Licensing, Registration and Freight, is the TCA board member for NSW.

#### ARRB Group Ltd

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

The organisations that provide members to the ARRB Group Ltd are:

- RTA.
- 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.

#### Road Safety Taskforce

The Road Safety Taskforce was established by the Minister for Roads in January 2001 following an increase in fatalities in 2000, and a sharp increase over the Christmas/New Year period that year. It was convened to bring individual views, experience, knowledge and skills from a group of road safety experts, and to make recommendations for improving the effectiveness of road safety interventions and initiatives to reduce the road toll.

Members:

- Mr Les Wielinga, Chief Executive, RTA (Chair).
- Mr Peter Steele, NRMA Motoring and Services.
- Mr David Bowen, Motor Accidents Authority.
- Mr Les Tree, Ministry for Police.
- Chief Superintendent John Hartley, NSW Police Force.
- 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).
- Mr Jack Whelan, Director, Business Coordination, Road Safety and Policy, RTA.
- Dr Soames Job, General Manager, Road Safety Branch, RTA.

#### Government Agencies Road Safety Council (GARS)

GARS was established to:

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

#### As at 30 June 2007, the council comprised:

- Mr Les Wielinga, Chief Executive, RTA (Chair).
- Mr John Feneley, Attorney General's Department.
- Chief Superintendent John Hartley, NSW Police Force.
- Ms Pam Albany, NSW Health.
- Ms Caroline Boden, Independent Transport Safety and Reliability Regulator.
- Mr David Bowen, Motor Accidents Authority.
- Mr Rob Randall, Department of Education and Training.
- Mr Garry Payne, Department of Local Government.
- Mr David Stuart-Watt, Director Licensing, Registration and Freight, RTA.
- Dr Soames Job, General Manager, Road Safety Branch, RTA.
- 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.
- Mr Jack Whelan, Director, Business Coordination, Road Safety and Policy, RTA.
- Dr Patricia Bryant, Manager Road User Safety, RTA.
- Mr Russell Humble, Manager Road Safety Strategic Projects, RTA.
- Ms Rosemary Caruana, Department of Corrective Services.
- Mr Peter Harvey, Department of Corrective Services.

#### NSW Bicycle Advisory Council (NSW BAC)

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

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

- Chairman (independent member, also representing local government).
- Bicycle NSW.

- Newcastle Cycleways Movement.
- NSW Police Force.
- A senior officer of the RTA.
- A senior officer of the Ministry 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 Chair is Cr Patricia Gould (Albury City Council) who also represents the Local Government and Shires Associations of NSW.

#### Roadside Environment Committee

The purpose of the Roadside Environment Committee is to improve and enhance the management of roadsides in NSW through the engagement of community and key stakeholders.

Membership of the committee is formed by representatives of the following organisations:

RTA, Nature Conservation Council Country Energy, Rural Fire Service, Rail Infrastructure Corporation, Greening Australia NSW, Institute of Public Works Australia, Local Government Engineers, Shires Association of NSW, Rural Lands Protection Board, Department of Natural Resources, Department of Environment and Climate Change.

#### RTA Heritage Committee

The purpose of the RTA Heritage Committee is to discuss issues relating to strategic heritage management of RTA assets.

The RTA Environment Branch administers the committee and membership is formed by representatives of the Department of Planning, Heritage Office, National Trust, Royal Australian Historical Society, Engineers Australia and community representatives who specialise in bridges. The RTA also provides several representatives.

#### The NSW Government Young Driver Advisory Group

- Dr Soames Job, General Manager, Road Safety Branch, RTA (Chair).
- Ms Anne Morphet, Policy Advisor, Mobility Safety, NRMA.
- Chief Superintendent, John Hartley, NSW Police Force.
- Mr Paul Gibson MP, Member of the Legislative Assembly, Staysafe Committee Parliament of New South Wales.
- Mr David Bowen, General Manager, Motor Accidents Authority of NSW.
- Ms Casey Lovelock, youth representative, Youth Advisory Council.
- Mr Reynato Reodica, youth representative, Youth Advisory Council.
- Mr Paul Rees, Manager Customer Education and Compliance, RTA.
- Ms Maureen Elliott, Manager, Youth, Community and Education, RTA.

- Ms Gillian Calvert, Commissioner, NSW Commission for Children and Young People.
- Mr Robert Wells, community member.

#### The Child Road Safety Roundtable

- Hon. Eric Roozendaal, Minister for Roads.
- Dr Soames Job, General Manager, Road Safety Branch, RTA.
- Chief Superintendent John Hartley, NSW Police Force.
- Ms Anne Deans, Executive Officer, Youthsafe.
- Ms Maureen Fegan, Director, Early Childhood Road Safety Program.
- Ms Gillian Calvert, Commissioner, NSW Commission for Children and Young People.
- Mr Greg Stead, Executive Officer, Kidsafe NSW Inc.
- Professor Danny Cass, Paediatric Trauma Surgeon, Children's Hospital Westmead.
- Mr Tony Stuart, Chief Executive, NRMA Motoring and Services.
- Mr Graeme Adams, Head of CTP Insurance, NRMA Insurance (CTP).
- Ms Julie Edwards, Manager, Injury Prevention, Motor Accidents Authority.
- Mr Robert Randall, Director, Curriculum K-12, Department of Education.
- Ms Lorraine Walker, Education Officer, Student Welfare Programs, Catholic Education Commission NSW.
- Ms Kathryn Henderson, parent representative C/-Balgowlah Heights Public School.
- Mr Ron Delezio, parent representative, C/-Balgowlah Heights Public School.
- Ms Dianne Giblin, parent representative, Federation of Parents & Citizens Associations of NSW.
- Ms Caroline Benedet, parent representative, Council of Catholic School Parents.
- Ms Sue Gordon, President, Isolated Children's Parents Association of NSW.
- Mr Duncan McInnes, Executive Officer, NSW Parents Council.
- Mr Barry Johnston, Vice President, Shires Associations of NSW.
- Cr Ken McDonnell, Executive Member, Local Government Association.
- Mr Vic Bowden, Manager, Member Services, Bus and Coach Industrial Association (NSW).
- Dr David Saffron, Independent, Road Safety Consultant.

- Ms Claire Monger, Senior Policy Officer, Injury Policy Branch, NSW Health.
- Mr John Feneley, Director General, Attorney General's Department of NSW.
- Dr Julie Hatfield, Road Safety Researcher, Injury Risk Management Research Centre.
- Ms Cassandra Mok, Road Safety Officer, Lane Cove Municipal Council.
- Mr Harold Scruby, Chairman/CEO, Pedestrian Council of Australia.
- Mr George Shearer, Manager, Aboriginal Programs, RTA.
- Mr Phil Margison, General Manager, Traffic Management, RTA.
- Ms Maureen Elliott, Manager Youth, Community and Education, RTA.
- Ms Sharon Grierson, Road User Safety Project Officer Western Region, RTA.
- Mr Matt Brown, MP Parliamentary Secretary for Roads, NSW Parliament.
- Ms Jo McLean, Director Professional Development, Association of Independent Schools of NSW.

#### The Child Road Safety Roundtable Working Groups

##### Working Group 1 – Communication

- Dr Soames Job, General Manager Road Safety Branch, RTA (Chair).
- Ms Julie Edwards, Manager, Injury Prevention, Motor Accidents Authority.
- Ms Julie Thompson, Association of Independent Schools.
- Mr John Brown, NRMA Motoring and Services.
- Ms Lorraine Walker, Education Officer, Student Welfare Programs, Catholic Education.
- My Paul Dorn, Department of Education and Training.
- Mr Harold Scruby, Chairman/CEO, Pedestrian Council of Australia.
- Mr Ron Delezio, parent representative, C/-Balgowlah Heights Public School.
- Maureen Elliot, Manager Youth Community and Education, RTA.
- Kim Denyer, Project Manager Child Road Safety, RTA.
- Joanne Grenenger, Marketing Manager, Corporate Communications, RTA.
- David Saffron, Road Safety Consultant, RTA.

##### Working Group 2 – Technology and Legislation

- Dr Soames Job, General Manager Road Safety Branch, RTA (Chair).
- Ms Julie Edwards, Manager, Injury Prevention, Motor Accidents Authority.

- Mr John Brown, NRMA Motoring and Services.
- Mr Harold Scruby, Chairman/CEO, Pedestrian Council of Australia.
- Dr Julie Hatfield, Road Safety Researcher, Injury Risk Management Research Centre.
- Ms Jeannine Grey, Kidsafe NSW Inc.
- Maureen Elliot, Manager Youth Community and Education, RTA.
- Kim Denyer, Project Manager Child Road Safety, RTA.
- David Saffron, Road Safety Consultant, RTA.

#### Working Group 3 – School Road Safety

- Dr Soames Job, General Manager Road Safety Branch, RTA (Chair).
- Ms Julie Edwards, Manager, Injury Prevention, Motor Accidents Authority.
- Mr John Brown, NRMA Motoring and Services.
- Ms Julie Thompson, Association of Independent Schools.
- Ms Lorraine Walker, Catholic Commission.
- Ms Marianne O'Brien, Department of Education and Training.
- Ms Tracey Haynes, Department of Education and Training.
- Mr Allan Booth, Manager Road Safety Education Program, Department of Education and Training.
- Mr Richard Connors, Local Government and Shires Associations.
- Dr Julie Hatfield, Road Safety Researcher, Injury Risk Management Research Centre.
- Senior Sergeant Paul Whyte, NSW Police Force.
- Mr Harold Scruby, Chairman/CEO, Pedestrian Council of Australia.
- Mr Ron Delezio, parent representative, C/-Balgowlah Heights Public School.
- Ms Katherine Henderson, community representative.
- Maureen Elliot, Manager Youth Community and Education, RTA.
- Kim Denyer, Project Manager Child Road Safety, RTA.
- Evan Walker, Manager Road User Safety, RTA.
- David Saffron, Road Safety Consultant, RTA.
- Bob O'Keefe, Manager Policy and Guidelines, RTA.

#### Working Group 4 – Safe Transport to and from School

- Dr Soames Job, General Manager Road Safety Branch, RTA (Chair).
- Ms Julie Edwards, Manager, Injury Prevention, Motor Accidents Authority.
- Mr Mark Wolstenholme, NRMA Motoring and Services.
- Ms Julie Thompson, Association of Independent Schools.
- Ms Lorraine Walker, Catholic Education Commission.
- Mr Allan Booth, Manager Road Safety Education Program, Department of Education and Training.

- Mr Richard Connors, Local Government and Shires Associations.
- Ms Mary Wong, Ministry of Transport.
- Ms Claire Monger, NSW Health.
- Mr Harold Scruby, Chairman/CEO, Pedestrian Council of Australia.
- Mr Ron Delezio, parent representative, C/-Balgowlah Heights Public School.
- Ms Katherine Henderson, community representative.
- Road Safety, Traffic and Transport representative, RTA.
- Maureen Elliot, Manager Youth Community and Education, RTA.
- David Saffron, Road Safety Consultant, RTA.
- Steve Soelistio, Manager Bicycle Policy, RTA.

**Other**

The RTA also provides representatives to a number of local and regional committees. These include technical and professional forums and institutions, university advisory boards, research reference groups, Australian standard committees, technology review panels, industry advisory committees, traffic committees and safety taskforces.

**4. SENIOR EXECUTIVE PERFORMANCE STATEMENTS**

SES level	2003–04	2004–05	2005–06	2006–07
CEO under S.11A#	1	1	1	1
Level 6	2	5	6	5
Level 5	4	2	2	2
Level 4	8	10	10	10
Level 3	15	14	14	19
Level 2	14	12	12	7
Level 1	0	0	0	0
Other	0	0	0	1
<b>Total</b>	<b>44</b>	<b>44</b>	<b>45</b>	<b>45</b>

Note: The number of SES positions occupied by women in the current year was three.

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

**Individual statements**

<b>Name:</b>	<b>Les Wielinga</b>
Position:	Chief Executive
Level:	8
Period in position:	2006–2007
Total remuneration package:	\$375,676

The Minister for Roads has expressed satisfaction with Mr Wielinga's performance from 21 July 2006, when he assumed the role of Chief Executive, through until 30 June 2007.

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

**Significant achievements in 2006–07**

**Organisational management**

- Led the design and implementation of the RTA's organisational refocus, to enhance the RTA's capacity to meet government priorities and provide better outcomes for communities across NSW. The organisational refocus improved management accountabilities for core tasks and strengthened the RTA's capacity to respond to internal and external challenges.
- Oversaw the appropriate allocation of the RTA's resources and budget across programs to achieve RTA results and services for the community and meet government priorities.

**Inter-agency planning and delivery**

- Led the RTA's involvement and contribution to the NSW State Plan. As the Lead Agency Chief Executive for Priority S7: Safer Roads, Mr Wielinga oversaw the development of the S7 Priority Development Plan (PDP). Mr Wielinga also oversaw the RTA's contribution to other NSW State Plan priorities for which the RTA is a partner agency.
- In addition to the NSW State Plan, oversaw the RTA's contribution to the implementation of the Metropolitan Strategy, the State Infrastructure Strategy and the Premier's Urban Transport Statement.
- Led the RTA's involvement with other transport and planning agencies including the Ministry of Transport, the Department of Planning, the Department of Environment and Climate Change, the Infrastructure Implementation Group (within the Department of Premier and Cabinet) and the Office of Infrastructure Management (within Treasury) to ensure a whole of government focus was applied to the provision of road infrastructure as part of a sustainable land use system.
- Represented the RTA on a range of high level committees including the NSW Chief Executive's Committee, the NSW CEO Transport Cluster; and at the national level – the Standing Committee on Transport/Transport Agencies Chief Executives, Australian Transport Council and the Austroads Council.

**Road development**

- Oversaw the development and delivery of the government's commitments through the \$1.3 billion Road Development Program.
- Oversaw the completion of the Sydney Orbital Motorway network with the opening of the Lane Cove Tunnel on the 25 March 2007.
- Chaired the Lane Cove Tunnel Integration Group involving councils and community groups facilitating a collaborative approach to issues arising from the opening of the Lane Cove Tunnel.
- Oversaw the continuation of the strategic partnership and MOU with the Australian Government 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. Mr Wielinga also oversaw the implementation of the Auslink Development and Maintenance Program on major routes throughout the State.

**Road management**

- Continued to lead the provision of efficient and safe management of traffic flow on the road network through the RTA's Transport Management Centre (TMC) and the planning and operation of effective responses to incidents.
- Oversaw the RTA's role in the planning and management of the Sydney Harbour Bridge's 75th anniversary celebrations on 18 March 2007. In consultation with the Department of Premier and Cabinet and other agencies, the RTA planned and managed

- road closures, developed transport and pedestrian plans and managed road transport logistics for the historic event.
- Working with the Ministry of Transport ensured the continued implementation of improvements in bus priority measures on the network of Strategic Bus Corridors across Sydney.
- Oversaw the significant increase in sales of RTA electronic toll tags. As at June 2007 there were 525,588 active RTA tags, an increase of 47 per cent since June 2006.
- Initiated the development of air quality guidelines for road tunnels in NSW and oversaw the investigation and design of an air filtration plant for the M5 East Tunnel. Camera enforcement of heavy vehicle emissions in tunnels also commenced.
- Oversaw delivery of the Infrastructure Maintenance \$870 million program, including the delivery of seven new bridges; 1640 kilometres of resurfacing and 132 kilometres of new pavements.
- Oversaw the response to the NSW Auditor-General's recommendations arising from the report on the Condition of State Roads.
- Chaired the RTA Executive Environment Committee to drive the continual improvement of environmental planning, management and performance across the organisation.

**Road user**

- Continued to lead the delivery of a range of road safety programs and initiatives. The combination of engineering, enforcement and education programs have resulted in a preliminary financial year road toll of 451 people killed in 2006–07 (compared to 536 for 2005–06) and a fatality crash rate reduced to 6.6 per 100,000 population (compared to 7.9 for 2005–06). Including:
  - The delivery of the School Road Safety Package.
  - The introduction of a range of young driver initiatives.
  - The introduction of new legislation giving the NSW Police Force the power to carry out roadside drug testing on any driver, rider or supervising license holder in NSW.
- Along with the Minister for Roads, announced the NSW Centre for Road Safety, to commence operations on 1 July 2007.
- Continued to drive improvements in the delivery of customer service to RTA clients. In particular the enhancements to the RTA website as a key public communication and business channel has seen significant, sustained growth in online transactions.
- During 2006–07 oversaw the delivery of more than 19 million registration and licensing transactions for the 4.58 million drivers and riders and 5.08 million registered vehicles in NSW.
- Oversaw the achievement of positive customer satisfaction results, with 93 per cent of customers rating motor registry services as 'good' or 'very good' in a survey conducted in May 2007.
- Oversaw the implementation of the Intelligent Access Program (IAP) legislation and the introduction of Higher Mass Limits vehicles (HML).

- Ensured the RTA continued to lead the government's policy direction on innovative higher productivity vehicles in NSW and to implement Performance Based Standards (PBS).
- Supported the RTA's active participation in national and NSW identity management initiatives.

<b>Name:</b>	<b>Jack Whelan</b>
Position:	Director, Business Coordination, Road Safety and Policy (October 2006 – June 2007)*
Level:	6
Period in position:	2006–2007
Total remuneration package:	\$262,651

\* Acted in the position until December 2006 and was then formally appointed.

#### Significant achievements in 2006–07

##### Road safety

- As the RTA Director responsible for the delivery of the NSW State Plan priority S7: Safer Roads, Mr Whelan oversaw and managed the RTA's development of the S7 Priority Development Plan (PDP) and road safety performance data.
- Oversaw the delivery of a range of road safety initiatives, programs and campaigns, including:
  - The delivery of the School Road Safety Package, including the installation of flashing light warning systems at 100 school zones; a school 'drop-off and pick-up' scheme to improve pedestrian safety; new fines and demerit points to improve child safety in 40 kilometre per hour school zones; and the deployment and rotation of fixed speed cameras in NSW school zones.
  - From October 2006 to June 2007 RTA Crashlab conducted 47 tests with 15 tests for the ANCAP program.
  - New legislation giving the NSW Police Force the power to carry out road side drug testing on any driver, rider or supervising license holder in NSW.
  - Public awareness activities to support the introduction of legislative changes for young drivers – including changes to driving hours, passenger restrictions and zero tolerance for speeding.
  - The launch of a speeding public education campaign in January 2007 to increase awareness of the NSW Police Force enforcement operation targeting P plate drivers.
  - The development of an anti-speeding campaign in June 2007 'Speeding. No one thinks big of you' targeting young drivers, with the aim to make the act of speeding socially unacceptable.
  - The review of speed limits on numerous roads across NSW.
  - The introduction of a pilot Speeding Traffic Offenders Program (STOP) for recidivist speeding offenders in June 2007.
  - \$36.5 million in State funds spent on remedial treatments (including intersection improvements, road alignments, clear zone enhancements and safety barrier installation) to 184 crash risk locations.

- The continued encouragement of consumers to purchase vehicles with a high safety performance – through the ongoing support of the RTA's crash testing program and the promotion of the crash test results through the media, brochures and the internet.
- The announcement and launch of NSW Centre for Road Safety in May 2007. The centre is to be a world leader in road safety policy development, high level research, advice and delivery of behaviour change strategies.
- Forty kilometre per hour schemes were installed or upgraded in 14 pedestrian areas and a further 12 pedestrian areas were assessed for the future program. These actions included installing traffic calming measures, safe and convenient pedestrian crossings as well as 40 kilometre per hour speed limits.

##### Public communications

- Led and managed public education campaigns to advise motorists of road changes during construction of the Lane Cove Tunnel.
- Oversaw the implementation of a comprehensive communications program for the opening of the Lane Cove Tunnel on 25 March 2007.
- Oversaw the development and launch of the Sydney Motorways website, to provide the public with travel information on the 13 different motorways comprising the Sydney Orbital Motorway network.
- Oversaw the management of community activities for the official opening of the North-West T-Way, Sydney's second dedicated road for buses, which connects Rouse Hill to Parramatta and Blacktown to Parklea.
- Oversaw the development and distribution of more than 600 community updates relating to road infrastructure projects.
- Led and managed the RTA's public awareness campaigns for the Sydney Harbour Bridge's 75th anniversary celebrations on 18 March 2007, advising the public on road closures and alternative routes, pedestrian plans and other logistical aspects associated with the celebrations.
- Oversaw the launch and auction of commemorative Sydney Harbour Bridge number plates to coincide with the bridge's 75th anniversary.
- Oversaw the marketing campaign, including the launch of an online RTA application called myE-Toll in September 2006, which led to a significant increase in the use of RTA electronic tags.
- To support preparations for the commencement of cashless tolling on the Sydney Harbour Tunnel, oversaw and led a communications campaign announcing the change to full electronic tolling. The campaign commenced on 13 June, and included a range of media, Variable Message Sign (VMS) messages, bridge banners and information on the RTA website – targeting cash paying tunnel users to purchase an E-Toll tag prior to 'E-day' on 8 July.

##### Planning and coordination

- Oversaw the development and communication of RTA directions 2006–07, outlining the RTA's strategic directions and priorities for 2006–07. Mr Whelan also led the commencement of processes to develop the next RTA Corporate Plan, to be published in late 2007.
- Oversaw improvements to the RTA Annual Report, with the RTA receiving a Bronze award from the Australasian Reporting Awards.
- Led RTA activities in relation to internal staff communications, Ministerial correspondence and media enquiries.

<b>Name:</b>	<b>David Stuart-Watt</b>
Position:	Director, Operations and Services (July – September 2006) Director, Licensing, Registration and Freight (October 2006 – June 2007)
Level:	6
Period in position:	2006–2007
Total remuneration package:	\$297,325

#### Significant achievements in 2006–07

##### 1 July 2006 – 30 September 2006

- Established the Hume Highway Office in Wagga Wagga to deliver the \$800 million Hume Highway program.
- Conducted a series of Alliance Workshops across the State to identify improvement actions.
- Identified and progressed high priority ideas from Innovation Week 2006.
- Completed Incident Management Plans for the Newell Highway.
- Commenced corridor management plans for nominated routes including northern region State Roads (except Pacific and New England highways), H5 and H7 pilot (Mt Victoria to Dubbo), The Entrance Road (Hunter) and MR52 Kings Highway (Southern).
- MR583 – Murray Valley Highway – Euston/Robinvale Bridge project completed.

##### 3 October 2006 – 30 June 2007

- Guided the Licensing, Registration and Freight Directorate through its transition under the 'RTA Refocus'.
- Achieved positive customer satisfaction results for 2006–07, with 93 per cent of customers rating motor registry services as very good or good in May 2007.
- Oversaw the delivery of more than 19 million registration and licensing transactions in 2006–07 for the 4.58 million drivers and riders and 5.08 million registered vehicles in NSW.
- Implemented BPAY for myRego transactions.
- Entered into a partnering arrangement with the Maritime

Authority to provide a selected range of recreational boat licensing and registration services in motor registries from May 2007.

- Introduced a range of young driver initiatives including passenger restrictions between 11pm and 5am, zero tolerance for speeding offences, increased minimum supervised driving hours, tighter controls on mobile phone use, and extended learner licence duration.
- Managed the Austroads sponsored trial of facial recognition software to support identity management initiatives.
- Introduced increased penalties for speeding in school zones.
- Significantly increased sales of electronic toll tags since myE-Toll launched in September 2006. About 80,000 tags were sold during the eight week bonus period in 2006, exceeding the 50,000 estimate. As at June 2007, there were 525,588 RTA tags and 400,155 accounts.
- Managed the development of the E-Toll pass to support the commencement of cashless tolling, and managed the transition of the Sydney Harbour Tunnel to fully cashless tolling (for July 2007).
- *Road Transport (General) Amendment (Intelligent Access Program [IAP]) Bill* passed NSW Legislative Council on 25 October 2006 and IAP legislation commenced.
- Managed implementation of the IAP and introduction of Higher Mass Limits vehicles (HML).
- Delivered Chain of Responsibility investigations and initial prosecutions.
- Led NSW Government involvement in the Productivity Commission inquiry and Road Transport issues considered at Council of Australian Governments (COAG) in April 2007.
- Oversaw the installation of an additional 13 speed camera sites, including the construction of 11 school zone camera sites, taking the total speed camera network to 134 sites.
- Improved camera operational uptime to 92 per cent (up from 82 per cent in 2005–06).
- Expanded the bus priority lane camera enforcement network to 32 sites.
- Commenced camera enforcement of heavy vehicle emissions in tunnels.
- Developed a strong relationship with State Debt Recovery Office.
- Enhanced RTA court representation for camera related matters with a markedly improved success rate at first court mentions.
- Continued expansion of the Clean Fleet and Diesel Retrofit programs to reduce heavy vehicle emissions.
- Conducted field trials of new heavy vehicle noise camera technology.
- Several new number plate products were made available to customers, including Black Euro plates, motorcycle colour, metallic and personalised plates, and commemorative Sydney



Harbour Bridge plates.

- Auction events centred around the release of new plate styles raised over \$4.5 million towards safer roads.
- Mr Stuart-Watt was also the Program Manager for the Austroads Registration and Licensing Program from October 2006 to June 2007.

<b>Name:</b>	<b>Michael Bushby</b>
Position:	Director, Road Safety, Licensing and Vehicle Management (July – September 2006)
	Director, Network Management (October 2006 – June 2007)
Level:	6
Period in position:	2006–2007
Total remuneration package:	\$270,325

### Significant achievements in 2006–07

#### 1 July – 30 September 2006

- Realignment of the three registry services sectors was completed in September 2006.
- Continued active participation in national and NSW identity management initiatives.
- Huntingwood Crashlab facility expanded and National Association of Testing Authorities (NATA) accreditation confirmed in July.
- ANCAP test results brochure launched in August 2006. Three of the 15 tests conducted since 1 July 2006 were for ANCAP.
- Child safety package progressed with the recommendation to trial four variants of the flashing 40 kilometre per hour school speed zone lights with improved reliability approved on 25 August 2006 and the first Child Safety Working Group held in September 2006.
- Recommendations developed to address speeding, driver age, drink driving and roads from the RTA/NSW Police Road Safety Task Force.
- Continued to improve speed management including heavy vehicles using revised speed zoning guidelines, camera technology and police resources for speed enforcement.
- Joint Mobility Parking Scheme (MPS) enforcement operations with local councils (Sydney, North Sydney) and NSW Police Force were undertaken in August and September 2006, with more operations planned.
- The *Intelligent Access Program (IAP) Bill* to facilitate network utilisation (Higher Mass Limits, Performance Based Standards etc) passed through the Legislative Assembly in September 2006.
- Led the government's policy direction on innovative higher productivity vehicles in NSW to implement Performance Based Standard (PBS).
- In conjunction with the NTC, conducted seven public

consultation forums across NSW in August 2006 regarding national fatigue management reforms to enhance Chain of Responsibility and legislative consolidation.

- Commenced implementation of the Clean Fleet and Diesel Retrofit programs to reduce heavy vehicle emissions.
- First meeting of the NSW Crane Industry Working Group held in July 2006.
- Launch of Black Euro plates in August 2006.
- Program Manager for the Austroads Registration and Licensing Program.

#### 3 October 2006 – 30 June 2007

- Delivered the Infrastructure Maintenance \$870 million program with significant outcomes including seven new bridges, 1640 kilometres of resurfacing and 132 kilometres of new pavements.
- Commenced implementation of NSW Auditor-General's report, 'Condition of State Roads' recommendations.
- Successfully coordinated traffic management for the opening of the Lane Cove Tunnel, Sydney Harbour Bridge 75th anniversary, New Year's Eve celebrations and other planned events and unplanned incidents.
- Delivered second year of a three-year \$135 million Bus Priority program.
- Successfully secured \$100 million enhanced bus priority funding under the Urban Transport Statement initiatives.
- Public Transport Information and Priority System (PTIPS) interim application implemented on three strategic bus corridors (Miranda-Hurstville, Liverpool-Bankstown and STA route 400) and broad scale deployment on track to commence in 2008.
- A further nine bus lane camera sites were successfully commissioned in October 2006 for Sydney as part of the CBD Bus Priority Enforcement System (BPES) and systems ISO 9001 certification was renewed.
- Enhanced version of the Sydney Coordinated Adaptive Traffic System (SCATS [version 6.5.2]) and first production release of TMIS (Traffic Management Interface Systems) completed and deployed into service, with SCATS rollout now into 120 cities worldwide.
- Bulk Light Emitting Diode (LED) Signal Lantern Expansion Project completed at 740 sites by 30 June 2007. A further reduction in high wattage incandescent lamps achieved by replacing incandescent lamps with quartz halogen lanterns at another 75 sites.
- Transport Management Centre's (TMC) Information Security Management System upgraded to the International Standard ISO 27001:2005.
- Developed and managed the implementation of SIRENS/ public address system for CBD.
- M5 East Air Quality improvements included installation of

12 additional fans and video detection for smoky vehicles.

- Discussion papers prepared to facilitate discussion with other agencies and the community on the review of the *Roads Act 1993*.
- Road Classification Review completed.
- Achieved Timber Bridge partnership to assist local government upgrading timber bridges on regional roads through provision of funding in addition to current levels.
- Audit of pedestrian crossings on multi-lane State Government controlled roads identified 59 sites without traffic lights. Traffic signals now installed at 16 sites by the end of June 2007.
- Pedestrian and shared user bridges completed at Henry Lawson Drive, Georges Hall, Woy Woy Inlet and Hume Highway, Yagoona.

<b>Name:</b>	<b>Peter Collins</b>
Position:	Director, Regional Operations and Engineering Services (October 2006 – June 2007)*
Level:	5
Period in position:	2006–2007
Total remuneration package:	\$230,826

\* Acted in the position until December 2006 and was then formally appointed.

### Significant achievements in 2006–07

- Core programs of road development, road management and road use, amounting to \$1.36 billion, delivered in accordance with plan to meet community needs across the State. Highlights included:
  - Completion of construction works on the Brunswick Heads to Yelgun Upgrade of the Pacific Highway for the opening of the dual carriageway in July 2007.
  - Completion and opening to traffic of H17 – Newell Highway – Coobang upgrade.
  - Completion of MR84 – Burley Griffin Way – Bowning Deviation.
  - Completion of MR217 Five Islands Road, Booragul to Speers Point (KIP).
  - Completion and opening to traffic of Euston/Robinvale Bridge on MR583 – Murray Valley Highway.
  - Commencement of construction on the Bonville Bypass on the Pacific Highway.
  - Construction of F3 Mt White heavy vehicle inspection facility.
  - Development of Incident Management Plans for HW9 – New England Highway.
- Excellent results achieved in the Road and Fleet Services business – a record income (\$650.4 million) and surplus (\$72.1 million), with a total of \$47.2 million won from external clients (an increase of \$3.2 million from 2005–06).
- School road safety package delivered within announced time

frames with primary signage operational on all 100 sites.

- 40 kilometre per hour High Pedestrian Activity Area Program progressed across targeted areas in the Sydney metropolitan area.
- The Federal Blackspot program and the Princes Highway Safety Scheme delivered to plan.
- Alliances and partnerships formed with police to coordinate police enforcement with road safety campaigns.
- Corridor management plans completed for nominated routes in Regional NSW.
- Vehicle Regulations operations fully integrated within Regional Operations and Engineering Services Directorate.
- Strong focus on safety resulted in Lost Time Injury reduction targets being exceeded in Road and Fleet Services.
- Considerable progress made in transforming the RTA's technical resources into a centre of excellence in technology, with the appointment of three Principal Engineers as the initial step.

<b>Name:</b>	<b>Brian Watters</b>
Position:	Director, Road Network Infrastructure (July – September 2006)
	Director, Major Infrastructure (October 2006 – June 2007)*
Level:	6
Period in position:	2006–2007
Total remuneration package:	\$270,325

\* Acted in the position until December 2006 and was then formally appointed.

During 2006–07 Mr Watters provided leadership in the areas of major project development and delivery, including motorways, with a focus on project development and project management, urban design and the environment.

### Significant achievements for 2006–07

- Led and managed the delivery of the RTA's \$1.3 billion Road Development program.
- Maintained strategic partnerships with the Australian Government, State Government agencies, contractors, consultants and industry associations.
- Oversaw the management of major works on the Pacific, Great Western and the Princes highways and on the Windsor Road program.
- Oversaw the planning and the development of the Pacific Highway Upgrade and the Southern Hume Highway duplication.
- Strategic projects completed under Mr Watters leadership included:
  - The Lane Cove Tunnel.

- The North-West T-way.
- Hume Highway – Albury Wodonga Hume Freeway.
- Pacific Highway, Nabiac.
- Pacific Highway, Karuah to Bulahdelah Section 1.
- Newcastle – Five Islands Road, Booragul to Speers Point.
- The Entrance Road – Terrigal Drive to Carlton Road.
- Murray River – Robinvale Bridge and approaches.
- Under his leadership the Windsor Road/Old Windsor Road Upgrade was substantially completed.
- Oversaw and facilitated the introduction of alliance partnerships on Hume and Pacific Highway projects and on the Windsor Road program.
- Continued to lead and develop improvements to project management within the RTA.
- Continued to lead and manage the RTA's urban design policy.

<b>Name:</b>	<b>Garry Humphrey</b>
Position:	General Manager, Motorway Construction*
Level:	5
Period in position:	1 July 2006 – 30 June 2007
Total remuneration package:	\$247,300

\* Acted in the position of Director Motorways from 1 July 2006 until the directorate was restructured on 3 October 2006. He returned to his present role at that date.

During 2006–07 Mr Garry Humphrey provided leadership in the areas of motorway development and construction and management, with a focus on project and contract management, urban design and the environment.

#### Significant achievements in 2006–07

- As acting Director Motorways:
  - Planned the development of the Sydney motorway network.
  - Oversaw the management of Sydney's motorways including the M2, M4, M5, Eastern Distributor, Sydney Harbour Tunnel, the Cross City Tunnel and the Westlink M7.
  - Ensured the delivery of the construction program.
- Led and managed the delivery of the RTA's motorway construction program utilising Public Private Partnerships.
- Maintained strategic partnerships with stakeholders including other government agencies, public utility authorities, contractors and consultants.
- Led and managed changes to surface traffic arrangements following the opening of the Cross City Tunnel.
- Led and managed the directorate's involvement in construction of the Lane Cove Tunnel and the integration of the Lane Cove Tunnel into the road network.
- Led and managed the development and procurement of the M5 East Filtration Trial.
- Led the development of policy and advice on tunnel ventilation, air quality and safety.

- Provided high level strategic advice on motorway strategies, programs, projects and funding.

<b>Name:</b>	<b>Rod Tout</b>
Position:	Director, Corporate Services (July – September 2006)
	Director, Corporate Services and Reform (October 2006 – June 2007)
Level:	5
Period in position:	2006–2007
Total remuneration package:	\$239,063

#### Significant achievements in 2006–07

##### Procurement

- Achieved \$5.8 million savings against a target of \$5 million through the Strategic Procurement Program providing cumulative annual savings of \$33.8 million to be redirected from 'back office' functions to RTA core services to the community.

##### OHS

- Achieved best practice ratings for the RTA in all 12 elements of the OHS Management Standard in the WorkCover third party audit of OHS.
- Delivered OHS 'Working Together' training to over 1200 line managers.
- Achieved better results than the NSW Government 'Working Together' targets for workplace injuries and average claims costs.
- Reduced the workplace injury rate (based on RTA data) to 6.4 per 100 equivalent full time staff, a reduction of 30 per cent from the 2001–02 base year. This result was better than the required interim target and the RTA is well on track to achieving the longer term government goal of a 40 per cent reduction by 2012.
- Initiated a Traffic Control Improvement Program to raise public awareness of speed and traffic safety issues at road construction sites.

##### Efficient services

- Achieved a reduction in workers compensation renewal premium of \$4.4 million and a hindsight rebate of \$1.6 million through effective return to work programs that reduced liabilities.
- Achieved operating budget savings of \$4.3 million in directorate costs, returned for reallocation to front line services.
- Achieved better practice than the Australian Shared Services Benchmarking Association in numbers of employees to payroll personnel and the payroll cost per pay (1:456 against 1:414 and \$9.14 against \$14.29 respectively) and in accounts payable processing at \$11.65 per invoice against a NSW Government average of \$32.00.
- Introduced new contract reporting processes to meet the Premier's Policy (M2007-01).

#### Information and Communications Technology (ICT)

- Achieved this year's component redevelopment of DRIVES (Driver Licensing and Vehicle Registration System) to budgeted time and cost, and achieved urgent changes to DRIVES to meet new legislative initiatives for young drivers.
- Implemented new IT governance processes and developed an integrated ICT Strategy 2007–2010.
- Achieved best practice in computer desktop performance and network services, outperforming an external reference group in desktop costs, service desk and mid range storage and network costs.
- Secured Information Technology compliance with international information security standard ISO27001, verified by independent third party audit.

#### Green vehicles

- Achieved an environmental score of 8.7 against a target of 11 for the vehicle fleet. This result was distorted by a number of special purpose vehicles not replaceable under current contracts. Passenger vehicles outperformed the target scoring 11.4.

#### Workforce capability

- Established an RTA Alumni to retain associations with former staff to improve employer of choice strategies and provide access to knowledge of former staff as part of the workplace capability strategy.
- Introduced upward feedback processes to improve the capabilities and attributes of 137 of the organisation's senior managers and a Leadership Assessment Program for all senior managers for leadership development and information to support recruitment and succession strategies.
- Engaged 135 new cadets, paraprofessionals, graduates, trainees and apprentices and a further 26 undergraduates under the RTA Scholarship program and 42 staff in postgraduate development programs to further enhance organisation capability.
- Managed the RTA training and development program with the equivalent of 5379 staff attending 1919 technical and development courses and seminars.
- Delivered a review of the RTA's Engineering Technology Branch to secure technical capacity of the RTA and commenced RTA wide organisational assessment program.
- Finalised new directions for the RTA's Legal and Environment functions.

<b>Name:</b>	<b>Brett Skinner</b>
Position:	Director, Finance and Commercial Development
Level:	6
Period in position:	2006–2007
Total remuneration package:	\$305,000

#### Significant achievements in 2006–07

##### Business improvement

- Dashboard reporting system implemented across RTA for reporting and monitoring financial data. This has formed a platform for development of a Business Intelligence System for the RTA.
- A review of merchant fees and implementation of BPAY options for RTA services resulting in significant cost savings and improvement in service delivery to the public.
- The Investment Decision Framework (IDF) has been implemented as a significant management and analysis tool. The 2007–08 budget has been formatted into the IDF framework to enhance Executive review and management of the budget program.
- The Strategic Risk Management program progressed significantly with the development of the initial Corporate Risk Profile and Register. Both were reviewed and tested during the year and have been embedded in the RTA's business planning framework.
- The RTA's western Sydney operations have been consolidated in Parramatta with the lease of new premises in Argyle Street. A new design concept has been developed for these premises to provide a work environment that is energy and space efficient and promotes interactive use of the space across the entire building to support cultural change and productivity initiatives and sets the benchmark for future major office fit-outs for the RTA.
- A Knowledge Management Program has been initiated to secure and grow the corporate and technical knowledge base across the Finance and Commercial Development Directorate. A key component of the program is the project management approach to managing ongoing and project based work to ensure knowledge and information is documented and experience and knowledge is shared across staff in work teams.

##### Financial management

- Unqualified accounts for 30 June 2006 were signed by the NSW Auditor-General.
- Significant effort has been made in reviewing financial policies to ensure they support statutory and business requirements and in developing a communications strategy for effective roll-out of policies across the RTA.

**Corporate financial advice**

- Managed program of financial advice on private sector infrastructure proposals including refinancing proposals.
- Advice provided on range of issues relating to the Cross City Tunnel and Lane Cove Tunnel.
- Significant progress made in developing and reviewing Contracts management system for management of financial transactions in Public Private Partnership contracts.
- Annual indexation at December and June implemented for RTA products and services.

**Commercial initiatives**

- A new commercial management framework was approved and a review program commenced to review current commercial operations with a view to securing or improving their revenue base.
- Property sales and rental revenues exceed the budget of \$37 million by over \$4 million.
- Outdoor advertising revenues increased by \$5.8 million to a forecast \$9 million in 2006–07.

**Corporate governance**

- Annual Audit Plan implemented and oversighted by the Audit and Risk Committee.
- Review of Governance Framework finalised and proposal for enhancements to be presented to Audit and Risk Committee early 2007–08.
- Probity guidelines developed and will be rolled out with a staff training program by December 2007.

5. INDUSTRIAL RELATIONS

**Awards/enterprise agreements**

The current awards and agreements setting the wages and conditions of employment for all staff expire on 30 June 2008.

**Communication and consultation**

The Peak Consultative Committee continues to be the point of consultation with associations covering salaried staff and for consultation about the RTA's business reform program.

The agreed consultative process to discuss crucial industrial issues with all unions and 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 period after 1 July 2006 in line with award provisions.

**Industrial Relations Commission (IRC)**

The RTA was involved in 12 disputes lodged with the IRC. Four were settled by conciliation, four were discontinued, and three were unresolved as at 30 June 2007. A victimisation application was also unresolved as of 30 June 2007.

Eleven unfair dismissal applications were lodged. Eight were settled by conciliation, one was referred for arbitration, and the remaining two were unresolved as of 30 June 2007.

**Lost time due to industrial action**

The equivalent of 290 full time days was lost due to industrial action, the majority (206) related to approximately 80 staff taking industrial action for three days over one industrial dispute.

**GREAT appeals**

Four promotional appeals were lodged with the Government and Related Employees Appeal Tribunal (GREAT). Two appeals were withdrawn, and two appeals were disallowed. An appeal that was yet to be heard as of 30 June 2006 was upheld.

Two disciplinary appeals were lodged with GREAT. One was settled through conciliation, and the other was resolved through arbitration.

TABLE 16. TOTAL EQUIVALENT FULL TIME EMPLOYEES BY CATEGORY

Year	Salaried staff	Wages staff	Casual staff	Total staff
2003–04	5225	1636	46	6907*
2004–05	5228	1615	26	6869
2005–06	5150	1750	22	6922#
2006–07	5173	1718	33	6924

\* From 2003–04 the equivalent 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.

6. EQUAL EMPLOYMENT OPPORTUNITY (EEO)

Responsibilities for diversity and EEO outcomes are included in the performance agreements of directors and general managers and within the Diversity and Equity Plan. This includes initiatives to meet the government's Aboriginal affairs results and indicators. Detail about staff development initiatives are in the Value for Money chapter of this report. Other relevant appendices include Ethnic Affairs Priorities Statement and Plan, Disability Plan and Industrial Relations.

During 2006–07 the Human Resource (HR) function and the diversity and equity role within it were reviewed and refocused in line with the RTA's strategic direction to develop its people, improve the organisational culture and deliver effective HR practices and initiatives.

Following the release of the NSW State Plan and other diversity and equity focused plans by the NSW Government in 2006–07, the RTA's Diversity and Equity Plan (DEP) was further reviewed to align it with these plans with input from staff across the RTA. The review also ensured that the DEP was aligned to the new HR structure.

**Actions for women**

While the NSW Action Plan for Women is no longer current, the RTA supports the government's approach to equity and participation for women. This includes the right of women to access every benefit and opportunity in the community.

The overall female representation in the RTA is 34 per cent. Work continues towards achieving gender equity in the workplace. The RTA's equal opportunity environment coupled with its highly regarded scholarship and graduate programs assist with the following outcomes.

- Fifty-six per cent of the new HR Strategy senior management team are women.
- Of the 13 appointments made in 2006–07 in Financial Accounting, 62 per cent (eight) were women.
- The RTA employs 25 per cent of all NSW female surveyors.
- Three of the seven RTA directorates have female representation well above the RTA average of 34 per cent, with women representing 64 per cent, 48 per cent and 45 per cent of the respective directorate workforce.

The RTA provides family friendly workplaces, flexible work policies and teleworking opportunities for its staff. Maternity and adoption leave of 14 weeks at full pay or 28 weeks at half pay are provided as well as paid parental leave of one week at full pay or two weeks at half pay. Flexible working arrangements are offered for staff returning from maternity leave. Work opportunities such as flexible rostering arrangements in motor registries allow women to balance family needs with their work life.

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. The aim of the program, developed through a strategic planning process, is to 'provide a support network accessible to all RTA female staff to help them, where practicable, reach their full potential'. Achievements of the program include:

- More than 1000 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.

- The RTA's Spokeswomen's Program held functions at Sydney, Parramatta, Newcastle, Dubbo, Wagga Wagga and Wollongong. Proceeds will go to the Country Women's Association Emergency Relief Drought Fund.

International Women's Day was celebrated on 8 March 2007. This year's theme was 'Valuing Difference/Leading Change'.

**Initiatives for Aboriginal people and Torres Strait Islanders**

The RTA started to implement its revised Aboriginal Action Plan 2006–2010. The plan will influence research and improve planning and services that the RTA delivers to Aboriginal communities. A number of initiatives have been implemented.

The RTA's Aboriginal Employment Strategy was reviewed in consultation with Aboriginal staff and was aligned to the strategic framework 'Making It Our Business' released by the Department of Premier and Cabinet.

Aboriginal Cultural Heritage Advisors continued to focus on increasing employment by implementing the Aboriginal Participation in Construction Guidelines. RTA Aboriginal Program Advisors continued to focus on Aboriginal employment in their respective regions.

The Southern Region has promoted Aboriginal participation in construction by way of identifying Aboriginal community members who have tickets/skills and qualifications that can be matched to employment opportunities. These details have been forwarded to contractors and a training plan targeting Aboriginal people who lack these skills has been developed. As at 30 June 2007 contractors were in the process of commencing employment selections.

The RTA continued to support Aboriginal employment in road related construction and maintenance throughout the State, both directly and through subcontractors.

An Aboriginal Participation Plan is required to be included in targeted major works contracts. A process has been developed to ensure detailed consultation takes place with peak Aboriginal services at pre-tender meetings.

Initiatives on specific projects include:

- A targeted Aboriginal Construction Trainee was appointed to the Ballina Bypass project.
- The Brunswick Heads to Yelgun project and the Bonville Upgrade have an Aboriginal Participation Plan and Aboriginal employment has been achieved.
- The Maria River Bridge has Aboriginal employment as a condition in the contract.
- Seven Aboriginal persons were employed on the Tycannah Bridge construction at Moree.
- Aboriginal contractors were employed on roadside maintenance work in the Western Region.
- Slope stability work at Dunedoo was performed by Aboriginal contractors.

- An Aboriginal position was created with the contractor on the Five Islands project in the Hunter region.
- Two Aboriginal positions were established with the contractor on the Weakleys Drive project also in the Hunter region.

Environment staff from across the State attended a two day forum where they shared their experiences and discussed the challenges of providing environmental services within the RTA. The forum gave staff the opportunity to network, meet with Aboriginal cultural heritage advisors and listen to topical presentations.

Two senior officer positions continue to enhance the RTA's ability to meet the needs of Aboriginal communities and government objectives in the areas of road safety and licensing. A Senior Project Officer (Aboriginal) was appointed to initiate and manage research into Aboriginal road safety. The RTA extends all road safety print advertisements to include the Aboriginal media of *Koori Mail*, *National Indigenous Times* and *Deadly Vibe*.

Training to assist Aboriginal people to obtain their driver licence continued. A driver licence improves the chances of gaining employment in regional and remote communities. This is assisted by the RTA strategy to provide Community Based Driver Knowledge Test computers in targeted locations where unlicensed driving has been identified as an issue. The development of a Graduated Licensing Scheme Training Package for Aboriginal people also continued.

Support continued for the RTA Aboriginal Program Awards in two categories – Indigenous Employee of the Year and Reconciliation. The Indigenous Employee of the Year Award recognises the contribution of an Aboriginal staff member to the RTA. The Reconciliation Award recognises support or contribution to the Aboriginal Programs or to the RTA Aboriginal Action Plan. An Aboriginal trainee recently won the Trainee of the Year award for indigenous employees.

The NAIDOC Week celebration was marked with a series of events across the State including a celebrity appearance in the Southern Region, a bridge opening in the Blue Mountains and the launch of the RTA's Aboriginal Action Plan 2006–2010. This year's theme was 'Respect the past – Believe in the future' and the launch included an official ceremony. The Blue Mountains the town of Leura celebrated the naming of the Leura Mall overpass. It was named after Auntie Joan Cooper OAM, a local Aboriginal Elder. This was closely linked to the bridge on Old Bathurst Road in Katoomba named after an Elder of the Gundangara Nation, Auntie Dawn Colless and a reserve on the Great Western Highway east of Leura named after Auntie Joan's husband 'Digger' Cooper, a World War II veteran.

Part 2 of the Oral History of Lawrence Hargrave Drive about the Sea Cliff Bridge was completed. Part 1 includes an Aboriginal Oral History component.

### Other initiatives

- The online Employee Self Service system (ESS) allows staff to input and update their EEO data. Work continued to identify options for improving the EEO survey response rate of all staff including Aboriginal staff. ESS also allows salaried staff to process their overtime and about 95 per cent of leave applications with greater privacy and ease.
- Access to training was improved by allowing staff to use ESS to apply for external training courses. This has simplified and expedited the approval of training nominations. Staff can now book approved training courses online via the ESS 'training centre' pre-booking facility.
- In 2007 the RTA Upward Feedback online survey was rolled out to directors, SES officers, general managers and their direct reports. This voluntary survey had a response rate of 92 per cent (compared to 78 per cent last year) from about 1218 diverse staff across the RTA. All participating managers received an upward feedback report to assist them to develop strategies based on the outcomes.
- A group of 20 staff were invited to work on a range of issues for the proposed new RTA premises at Argyle Street, Parramatta. Their input included furniture selection, the operation of break-out rooms, building facilities and working together in an open plan environment. The group selected a different theme for each floor which will be reflected in the décor. Each theme was chosen to reflect the diversity of the NSW community and geography. The themes have an Aboriginal influence and include the outback, river, coast, farm, beach and mountains. Staff input resulted in a number of improvements including increasing the depth of staff workstations for better functionality.
- Nine staff members passed the test and were granted the Community Language Allowance Scheme (CLAS) allowance for two years. Details in appendix 7.
- The Employee Assistance Program was reviewed to assess its relevance to the specific needs of staff and their family members including children, women, people with a disability, ethnic people, Aboriginal people and older people. A wide cross-section of staff participated in this confidential survey and provided valuable input including feedback from their family members. Respondents ranged from director, general manager, wages and salaried staff, GRAD Program participants and skillhire. These responses assisted the RTA to further customise the program to meet specific needs.
- A confidential survey was conducted to evaluate the effectiveness of key internal communications channels within the RTA, namely, *Momentum*, intranet news and *Team Brief*. Survey results from randomly selected staff will assist the RTA to assess and improve the major communications channels available to its diverse staff.
- Capability based position profiles continued to be designed.

- The RTA's employment programs continued to target the recruitment of graduates, trade apprentices, trainees, and provide both financial support and work experience to undergraduate university students. Employment of trainees continues across the RTA. These initiatives are designed to assist meet future workforce capability and diversity needs. Details are in the Value for Money chapter.
- The Mentoring Toolkit was developed. It assists managers minimise risks associated with an ageing workforce and today's more mobile employee base. The toolkit also highlights opportunities to fast-track learning, and capture and use critical knowledge and core skills.
- The RTA Staff Awards continue to recognise excellent performance by staff in specific categories including the category of Equity and Accessibility. It provides staff and the RTA an opportunity to formally acknowledge exceptional achievements. Staff who required assistance with the preparation of a nomination were provided a contact person.
- The RTA continues to administer the apprentice registration rebate of \$100, introduced by the NSW Government to address serious skill shortages in the traditional trades by helping make apprenticeships more attractive to young people. This rebate is available for first and second year apprentices registered with the Department of Education and Training.
- The showcasing and promotion of diversity and equity continued through publications including *Momentum* the monthly staff magazine.
- Performance management practice was reviewed resulting in the release of the 'Managing unsatisfactory performance and conduct policy'. A toolkit was provided on the intranet to give practical assistance to managers. Training in use of the new policy and toolkit was provided.
- The 'Financial assistance for part time tertiary study policy' and guidelines was revised to protect entitlements of full time staff who work on a part time basis for a period of time. Casual staff who are employed on a regular and ongoing basis are eligible for a salary packaging arrangement.
- Senior management recently attended a workshop to prevent bullying and harassment in the workplace. Attendees included directors and general managers with the support of the Chief Executive. The RTA takes a zero tolerance approach towards bullying and harassment in the workplace. The importance of behaving respectfully and professionally when dealing with other staff, customers or clients continues to be stressed.
- As part of the program to support ethical behaviour and reduce the risk of fraudulent activities, purchasing processes were changed to improve controls on who can approve expenditure and who can certify the receipt of goods and services.

- The RTA has a corruption risk management assurance program (MAP). Under the MAP program, managers discuss one area of corruption risk with their staff each quarter.
- The RTA won the prestigious NSW Corruption Prevention Network Award for encouraging excellence in corruption prevention. The award recognises the RTA's detailed and innovative approach to corruption prevention. Special mention was made of the RTA's willingness to share ideas with other government agencies and thereby contribute to the performance of the broader public sector.
- A new *Statement of Business Ethics* brochure was distributed. The statement must be incorporated in all tender, expressions of interest, or request for proposal invitation documents issued to parties considering doing business with the RTA. It sets out the appropriate standards for doing business with the RTA.
- A comprehensive new training course for engineers with three to six years work experience was launched. It refreshes basic technical skills and provides attendees with the latest information about road construction.
- With a view to enhancing the interest of young people in the field of engineering, the RTA continued to support the Science and Engineering Challenge program in schools. Recent surveys have shown the value of the program with 38 per cent of participants in the challenge going on to study higher level mathematics, physics and chemistry. This year the RTA provided direct support for the challenge and this helped in taking the program to a number of year nine students in regional centres including Dubbo, Cobar, Narrabri and Tamworth.
- The South West Regional Office hosted a 'show and tell' session where students from a local high school were given an overview of the careers on offer at the RTA. This was part of a broader plan to encourage recruitment in regional areas, particularly for apprenticeships, cadetships and traineeships, and to demonstrate that the RTA undertakes many activities. Students learnt about road and bridge designs, how concrete and soils are tested and how the RTA's computer network system operates. The feedback from the visiting students and teachers was extremely positive.
- Job seeking skills courses were provided to assist staff in presenting their skills and experience in the best light when applying for positions in order to increase successful career progression within the RTA.
- The Workplace English Language and Literacy (WELL) Program continued to assist targeted RTA wages staff to improve their workplace literacy and numeracy skills.
- The Young Professionals Network (YPN) was established and actively promoted. The YPN will provide RTA young professionals with an opportunity to be proactive about their professional development. The network will enable staff to develop cross-directorate connections, share knowledge and meet other young professionals.

- The RTA's Graduate mentoring scheme continued and is an integral part of the Graduate Recruitment and Development (GRAD) Program. It assists the development of graduates while making a significant contribution towards building the RTA's workforce capability. All graduates and mentors attended a two-day residential mentoring training program.
- The RTA was officially recognised for its role in developing university undergraduates at a function held by the University of Newcastle.
- 'Planned retirement program' tool kits for staff and managers were made available on the intranet.
- Leadership development programs and processes continue to consider the needs of the RTA's diverse staff.
- Research was conducted on the ageing engineering workforce to assist forecast the availability of and demands for engineering skills.
- The safeguarding of staff and customer privacy continued. The RTA Contact Centre had the first implementation in Australia of a process-based Information Security Management System (ISMS). This recognises the fact that most transactions require professional, ethical handling of confidential customer information.
- Support was given to the City of Sydney Council promotion of the dangers of drink-walking during the Gay and Lesbian Mardi Gras.
- Integrate staff work and development planning and business planning processes to equitably enhance teamwork and communication.
- Conduct a research study into flexible working arrangements and improving workplace practices and processes to support the future RTA workforce and improve business efficiency.
- Implement a streamlined and automated recruitment process to achieve recruitment effectiveness, cycle time and efficiency targets.
- Implement HR enquiry service and launch HR@RTA intranet site to support diverse staff.
- Achieve client satisfaction targets for service delivery and quality.
- Take a lead role in bringing together the young professionals across the NSW public sector through the Spring Charity Ball and contribute the funds raised to assist young Australians in building skills and accessing resources to help them through life's challenges.
- Review probation policy and procedure to ensure processes are fairly implemented and timeframes met.
- Review the Community Language Allowance Scheme (CLAS) to identify the CLAS language mix required during 2008-10 and align CLAS language availability in specific registries to cater to local language assistance needs.
- Target locations with significant Aboriginal populations for recruitment across a range of employment areas which include cadetships, graduates and apprenticeships.
- Provide for a targeted recruitment of an Aboriginal apprentice painter for Sydney Bridge Services at Rockdale and for targeted placement of Aboriginal trainees in the Northern Region.
- Progress RTA's involvement and contribution to 'Two Ways Together', the NSW Aboriginal Affairs Plan, 2003–2012
- Launch an online youth based website to reinforce road safety, licensing and registration issues.

## Planned Actions 2007-08

- Include specific mention in the new Corporate Plan 2007-11 of the need to embrace diversity and ensure equity for all RTA staff and include milestones on how this will be achieved.
- Finalise, launch and commence implementation of the revised Diversity and Equity Plan.
- Review the Employee Assistance Program to ensure its continued relevance to the needs of the RTA's diverse staff.
- Create a dedicated role to support Aboriginal employment and career development.
- Implement targeted initiatives to enhance equitable workplace practices for all staff including generation Y, women in management and engineering, Aboriginal and Torres Strait Islander people and those with a disability.
- Expand the RTA mentoring program to cover targeted employment programs.
- Establish a regular internal leadership forum to share knowledge.
- Establish 'RTA knowledge and learning centre online'.
- Align career pathways with future work force needs and develop plans to support this process.
- Implement short and long term recruitment strategies based on RTA needs for 2008 Employment Program.
- Achieve quantifiable reductions in workplace conduct related issues. Achieve targets for reduction in disciplinary process cycle times.

TABLE 17. TRENDS IN THE REPRESENTATION OF EEO GROUPS<sup>(1)</sup>

EEO group	% of Total Staff			
	Benchmark <sup>(2)</sup>	RTA 2005	RTA 2006	RTA 2007
Women	50	31	34	34
Aboriginal people and Torres Strait Islanders	2	3	1.8	1.9
People whose language first spoken as a child was not English	20	17	16	16
People with a disability	12	12	12	11
People with a disability requiring work-related adjustment	7	4	3.5	3.4

EEO group	-Distribution Index <sup>(3)</sup>			
	Benchmark <sup>(2)</sup>	RTA 2005	RTA 2006	RTA 2007
Women	100	95	86	86
Aboriginal people and Torres Strait Islanders	100	62	91	92
People whose language first spoken as a child was not English	100	100	105	107
People with a disability	100	91	91	91
People with a disability requiring work-related adjustment	100	84	92	93

1. Staff numbers as at 30 June. Excludes all casual staff. Includes part time school crossing supervisors from October 2005.

2. The benchmark is set by the Department of Premier & Cabinet.

3. A distribution Index of 100 indicates that the centre of the distribution of EEO groups 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 figure. 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 from the Department of Premier & Cabinet. The distribution Index is not calculated where either EEO group or non EEO group numbers are fewer than 20.

## 7. ETHNIC AFFAIRS PRIORITIES STATEMENT AND PLAN (EAPS)

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

### Progress in implementing the EAPS in 2006–07

The RTA's Diversity and Equity Plan (DEP) was reviewed and aligned with the NSW State Plan and other diversity and equity focused plans released by the NSW Government in 2006–07. Staff across the RTA provided input to ensure that the DEP had an appropriate focus on cultural diversity. Community feedback continued to be embedded in the planning process where appropriate.

In May 2007 a process was commenced to transition the existing Road Safety Branch into the new NSW Centre for Road Safety to provide leadership on road safety issues including those issues which may impact upon diverse road users.

### Communication material

All information that the RTA provides is designed to reach a diverse audience. Ethnic television, radio and press campaigns are also utilised.

- Photography for 'Kindergarten orientation day' road safety resource has been completed, featuring kindergarten students and their parents from a wide range of cultural backgrounds.
- Multilingual documents continue to be provided on the RTA website and at government access centres. Free multilingual road safety education resources were available for download/order from the RTA website. In addition, multilingual documents of host agencies were provided on request by accessing the relevant agency websites.
- Road safety campaigns continued to be developed to include ethnic communities. Road safety surveys continue to use interpreters when required.
- All materials developed for early childhood road safety education included images of children, parents and carers from ethnically diverse backgrounds.
- The video, 'The limitations of children in the traffic environment' was developed and included children and adults from diverse cultural backgrounds. Parent information on school safety issues continues to be available to school communities in 22 community languages.
- Youthsafe in consultation with the RTA developed the 'Helping learner drivers become safer drivers' double-sided brochure in Arabic and Chinese.

- The Road Users' Handbook and Driver Qualification Handbook is available in 10 community languages (Arabic, Croatian, Greek, Japanese, Korean, Mandarin, Serbian, Spanish, Turkish and Vietnamese). The community language versions were updated on the website.

#### Services

The RTA continues to facilitate access for rural and remote customers to a range of whole of government services through the management of the Government Access Program. Working with a range of delivery partners the program provides over 60 government access centres reaching customers in over 90 per cent of NSW.

Licensing and registration products and services are promoted to diverse customers through registries, the RTA Contact Centre, internet and government access centres. Information is also included with renewal notices. The delivery of services to rural and remote communities has been enhanced through the conversion of seven offline council agencies to online operation. This brings the total online agency network to 21. Registry staff received special training for the introduction of the new maritime transactions for the diverse customer base.

Following a comprehensive review of the Community Language Allowance Scheme (CLAS), with a 100 per cent response from registry service managers across the RTA, an expression of interest was sought from staff for 21 new languages. Eleven responding registry staff were tested in Cantonese, Filipino, Lao, Mandarin, Portuguese, Punjabi, Sudanese, Thai, or Vietnamese. Nine staff members passed the test and were granted the CLAS allowance.

Interpreting services were provided free to licence applicants for computer-based licence tests.

Helping Learner Drivers workshops continued. The multilingual RTA Road Users' Handbook was promoted through the supervisor workshops. Interpreters were provided to parents when required.

The RTA continued to provide an 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.

#### Funding local initiatives

Funding was provided for local government road safety initiatives such as pedestrian safety and child restraints. Auburn targeted the Arabic community and Fairfield the Sudanese community. The RTA implemented bike helmet programs in Bourke and Lachlan Shires; and child restraint checking days in Condobolin, Peak Hill and Lake Cargelligo. The RTA also funded 50 per cent of Griffith City Council's Road Safety program in an ethnically diverse area.

#### Employees

Recruitment guidelines and induction programs continued to have a section on cultural diversity and the RTA's merit selection processes continued to be culturally sensitive.

The free Employee Assistance Program continued with a 24-hour interpreter service. This program was comprehensively reviewed to assess its relevance to the specific needs of users including children, ethnic people, those with a disability, women, Aboriginal people and older people. These responses assisted the RTA to further customise the program delivery to meet specific needs.

#### Future challenges

- Create the NSW Centre for Road Safety to undertake research, develop policy options, deliver behavioural change strategies and provide leadership on road safety issues including those issues which may impact upon diverse road users. The new centre will be at the heart of the RTA's coordinated efforts to bring about road safety improvements.
- Continue to use ethnic TV, radio and press campaigns and to develop road safety campaigns targeting ethnic communities.
- Develop multilingual brochures to promote the use of seatbelts and to promote safe pedestrian behaviour on pedestrian crossings.
- Release the 'Kindergarten orientation day' road safety resource to NSW primary schools.
- Continue to publish and maintain the multilingual interactive internet version of the demonstration DKT for all licence classes.
- Continue to assist ethnic communities by providing translation assistance in the delivery of 'Helping learner drivers' workshops.
- Continue to consider ethnic communities in resource development and include images representing ethnically diverse backgrounds in all publications.
- Complete the cycling manual with photo images reflecting the cultural diversity of NSW school communities.
- Continue to support and fund local government road safety initiatives for their local ethnic communities.

## 8. DISABILITY PLAN

### Actions 2006–07

The RTA implements the plans required under the *Disability Services Act 1993* in the conduct of its various activities. Achievements in these areas are set out below:

#### Road development

The RTA continues to incorporate community feedback from diverse communities in its planning process.

Network standards relating to rest areas are reviewed to ensure improved access to people with a disability. Emergency roadside telephones and rest areas continue to be progressively upgraded with signage symbols and disability access. New assets include these features. All designs for rest areas incorporate access and facilities for people with a disability. In 2006–07, seven new rest areas were built and two were upgraded. All facilities on transitways were designed and constructed to meet accessibility standards.

The RTA continued participation in the 'Accessible Transport Action Plan'. Expenditure on accessible transport infrastructure and programs included providing kerb ramps at pedestrian crossing locations, audio-tactile push buttons at traffic signals, the development and implementation of 'Pedestrian access and mobility plans' in partnership with local councils, the Mobility Parking Scheme and new and upgraded pedestrian facilities.

High visibility road markings are used on 100 per cent of the NSW State Road network. Eighty-three per cent of traffic signal sites are fitted with audio-tactile push buttons compared to 63 per cent in 2002.

The RTA continued to fund upgrades to pedestrian level crossings, the design standards for which were developed in consultation with and under testing by peak disability groups. In 2006–07, six major railway level crossing upgrades were undertaken in NSW as part of the 'Railway level crossing safety upgrade program'. These major improvements included converting sites from passive to active traffic control by using lights, bells and boom gates.

Any public crossing that is being considered for closure will undergo extensive consultation with the community, council and emergency services. All access issues are covered under this process.

A new pedestrian bridge spanning the busy Hume Highway was opened outside Yagoona Primary School in western Sydney. The bridge features lifts and stairs on both sides of the Hume Highway as well as safety screening and handrails along the length of the bridge. The pedestrian bridge is part of a NSW Government initiative to improve pedestrian safety and access around schools. The RTA continued to mandate lifts or ramps for all new pedestrian bridges at schools to Australian Standards for disability access.

Disability access was incorporated into the design of the new southbound Heavy Vehicle Checking Station on the F3 Freeway at Mt White.

A one-day 'Bicycle and pedestrians for managers' course and a two-day 'Designing for bicycle riders and pedestrian' course continued. Local government staff also attended.

Toll exemption passes are provided on Sydney Harbour Bridge for incapacitated ex-service persons and drivers with a disability.

At six sites across NSW, signal lamps were upgraded with Light Emitting Diodes (LED). Also undertaken was removal of non-breakable objects, minor road realignment, and investigation and concept development for future upgrades.

#### Licensing and registration

A number of initiatives in the area of licensing and registration assist customers with a disability. Registration and licensing service solutions are customised based on individual needs.

- Installation of new touch-screen monitors for computer based licence tests in motor registries commenced. The new monitors provide improved image clarity and increased response time. They are also equipped with a privacy film so that only the person sitting directly in front of the monitor can see it.
- An audio facility is available on the RTA Driver Knowledge Test and Hazard Perception Test. This facility ensures vision and colour-impaired persons are not disadvantaged.
- The NSW Photo Card introduced by the RTA provides a voluntary identification card to help people who are unable or choose not to obtain a driver licence for reasons which include a disability. This provides them access to services that require photo identification.
- The RTA's 129 motor registries are accessible. Hearing loops are provided at all RTA motor registries. Leased premises are progressively being upgraded to full accessibility.
- The RTA continued to provide staff training in disability awareness including a video for motor registry staff.
- Centrelink online validation of pensioner concession cards continued at all motor registries. The online link allows registry staff to validate all Centrelink and Department of Veterans' Affairs NSW pensioner concession cards on-the-spot before granting a licensing or registration concession.

#### Employees

- The RTA continued to offer employment and traineeship opportunities for people with a disability. The RTA also continued to participate in the 'Corporate partners for change' program for people with a disability. The achievements of staff with a disability continue to be celebrated and showcased through the staff magazine *Momentum*.
- The Employee Assistance Program was comprehensively reviewed to assess its relevance to staff and their family

members including those with a disability. These responses assisted the RTA to further customise the program delivery to meet specific needs.

- A medical providers network continues to operate 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. This approach is in line with the RTA's preventative approach to workplace incidents which may cause injury and/or disabilities.
- Work commenced on a series of articles focusing on the risks of young workers in the workplace and mechanisms to assist in managing their disproportionate exposure to workplace injury.
- The RTA continued to implement hearing conservation programs and hearing testing for staff to prevent future hearing impairments.
- Staff input into the design of new premises at Argyle Street Parramatta resulted in a number of improvements including increasing the depth of staff workstations for better functionality.
- Suitable technology continues to be evaluated and adopted to improve participation of staff with a disability in communication processes and meetings.

#### Communication services

- Teletext captions are used in all RTA television commercials.
- A dedicated tele-typewriter 1800 phone number is provided for hearing-impaired customers contacting the RTA. An SMS messaging service is available through the RTA contact centre to assist people with speech impairment. Auslan interpreters are provided free of cost to speech impaired customers by prior arrangement at motor registries.
- The RTA video 'The limitations of children in the traffic environment' includes children with a disability, children and adults from diverse cultural backgrounds and older adults.
- Complaints made to the RTA concerning disability issues are included within the normal customer feedback process. Feedback and suggestion forms are available in motor registries. Customers can also provide feedback through the internet and contact centre.

#### Future challenges

- Develop a pedestrian crossing brochure to promote safe pedestrian behaviour.
- Provide disability access in all future checking station designs.
- 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.
- Seek community feedback on the Licensing of Older Driver Discussion Paper.

## 9. OVERSEAS TRAVEL BY RTA OFFICERS

From 1 July 2006 to 30 June 2007, officers of the RTA travelled overseas on 28 occasions to undertake official duties for the RTA and the Government of NSW.

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

- The Manager, Client Liaison to Shanghai, Peoples Republic of China to provide SCATS consulting services to senior management of the Shanghai Traffic Bridge.
- The Manager, Infrastructure Maintenance Policy and Strategy to North America (Vancouver, Toronto, Quebec, Fredericktown, Charlottesville & Washington) as part of an Austroads study tour.
- The Manager, Rigid Pavements Unit to Brussels, Belgium to attend as keynote speaker the 10th PIARC Symposium on Concrete Pavements.
- The Network Operations Team Leader to Singapore to deliver SCATS update/refresher course to the Land Transport Authority.
- The Manager, Network Performance Development to Auckland, New Zealand (on three separate occasions) to provide consulting and project management for the implementation of the SCATS Ramp Metering System.
- The Manager, Client Liaison and the SCATS Principal Systems Analyst to Tauranga, New Zealand to attend the annual New Zealand User Group Meeting.
- The Bitumen Inspector, Road and Fleet Services to Port Moresby, Lae and Mount Hagan, Papua New Guinea to calibrate bitumen sprayers owned by Global Constructions Ltd.
- The Senior Urban Design Adviser to Auckland, Wellington and Christchurch, New Zealand to give the keynote address and participate at urban design workshops by the New Zealand Ministry for the Environment.
- The Project Manager, Motorway Procurement to Auckland, New Zealand to attend as keynote speaker at the inaugural Infrastructure Symposium hosted by the New Zealand Council of Infrastructure Development.
- The Manager, Traffic and Transport Modelling to Auckland, New Zealand to help the Australian Road and Research Board and Austroads present a workshop on traffic modelling.
- The Manager, Rigid Pavements Unit to Kuala Lumpur, Malaysia to attend and present a keynote address to the ASEAN Concrete Roads Conference.
- The Manager, Urban Design and an Urban Designer to Auckland and Hamilton, New Zealand to attend and deliver presentations at urban design training courses run by Transit New Zealand.
- The Manager, Client Liaison to Singapore to provide SCATS consulting to the Land Transport Authority.

- The General Manager, Occupational Health and Safety to Orlando and Washington, USA to attend the 2007 Conference of the American Society of Safety Engineers, as well as to meet with the US Federal Highways Administration and the American Road and Transportation Builders Association.

Visits during 2006–07, for which all or part of the costs were met by the RTA, were as follows:

- The Hunter Network Planning Manager travelled to Los Angeles, USA to inspect concrete pavement diamond drilling technology.
- The Facility Manager, Crashlab travelled to Wellington, New Zealand to attend the Australia/New Zealand Standards Committee meeting for industrial safety belts.
- The Manager, Transport Operations Planning travelled to Stockton-on-Tees, Scotland and Hong Kong to meet with Transport Scotland and the Hong Kong Transport Department to discuss the technical development of the Transport Management Centre's Incident Management System and the possible sharing of costs of subsequent development projects between users.
- The Network Analyst Transport Planning travelled to Montreal, Canada to present a paper to the 20th EMME/2 (transport planning software used by the RTA) Conference and to attend training.
- A Project Manager, Hume Highway Office and a Network Manager travelled to Wellington, New Zealand to attend the Australia New Zealand School of Government Executive Masters Public Administration Course.
- On a separate occasion, the Transport Planning Manager and the Project Director, Public Transport Information and Priority Systems travelled to Wellington, New Zealand to attend the Australia New Zealand School of Government Executive Masters Public Administration Course.
- The Transport Operations Planning Manager travelled to London, England to consult and work with government agencies organising and managing the traffic and transport arrangements for the London Marathon. The officer then travelled to Toronto, Canada and, in his capacity as RTA Project Manager for World Youth Day, met with agencies involved with that event.
- The Manager, Environmental Planning and Assessment travelled to Seoul, South Korea to attend the 2007 conference of the International Association for Impact Assessment.
- The Acting Manager, Policy and Strategy, Infrastructure Maintenance travelled to Canada and the USA as part of the Austroads Young Professionals Asset Management Study Tour.

## 10. FREEDOM OF INFORMATION (FOI)

During 2006–07 the RTA received 1652 requests for information under the *Freedom of Information Act 1989* (FOI Act), compared with 1552 in 2005–06. In addition, 145 applications were brought forward from the previous period (compared to 273 in 2005–06), making a total of 1797 applications to be processed. Two hundred and seven applications were not completed at the end of the 2006–07 reporting period.

The use of FOI by insurance 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. There has also been a noticeable increase in the number of applications lodged by the media and opposition MPs. The tightening of the availability of registration and licensing data in other jurisdictions and the increasing awareness of the rights of access under FOI and privacy legislation are believed to be a contributing factor in the increase in applications lodged with the RTA. At the same time there has been a significant decrease in the number of people wanting access to their own records through the FOI process.

Of the 1459 requests completed, 1164 were granted in full and 31 in part, 263 were refused and one was deferred. In addition, eight were transferred to other agencies and 123 were withdrawn. Of those refused in full or in part, 22 were refused on the grounds that the information was otherwise available, 141 were refused as the documents were not held by the RTA and 92 were refused as the applicant did not pay the necessary fees. See table on basis of disallowing or restricting access.

Of those requests not granted in full, internal reviews were finalised for 19 decisions and 12 appeals to the Ombudsman were finalised.

There were six appeals completed at the Administrative Decisions Tribunal (ADT) this year. However, one matter was appealed to the Appeals Panel and referred back to the ADT. This matter has not been finalised.

Seven hundred and ninety-four applications required consultation with a total of 1037 third parties external to the organisation.

The estimated operating cost of processing FOI requests is \$79,098 (\$72,830 in 2005–06) and fees received totalled \$114,129 (\$86,989 in 2005–06). The fees received include application fees of \$44,670. This means that the RTA charged \$69,459 of the estimated \$79,098 it cost to process the applications.

There was one request received for amendments to personal records. There were no requests for notations to personal records and no Ministerial certificates have ever been issued.

A total of 315 applications were finalised after the statutory 35-day processing period. One of the factors contributing to this was the continuing high number of applications during the

reporting period. During 2006–07, an additional 100 FOI applications were received, which is an increase of six percent on those received during the previous year. Overall, there was a five percent reduction in the total applications processed in 2006–07 to those processed during 2005–06.

In 2006–07 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 and the area is currently being reviewed with a view to restructuring the business processes.

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](http://www.rta.nsw.gov.au).

### FOI appeals to the Ombudsman

Twelve appeals to the Ombudsman were completed in the 2006–07 period.

**In the first case, on 29 April 2004** an application was made for a copy of the ARRB Transport Research: Fixed, Digital Speed Cameras in NSW: Impacts on Vehicle Speeds and Crashes, 1999–2003 Report. On 27 July 2004 the RTA requested an advance deposit, which was paid by the applicant on 23 August 2004. The applicant lodged an Internal Review application on 11 April 2005 as a deemed refusal. On 24 May 2005, the RTA's Internal Review determination agreed to the release of a report, but deferred the release until it had been presented to the Minister. The applicant lodged an appeal to the Ombudsman on 23 May 2005. The RTA released the document to the applicant on 12 October 2005 and refunded all processing fees to the applicant. The Ombudsman's Office wrote to the RTA on 14 September 2006 and expressed concerns regarding the amount of time it took to finalise the application. On 10 October 2006 the RTA's Chief Executive responded and assured the Ombudsman's Office that the matter was being addressed and senior management would ensure FOI applications would be afforded immediate and greater priority.

**In the second case, on 30 June 2006** an application was made for a large number of documents related to the operation of RTA variable message signs. On 26 July 2006 the RTA requested an advance deposit. The applicant lodged an Internal Review application on 3 August 2006. On 15 August 2006, the RTA's Internal Review determination upheld the original determination. The applicant lodged an appeal to the Ombudsman on 21 August 2006. On 29 September 2006 the Ombudsman's Office requested the RTA consider lowering the advance deposit charge for the time estimated. The RTA reconsidered the fees and requested the revised advance deposit be paid by 3 November 2006. On 13 December 2006 the RTA advised the applicant that it had determined not to continue with the application as the fees had not been paid.

**In the third case, on 5 July 2006** an application was made for documents that outlined credit card use in the RTA for the period 1 July 2003 to 30 June 2006 on a yearly basis. On 6 July 2006 the RTA requested an advance deposit. The applicant lodged an Internal Review application on 3 August 2006. On 16 August 2006, the RTA's Internal Review determination upheld the original determination, but varied the amount of advance deposit requested based on new information regarding the estimated time to locate and copy the documents. The applicant lodged an appeal to the Ombudsman on 13 October 2006. On 30 October 2006 the Ombudsman's Office confirmed the amount of the advance deposit was reasonable and suggested the applicant may wish to vary the terms of the request. On 7 December 2006 the RTA advised the applicant that it had determined not to continue with the application as the fees had not been paid.

**In the fourth case, on 28 March 2006** an application was made for all documents regarding an investigation into allegations against the applicant as an RTA employee. On 11 April 2006 the RTA asked the applicant to reconsider the terms of her request as the application, in its current form, would take in excess of 400 hours to process. The applicant refused to vary the terms of the application and, on 12 May 2006 the RTA refused to process the application on the grounds it would be an unreasonable diversion of resources. The applicant lodged an Internal Review application on 19 June 2006. On 30 June 2006, the RTA's Internal Review determination upheld the original determination. The applicant lodged an appeal to the Ombudsman on 30 August 2006. On 14 November 2006 the Ombudsman's Office asked the RTA to reconsider the application on a reduced list of the requested documents. On 25 January 2007 the RTA released some of the documents and advised the applicant the remaining documents did not exist.

**In the fifth case, on 6 February 2006** an application was made for a large number of documents regarding the applicant, an RTA employee. On 20 February 2006 the RTA requested an advance deposit. The applicant subsequently lodged a request for the same documents under the *Privacy and Personal Information Protection Act*. As a result, on 11 April 2006 the RTA gave the applicant an opportunity to revise the FOI application to avoid the duplication or it would refuse the application as an unreasonable diversion of resources. The applicant refused to alter the terms of the application and on 12 May 2007 the RTA formally refused the application. The applicant lodged an Internal Review application on 19 June 2006. On 30 June 2006 the RTA upheld the original determination. The third party lodged an appeal to the Ombudsman on 28 August 2006. On 14 November 2006 the Ombudsman upheld the RTA's decision.

**In the sixth case, on 7 March 2006** an application was made for documents related to the current painting on the southern approach spans of the Sydney Harbour Bridge. On 13 March 2006 the RTA requested an advance deposit. The applicant lodged an

Internal Review application on 3 April 2006. On 18 April 2005 the RTA upheld the original determination. The applicant varied the terms of his application and a revised advance deposit request was issued on 11 May 2006. The applicant paid the advance deposit and some documents were released with others claimed as exempt on the grounds that they could be expected to facilitate the commission of a terrorist act. As a result, the applicant lodged a further Internal Review request on 17 August 2006. On 28 August 2005 the RTA upheld the determination. The applicant lodged an appeal to the Ombudsman on 2 November 2006. On 8 December 2006 the Ombudsman decided not to take any further action.

**In the seventh case, on 19 December 2005** an application was made for a wide range of documents relating to staff, consultants and skill hire people employed by the RTA between 1 July 2002 and 31 December 2005. After an extensive search some information was released on 17 July 2006, but the remainder could not be located. On 26 July 2006 the third party lodged an Internal Review with the RTA. Consultations took place between the applicant and the RTA and the terms of the request were modified. On 13 November 2006 the RTA located and released additional documents. Despite this, the applicant lodged an appeal to the Ombudsman on 24 November 2006. The Ombudsman's Office asked the RTA to provide additional documents which provided only some of the requested data. On 14 December 2006 the RTA released the documents in question and the Ombudsman's Office determined to take no further action.

**In the eighth case, on 19 July 2006** an application was made for the current address of the holder of a driver licence. On 22 August 2006 the RTA determined to release the information, but the third party claimed the details were exempt as personal affairs. The third party lodged an Internal Review on 18 September 2006. On 27 October 2006 the RTA advised the third party the Internal Review confirmed the original determination. The applicant lodged an appeal to the Ombudsman on 18 December 2006. On 18 January 2007 the Ombudsman's Office advised the applicant that it had decided to take no further action.

**In the ninth case, on 20 October 2006** an application was made for extensive documents relating to speed zone audits since 1 January 2005. On 9 November 2006 the RTA requested an advance deposit. The applicant lodged an Internal Review application on 22 November 2006. On 19 December 2006, the RTA's Internal Review determination upheld the original determination and suggested the applicant redefine the terms of the application to reduce the cost. On 25 January 2007 the RTA refused to proceed with the application as the advance deposit had not been paid by the due date. The applicant lodged an appeal to the Ombudsman on 19 January 2007. The Ombudsman's Office asked the RTA to provide alternative documents which provided only some of the requested data. On 5 April 2007 the RTA released the documents in question and the Ombudsman's Office determined to take no further action.

**In the tenth case, on 17 March 2006** an application was made for extensive documents relating to traffic management techniques for the M5 East. On 31 March 2006 the RTA requested an advance deposit. The applicant lodged an Internal Review application on 3 May 2006. On 10 May 2006, the RTA's Internal Review determination upheld the original determination and suggested the applicant redefine the terms of the application to reduce the cost. On 20 June 2006 the RTA refused to proceed with the application as the advance deposit had not been paid by the due date. The applicant lodged an appeal to the Ombudsman on 6 March 2007. On 20 March 2007 the Ombudsman's Office determined to take no further action, but suggested the applicant redefine the terms of the application. The RTA attempted to contact the applicant a number of times, but without success. On 12 April 2007 the RTA advised the applicant that if it had not been contacted by 30 April 2007, it would assume the applicant did not wish to proceed with the application. The applicant failed to contact the RTA and the matter was closed.

**In the eleventh case, on 3 November 2005** an application was made for extensive documents relating to traffic light phasing at a number of suburbs from 1 July 2005 until the date of the application. On 9 January 2006 the RTA requested the applicant review the terms of the application as the current request would require an unreasonable diversion of resources. The applicant lodged an Internal Review application on 1 February 2006. On 22 February 2006 the RTA wrote to the applicant seeking to clarify the terms of the application. On 12 April 2006, the RTA's Internal Review determination revised the cost of the original determination as a result of the redefined terms of the application. On 20 June 2006 the RTA refused to proceed with the application as the advance deposit had not been paid by the due date. The applicant lodged an appeal to the Ombudsman on 6 July 2006. The Ombudsman's Office asked the RTA to provide alternative documents which it did. On 20 March 2007 the Ombudsman's Office determined to take no further action.

**In the twelfth case, on 5 July 2006** an application was made for documents provided by a motor registry manager that questioned the suitability of the applicant to hold a driver licence. On 2 August 2006 the RTA determined to release the document, but claimed the names of the employees were exempt as their release would pose a threat to their physical safety. The applicant lodged an Internal Review application on 1 September 2006. On 15 September 2006, the RTA's Internal Review determination upheld the original determination. The applicant lodged an appeal to the Ombudsman on 5 December 2006. The Ombudsman's Office asked the RTA to redetermine the application. Following further discussions with RTA staff, the RTA released the document on 24 April 2007. On 14 May 2007 the Ombudsman's Office determined the matter was resolved.



### FOI appeals to the Administrative Decisions Tribunal (ADT)

There were five appeals to the ADT completed in 2006–07. A sixth was completed, but the RTA subsequently appealed to the ADT Appeal Panel and the matter has been referred back to the ADT for a further hearing.

**In the first case, on 11 October 2004** an application was made to inspect all documents that refer to any telephone conversations, correspondence or files notes regarding any bias related to the applicant's Government and Related Employees Appeal Tribunal (GREAT) appeal. The same documents had been requested as part of a major FOI application previously lodged by the same applicant on 4 December 2002. The RTA determined on 2 November 2004 the application should be refused as it was attempting to obtain documents by submitting a number of separate FOI applications when the original combined application had been refused as an unreasonable diversion of resources. 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. On 7 August 2006 the ADT found in favour of the RTA and dismissed the appeal.

**In the second case, on 12 August 2004** an application was made to inspect documents concerning the allegations of the waste of public monies related to either premature road pavement failure or unnecessary road pavement rehabilitation by RTA of NSW on road maintenance/construction works.

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. On 7 August 2006 the ADT found in favour of the RTA and dismissed the appeal.

**In the third case, on 16 January 2006** an application was made for documents showing the works and cost to repair/rebuild the sewage effluent treatment and disposal system at the Mundoonan rest area. On 23 February 2006 the RTA determined to release some documents and claimed the remainder as exempt as Internal Working documents. The applicant lodged an Internal Review application on 13 March 2006. On 23 March 2006 the RTA advised the applicant the Internal Review upheld the original determination. The applicant lodged an appeal to the

Ombudsman on 11 May 2006 and on 16 May 2006 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 13 July 2006. The RTA sought a Section 65 Direction from the ADT to redetermine the application. As a decision had been made in regard to the matter, the RTA withdrew its exemption claim and released the documents to the applicant on 22 August 2006.

**In the fourth case, on 28 February 2006** an application was made for a copy of the letter/agreement detailing the financial settlement for departure from the RTA of former head, Mr Paul Forward. On 19 April 2006 the RTA determined the documents were exempt as they related to the judicial functions of a court or tribunal. The applicant lodged an Internal Review application on 15 May 2006. On 26 May 2006 the RTA advised the applicant the Internal Review upheld the original determination. The applicant appealed to the NSW ADT on 10 August 2006. At the Planning Meeting on 26 September 2006 it was pointed out that the applicant had lodged his application out of time and the ADT did not have jurisdiction to hear the appeal. As a result the applicant withdrew his appeal on 13 October 2006.

**In the fifth case, on 20 September 2004** an application was made for reports or assessment of the trials of bus lane cameras placed in Sydney CBD streets. On 14 December 2004 the RTA determined the documents were exempt as they had been prepared for submission to Cabinet. The applicant lodged an Internal Review application on 5 January 2005. On 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*. The RTA reconsidered the matter and documents not covered by the certificate were released on 18 August 2005. The applicant appealed to the NSW ADT on 5 September 2005. The applicant claimed the RTA's search for documents was inadequate and disagreed with the exemption claim for Cabinet documents. On 18 May 2006 the ADT ordered the RTA to conduct a further search. As a result, two additional reports were located relating to traffic movement in the vicinity of the trial camera locations. The relevant parts of the reports were provided to the applicant. The applicant claimed that the entire reports should be provided to him. The RTA argued only the relevant parts of the reports were captured by the request. On 3 November 2006 the ADT found in favour of the RTA and only the relevant parts of the reports were provided to the applicant.

TABLE 18. FOI REQUESTS

	Personal		Other		Total	
	2005–06	2006–07	2005–06	2006–07	2005–06	2006–07
New (including transferred in)	29	23	1523	1629	1552	1652
Brought forward (incomplete requests from previous year)	7	2	266	143	273	145
Total to process	36	25	1789	1772	1825	1797
Completed	31	25	1521	1434	1552	1459
Transferred out	0	0	2	8	2	8
Withdrawn	1	0	118	123	119	123
Total processed	32	25	1641	1565	1673	1590
Unfinished (carried forward)	4	0	148	207	152	207

TABLE 19. RESULTS OF FOI REQUESTS

	Personal		Other	
	2005–06	2006–07	2005–06	2006–07
Grant in full	15	16	1096	1148
Grant in part	1	1	53	30
Refused	15	8	369	255
Deferred	0	0	2	1
Completed	31	25	1520	1434

TABLE 20. BASIS OF DISALLOWING OR RESTRICTING ACCESS

	Personal		Other	
	2005–06	2006–07	2005–06	2006–07
Section 19 (application incomplete, wrongly directed)	0	0	0	5
Section 22 (deposit not paid)	2	1	101	91
Section 25 (1) (a1) (Unreasonable diversion of resources)	0	0	1	0
Section 25 (1) (a) (exempt)	3	3	34	14
Section 25 (1) (b), (b1), (c), (d) (otherwise available)	9	3	26	19
Section 28 (1) (b) (documents not held)	3	2	263	139
Section 24 (2) (deemed refused, over 21 days)	0	1	0	20
Section 31 (4) (released to medical practitioner)	0	0	0	0
Totals	17	10	425	288

TABLE 21. DAYS TO PROCESS

Elapsed Time	Personal		Other	
	2005-06	2006-07	2005-06	2006-07
0-21 Days	10	10	491	327
22-35 Days	4	11	390	796
Over 35 Days	17	4	640	311
Totals	31	25	1521	1434

TABLE 22. HOURS TO PROCESS

	Personal		Other	
	2005-06	2006-07	2005-06	2006-07
0-10 hours	30	24	1471	1416
11-20 hours	1	1	37	9
21-40 hours	0	0	8	4
Over 40 hours	0	0	5	5
Totals	33	25	1521	1434

TABLE 23. TYPE OF DISCOUNT ALLOWED ON FEES CHARGED

	Personal		Other	
	2005-06	2006-07	2005-06	2006-07
Public interest	0	1	1	26
Financial hardship – Pensioner/Child	11	5	38	29
Financial hardship – Non profit organisation	4	1	253	168
Totals	15	7	292	223
Significant correction of personal records	1	0	0	0

TABLE 24. GROUNDS ON WHICH INTERNAL REVIEW REQUESTED

	Personal				Other			
	Upheld		Varied		Upheld		Varied	
	2005-06	2006-07	2005-06	2006-07	2005-06	2006-07	2005-06	2006-07
Access refused	0	0	0	0	0	2	1	0
Deferred release	0	0	0	0	0	0	0	1
Exempt matter	0	0	0	0	8	6	4	1
Unreasonable estimate of charges	0	0	0	0	5	2	1	1
Charges unreasonably incurred	1	0	0	0	0	0	0	0
Amendment	0	0	0	0	0	0	0	0
Totals	1	0	0	0	13	10	6	3

## 12. OMBUDSMAN

The RTA consulted with and/or replied to the Ombudsman in respect of seven complaints which were referred for investigation during the 2006-07 financial year. This compares to 11 complaints referred for investigation in the previous financial year.

Complaints were received from the Ombudsman on the following matters:

- In July 2006 the Ombudsman advised that it had considered the RTA's response to a complaint from persons about the effect to their property of the Pacific Highway Kempsey to Eungai Upgrade. The Ombudsman advised the RTA that the matter would be the subject of an investigation, and requested comments/submissions on the complaint, answers to questions and copies of documents relating to this matter. The RTA provided a detailed response including relevant documents as requested. In April 2007 the Ombudsman provided the RTA with an initial draft report for comment. The RTA provided a detailed response on the accuracy of the report as well as providing additional comments. The findings and recommendations of a further draft were accepted by the RTA. The RTA wrote to the Ombudsman advising it would review its existing property and project information procedures with a view to drafting and implementing an improved procedure. The RTA also wrote a letter of apology to the complainants. The final report has been received by the RTA.
- In August 2006 a complaint was received about delays by the RTA in organising an independent review of drilling which allegedly caused contamination of an aquifer that led to the closure of the complainant's nursery business. The drilling was undertaken as part of investigations for the Bonville Upgrade project. This follows a complaint from the Ombudsman in May 2005. The RTA, in consultation with the complainant and with agreement of the Ombudsman, has appointed an independent expert to assess if the water quality issues at the nursery resulted from the RTA's investigations for the Bonville Upgrade project. Comments on the draft report have been made by the complainant and the RTA for consideration of the expert and preparation of a final report.
- A complaint was received in August 2006 from persons regarding a series of incidents affecting their property during the widening of Windsor Road, including the narrowing of the verge. The Ombudsman advised the matter did not warrant formal investigation but asked the RTA to review the matter and consider a number of suggestions made and provide a response advising of the progress in the matter. The RTA provided a detailed response outlining its position in the matter providing options to resolve the matter.

- A complaint was received in November 2006 from a person regarding noise from the Westlink M7 and that the same consultant who predicted the noise levels was engaged to verify the predictions. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions.
- A complaint was received in November 2006 from north coast residents about the expansion of the study area for the Pacific Highway Tintenbar to Ewingsdale project. This follows a complaint from the Ombudsman in February 2006. The Ombudsman offered two suggestions on how the RTA can better communicate the possibility of change to preferred or approved routes. The RTA wrote to the Ombudsman advising it believed it had been actively carrying out the intent of the suggestions for some time. The RTA further advised the Ombudsman that it would reinforce this by notifying staff of the suggestions and how to better communicate the planning and design process for road projects, and the fact that circumstances and proposals may change over time.
- A request was received from the Ombudsman in April 2007 for documents relating to a complaint about an RTA request for payment for damages to an overtaking sign, traffic control devices and clean up of debris following a motor vehicle crash at Braidwood. The documents were supplied as requested.
- A request was received from the Ombudsman in June 2007 for documents relating to a complaint about the right to display a special number plate. The documents were supplied as requested.

In addition, in February 2007 the Ombudsman wrote to the RTA seeking advice about the arrangements private toll road operators are required to have in place for users of cashless tollways who do not have an e-tag. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all the Ombudsman's questions.

## 13. CONSUMER RESPONSE

TABLE 25. NUMBER OF COMPLAINTS

Issue	2002–03	2003–04	2004–05	2005–06	2006–07
Business systems	5	25	6	9	4
Driver licensing	125	132	338	401	399 <sup>1</sup>
Vehicle registration	69	324	231	195	79
Customer service	164	330	271	214	170
Organisational direction – management	10	19	16	19	20
Olympics	2	1	–	–	–
Road asset provision – environment	178	34	7	3	17
Noise	35	451 <sup>2</sup>	513	296 <sup>3</sup>	12
Transport efficiency	67	33	181	628 <sup>4</sup>	584 <sup>5</sup>
Road safety	1208	1537	1583	476	300

1. Note that 210 of these complaints relate to mobility parking.

2. Complaints relating to Noise Abatement Program for existing roads.

3. Total noise complaints compiled in the Noise Abatement Program Geodatabase.

4. Includes 596 complaints related to clearway towing due to increased instances of special events.

5. Note that 534 of these complaints relate to clearway towing.

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.

As detailed throughout this report the RTA takes the role of stakeholder engagement seriously. The RTA reviews all complaints and improves its services appropriately. Details of improved services can be found in the main body of the annual report.

The total number of complaints received this year has decreased by 36.6 per cent with decreases in all but one complaint category.

## 14. LEGAL CHANGE

This appendix sets out legislation administered by the Minister for Roads, legislation introduced during 2006–07 and judicial decisions made during 2006–07 that affect the RTA.

## LEGISLATION ADMINISTERED BY THE MINISTER FOR ROADS

**Campbelltown Presbyterian Cemetery Act 1984 No. 19**

**Driving Instructors Act 1992 No 3**

*Driving Instructors Regulation 2003*

**Motor Vehicles Taxation Act 1988 No 111**

*Motor Vehicles Taxation Regulation 2003*

**Photo Card Act 2005 No 20**

*Photo Card Regulation 2005*

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

**Roads Act 1993 No 33**

*Roads (General) Regulation 2000*

**Road Transport (Driver Licensing) Act 1998 No 99**

*Road Transport (Driver Licensing) Regulation 1999*

**Road Transport (General) Act 2005 No 11**

*Road Transport (General) Regulation 2005*

*Road Transport (Mass, Loading and Access) Regulation 2005*

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

*Road Transport (Heavy Vehicles Registration Charges) Regulation 2006*

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

*Road Transport (Safety and Traffic Management)*

*(Road Rules) Regulation 1999, and*

*Road Transport (Safety and Traffic Management)*

*(Driver Fatigue) Regulation 1999*

**Road Transport (Vehicle Registration) Act 1997 No 119**

*Road Transport (Vehicle Registration) Regulation 1998*

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

**Tow Truck Industry Act 1988 No 111**

*Tow Truck Industry Regulation 1999*

**Transport Administration Act 1988 No 109 (Part)**

*Transport Administration (General) Regulation 2005 (Part)*

*Transport Administration (Staff) Regulation 2005 (Part)*

## New Legislation from 1 July 2006 – 30 June 2007

## New acts

**Road Transport Legislation Amendment (Evidence) Act 2006**

This Act commenced on the date of assent which was 4 December 2006, except for two changes in the Act concerning sections 33B and 33D of the *Road Transport (Safety and Traffic Management) Act 1999* (relating to roadside drug testing offences), which commenced on 15 December 2006.

This Act also deals with evidentiary matters including not only the evidentiary value of certain certificates, photographs, statutory declarations, and the like, that can be tendered as evidence in proceedings for various offences, but also the type of evidence that is capable of being sufficient, for the purposes of certain provisions, to rebut prima facie evidence or a presumption, or to raise doubt about a matter, in connection with speed measuring devices, camera recording devices or information derived from such devices.

**Road Transport Legislation Amendment (Drug Testing) Act 2006**

This Act was assented to on 27 October 2006 and commenced on 15 December 2006 and introduces roadside drug testing, drug testing persons involved in fatal motor vehicle crashes, and offences relating to driving a motor vehicle with any presence of certain drugs in the driver's oral fluid, blood or urine.

**Road Transport (General) Amendment (Intelligent Access Program) Act 2006**

This Act was assented to on 2 November 2006 and commenced on 18 December 2006. This Act provides not only for the compliance by vehicle operators and drivers with conditions relating to access to and use of roads to be monitored by intelligent transport systems but also the collection, use and disclosure of information obtained by the use of such intelligent transport systems. Provisions of this Act generally reflect the proposals contained in the National Transport Commission's national model Bill relating to intelligent access programs.

## New Regulations

**Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2006**

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

**Roads (General) Amendment (Penalty Notice Offences) Regulation 2006**

This Regulation commenced on 1 July 2006 and increases the penalties for offences dealt with by way of a penalty notice issued under section 243 of the *Roads Act 1993* in relation to contraventions of certain provisions under the *Roads (General) Regulation 2000*. The penalty amounts were increased in line with movements in the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar).

**Road Transport (Mass, Loading and Access) Amendment (Fees) Regulation 2006**

This Regulation commenced on 1 July 2006 and increases certain fees in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar). The fees involved relate to the issue of Class 1, 2 or 3 permits, any permit under the Division 6 or 7 of Part 2 of the *Road Transport (Mass, Loading and Access) Regulation 2005*, any permit exempting a person from the operation of any of the provisions of clause 53(1) of the *Road Transport (Mass, Loading and Access) Regulation 2005* (relating to the projection of loading or equipment of vehicles), and any application to be accredited under a Mass Management Accreditation Scheme.

**Road Transport (Safety and Traffic Management) Amendment (Fees and Tow-away Charge) Regulation 2006**

This Regulation commenced on 1 July 2006 and increases certain fees in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar). The fees involved relate to the issue of a logbook, the registration of an applicant as a participant in the Transitional Fatigue Management Scheme for heavy truck drivers and their employers, the issue of a replacement driver certification manual, and the tow-away charge for the removal of unattended motor vehicles or trailers.

**Road Transport (General) Amendment (Penalty Levels) Regulation 2006**

This Regulation commenced on 1 July 2006 and increases, in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar), the 15 penalty levels for penalties for motor vehicle offences that are dealt with by way of penalty notices.

**Road Transport (Driver Licensing) Amendment (Fees) Regulation 2006**

This Regulation commenced on 1 July 2006 and increases, in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar), the Schedule 3 fees pertaining to driver licences set out in the *Road Transport (Driver Licensing) Regulation 1999*.

**Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2006**

This Regulation commenced on 1 July 2006 and increases, in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar), Schedule 2 fees set out in the *Road Transport (Vehicle Registration) Regulation 1998* that are payable for services provided by the Roads and Traffic Authority under the *Road Transport (Vehicle Registration) Act 1997*.

**Driving Instructors Amendment (Fees) Regulation 2006**

This Regulation commenced on 1 July 2006 and increases, in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar), the Schedule 1 fees payable set out in the *Driving Instructors Regulation 2003* in connection with the administration of the *Driving Instructors Act 1992*.

**Photo Card Amendment (Fee and Penalty Notice Offences) Regulation 2006**

This Regulation commenced on 1 July 2006 and increases, in line with the (Sydney) Consumer Price Index (averaged at 2.53 per cent and rounded to the nearest dollar), the fees for the issue of a new Photo Card and for penalties for certain offences dealt with by way of penalty notice in relation to contraventions of the *Photo Card Act 2005* and the *Photo Card Regulation 2005*.

**Road Transport (General) Amendment (Mobility Parking Scheme Penalty Notice Offences) Regulation 2006**

This Regulation commenced on 11 August 2006 and increases the penalty for certain offences relating to mobility parking scheme authorities when dealt with by penalty notice.

**Road Transport (Mass, Loading and Access) Amendment (Towing Exemption) Regulation 2006**

This Regulation commenced on 15 September 2006 and makes provision for the Minister for Roads to exempt mobile cranes from the prohibition on towing trailers. The exemption is by way of a permit granted by the Minister which can only be granted subject to certain specified conditions. The *Road Transport (Mass, Loading and Access) Amendment (Towing Exemption) Regulation 2006* also specifies the information that is to be included in the permit.

**Road Transport (Driver Licensing) Amendment (Interlock Devices) Regulation 2006**

This Regulation commenced on 27 October 2006 and authorises the Roads and Traffic Authority to release information on the driver licence register to specified persons for the purpose of enabling the Roads and Traffic Authority to perform functions conferred or imposed on the Roads and Traffic Authority (by or under the *Road Transport (Driver Licensing) Act 1998*) in relation to the alcohol interlock program.

**Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Lane Cove Tunnel) Regulation 2006**

This Regulation commenced on 27 October 2006 and specifies the Lane Cove Tunnel as a 'prohibited area' (as defined in clause 59(1) of the *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999*). It is an offence, without an appropriate permit, to use, or cause, permit or allow the use of, a 'dangerous goods transporter' (also defined in clause 59(1) of the *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999*) in a 'prohibited area'.

**Road Transport Amendment (Christmas Holiday Demerits Points) Regulation 2006**

This Regulation commenced on 8 December 2006 and provided for the application of double demerit points to offences related to the driving or use of a motor vehicle committed during the entire Christmas holiday period between Christmas and New Year.

**Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Drug Testing) Regulation 2006**

This Regulation commenced on 15 December 2006 and prescribes not only premises, institutions and establishments where persons may be detained in order to give blood or urine samples, but also the laboratory at which oral fluid, blood and urine samples are to be analysed, as well as the standards that oral fluid analysing instruments and oral fluid testing devices must meet before they may be approved for use. The *Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Drug Testing) Regulation 2006* furthermore, provides for the secure custody of oral fluid, blood and urine samples. These regulatory amendments are complementary to the changes effectuated by the *Road Transport Legislation Amendment (Drug Testing) Act 2006*.

**Road Transport (Driver Licensing) Amendment (Drug Testing) Regulation 2006**

This Regulation commenced on 15 December 2006 and increases the fee for the issue or renewal of a driver licence by \$2.00 necessitated from certain changes brought about by the enactment of the *Road Transport Legislation Amendment (Drug Testing) Act 2006*.

**Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Bus Lanes) Regulation 2007**

This Regulation commenced on 23 February 2007 and achieved several purposes such as enabling bus lanes to be legally created by road markings (as well as by traffic signs), re-instating in legislation the fact that drivers of public buses and 'special purpose vehicles' ('special purpose vehicle' is defined in clause 15(2) of the *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999*) to use bus only lanes, clarifying the circumstances in which drivers of public buses may make right or left turns at an intersection from a bus lane, providing that the additional road rules applicable to drivers of public buses set out in Division 2 of Part 17 of the *Australian Road Rules* apply to such drivers only while they are driving in bus lanes, and placing further limitations on the use of bus only lanes by drivers other than drivers of public buses or 'special purpose vehicles'.

**Road Transport (Driver Licensing) Amendment (School Zones) Regulation 2007**

This Regulation commenced on 21 May 2007 and applies demerit points to certain offences, and increases the demerit points already applying to certain offences, if they are committed in operating school zones.

**Road Transport (General) Amendment (School Zones) Regulation 2007**

This Regulation commenced on 21 May 2007 and increases the 'on the spot' penalties applying to certain offences if they are committed in operating school zones.

**Road Transport (Safety and Traffic Management) (Road Rules) Amendment (No Standing Signs) Regulation 2006**

This Regulation commenced on 1 December 2006 and continues in force until 1 December 2008. Clause 16(1) of the Regulation preserves the effect of a 'No Standing' sign in NSW.

## JUDICIAL DECISIONS AFFECTING THE RTA

## Land and Environment Court

**Tugun Cobaki Alliance Inc v Minister for Planning and the RTA [2006] NSWLEC 396 (14 July 2006)**

In December 2005 The Minister for Planning granted an approval under Part 3A of the *Environmental Planning and Assessment Act 1979* (Planning Act) to the RTA for the Tugun bypass project. The project involves the construction of a seven kilometre dual carriageway freeway between Tweed Heads in NSW and Currumbin in Queensland. The Minister's approval was for the NSW component of the project.

Part 3A of the Planning Act commenced operation in August 2005. Environmental assessment for the project had been prepared and exhibited prior to this, under the Part 5 Ministerial approval process replaced by Part 3A. The Minister for Planning determined and approved the project under Part 3A by way of transitional provisions in the Planning Act.

The applicant commenced proceedings in the Land and Environment Court in March 2006, alleging the Part 3A approval for the NSW component of the project was invalid for a number of reasons. The applicant's major basis for the challenge was that the assessment and approval process for the project carried out by the Department of Planning and the Minister did not comply with the Planning Act. The applicant also argued that the transitional provisions of the *Environmental Planning and Assessment Regulation 2000* used to bring the project under Part 3A were invalid. While the proceedings were on foot, the RTA had provided an undertaking to not commence substantial construction work apart from that required for the non NSW components of the project.

Justice Jagot rejected the applicant's arguments and found for the Minister for Planning and the RTA. Justice Jagot held that the procedural and determination requirements of Part 3A had been met and that the approval had been validly granted. Justice Jagot also found that relevant transitional provisions in the regulation were valid.

**Smith v RTA [2006] NSWLEC 670 (27 October 2006)**

In 2004 The RTA resumed part of the applicant's land for the construction of a bypass of the Bruxner Highway around Alstonville. The applicant disputed the RTA's valuation offer and commenced proceedings in the Land and Environment Court in June 2004.

During the course of the proceedings, there were significant differences in compensation levels between the parties. The parties' valuers utilised several methods to provide a range of compensation figures, including the comparable sales approach and the discounted cash flow method. The applicant's claim for compensation was established at approximately \$13 million. The RTA's valuation evidence was that compensation was in the order of \$5 to 6 million. The court appointed its own independent valuation expert, who arrived at a compensation figure of approximately \$8 million.

The court ultimately formed its own view as to the correct valuation methodology and determined a compensation amount of approximately \$9.6 million.

**Niezabitowski v Roads and Traffic Authority of NSW [2006] NSWLEC 462 (27 July 2006)**

The RTA compulsorily acquired a parcel of land at Kellyville from the applicant for the construction of the North-West Transitway under the *Roads Act 1993*.

The Valuer-General (VG) initially assessed the compensation payable by the RTA to be \$5,082,490 and the RTA proceeded with the acquisition on that basis. The Applicants however disputed this figure and commenced proceedings in the Land and Environment Court (LEC), claiming compensation in the sum of \$6,054,400. During the preparation for the hearing, the RTA retained its own valuer who arrived at a compensation amount of \$2,400,000, a sum substantially less than the VG's.

In the week prior to the hearing, the Applicant filed a Notice of Discontinuance with the LEC. The Applicant then purported by letter to accept the original offer made by the RTA on the basis of the VG's valuation.

The RTA sought an order that the Notice of Discontinuance be set aside or alternatively the RTA be awarded costs on an indemnity basis.

The LEC found that although the Notice of Discontinuance was ineffective the proceedings could still be dismissed. The LEC also held that the RTA's statutory offer of compensation, as determined by the VG, remained open for acceptance even after the Applicant had commenced proceedings objecting against that compensation offer. The Applicant was ordered to pay the RTA's costs in the proceedings.

### Supreme Court

#### **John Holland Pty Limited v RTA [2006] NSWSC1202 (17 November 2006) (John Holland's challenge to the O'Sullivan's Adjudication Determination)**

The RTA entered into a contract with John Holland on or about 8 September 2003 for construction work to create an eight kilometre dual carriageway and associated bridges in an area to the north of Kiama, NSW.

On 1 June 2006, John Holland lodged an adjudication application under the *Building and Construction Industry Security of Payment Act 1999 (NSW)* (the 'Act') seeking determination of amounts claimed in a progress claim dated 4 April 2006, including amounts for cost adjustment on previous adjudication determinations in relation to John Holland's claims for variations for a latent condition and the detonator dump.

Adjudicator O'Sullivan determined that the progress payment due was nil. His view was that \$1,194,583.95 was due to the RTA.

John Holland challenged the adjudication determination on the basis the adjudicator failed to consider one of John Holland's submissions for the claim for cost adjustment. The challenge was heard on 2 November 2006 by Justice Gzell, with judgment on 17 November 2006 dismissing the challenge. Justice Gzell held that Adjudicator O'Sullivan is likely to have considered the submission and any misapprehension as to the submission did not constitute a failure to comply with the obligation to consider an adjudication application.

### NSW Court of Criminal Appeal

#### **RTA v David Robert Baldock [2007] NSWCCA 35 (21 February 2007)**

The RTA appealed by way of a stated case to the NSW Court of Criminal Appeal on a number of questions of law arising from a decision of the District Court on the operation of terms of the *Road Transport (Safety and Traffic Management) Act 1999* relating to photographic evidence of speeding offences.

Mr Baldock, the defendant in the Local Court, was convicted on 7 March 2006, of speeding based on photographic evidence produced by approved speed camera devices. Mr Baldock testified in the Local Court, asserting that he was not speeding on the occasion alleged.

Mr Baldock appealed from the Local Court to the District Court of NSW and on 22 August 2006 the District Court upheld Mr Baldock's appeal. In reaching its decision, the District Court adopted the reasoning of his Honour Justice Adams on the term 'evidence to the contrary' in his comments in the NSW Supreme Court decision of *RTA v Timothy Michell [2005] NSWSC 194* (22 March 2006). Adopting Justice Adam's interpretation of the operation of that term, the District Court held that Mr Baldock's testimony that he was not speeding constituted 'evidence to the contrary' which was effective in displacing the evidence of speed provided by the photograph relied on by the prosecution and also the statutory presumptions of accuracy and reliability of the subject approved speed measuring device. The District Court accordingly found Mr Baldock **not** guilty of the offence.

In the Court of Criminal Appeal, his Honour Chief Justice Spigelman held, with his Honour's fellow Justices agreeing, that the District Court had erred in finding that testimony of Mr Baldock that he was driving below the applicable speed limit was capable of being evidence to the contrary of a matter shown or recorded on the photograph relied on by the prosecution.

His Honour also held that the District Court erred in holding that the testimony of Mr Baldock that he was driving below the speed limit was not capable of being evidence that the approved speed measuring device relied on by the prosecution was not accurate or not reliable.

In holding that the expression 'evidence to the contrary' is directed to evidence concerning the accuracy of the record, not to the accuracy of the speed measured by the speed measuring device, his Honour Chief Justice Spigelman stated:

*"In my opinion, this interpretation better serves the purpose of protecting the safety of the community by facilitating prosecutions for breach of speed limits in the manner envisaged in the two Second Reading Speeches [for the introduction of the relevant provisions] set out above."*

The decision of the Court of Criminal Appeal dispelled uncertainty regarding the approach to reliance on photographic evidence of speeding offences which arose from comments of his Honour Justice Adams regarding the expression 'evidence to the contrary' in his Honour's reasons for judgment in *RTA v Michell*.

### NSW Court of Appeal

#### **RTA v Australian National Car Parks Pty Ltd [2007] NSWCA 114 (15 May 2007).**

In this matter the Plaintiff, Australian National Car Parks Pty Limited (ANCP), a car park operator, sought an order for preliminary discovery pursuant to Rule 5.2 of the Uniform Civil Procedure Rules (UCPR) in the Hornsby Local Court seeking the names and addresses of 294 owners of vehicles. The information sought by ANCP was for the purpose of identifying the drivers of motor vehicles who allegedly parked contrary to the Conditions of Entry displayed in its car parks.

The RTA opposed the making of the preliminary discovery order. It argued that the antecedent 'reasonable inquiries' required by Rule 5.2 of the UCPR had not been met and submitted that an application under the *Freedom of Information Act 1989* (FOI) legislation would be evidence of having made reasonable inquiries. On 7 April 2006 the Local Court ordered preliminary discovery pursuant to Rule 5.2(2)(b) of the UCPR.

The RTA's appeal to the NSW Supreme Court against the decision of the Hornsby Local Court was dismissed by his Honour Justice Malpass on 29 November 2006.

The RTA further appealed the matter to the NSW Court of Appeal which heard the appeal on 16 April 2007. The RTA's appeal to the Court of Appeal was dismissed on 15 May 2007. The Court of Appeal held that the issue of what is reasonable is a question of fact in all the circumstances and the availability of an alternative resort, for example, does not itself make it unreasonable to claim a remedy under the UCPR.

#### **RTA v Peak [2007] NSWCA 66 (27 March 2007)**

The RTA appealed against a decision of the Land and Environment Court (LEC) that determined compensation for a compulsory acquisition of part of a parcel of land for Pacific Highway upgrade works at Nabic. The effect of the upgrade and acquisition was to move the highway closer to the existing residence on the residual land retained by the owners.

Among other matters, Justice Pain in the LEC relied on the acoustic evidence put forward by the applicant's expert to effectively determine a 'nil' valuation on the residence in the 'after' situation. This in effect meant that the RTA had to pay compensation for the full value of the house on the basis that the future noise levels as predicted by the expert rendered the house uninhabitable. The RTA appealed against this determination.

Justice Pain also dismissed a claim by the applicant for costs associated with providing services to a new dwelling house to be built on the land to replace the original residence. The applicant cross-appealed against this determination.

By a 2:1 majority, the Court of Appeal dismissed the RTA's appeal and upheld the Applicant's cross-appeal.

The majority found that Justice Pain had not erred in admitting the applicant's acoustic evidence, as it was prognostic in nature, and within the broad jurisdiction of the LEC's jurisdiction to inform itself as it sees fit. The majority found also that the LEC had erred in dismissing the applicant's claim for relocation costs, and remitted this to the LEC for re-determination.

#### **John Holland Pty Limited v RTA [2007] NSWCA 19 (26 February 2007) (John Holland's Appeal in relation to the Sundercombe Determination)**

On 28 February 2006, John Holland lodged an Adjudication Application under the *Building and Construction Industry Security of Payment Act 1999* (NSW) seeking determination of an amount due to it as 'delay costs' and 'variation costs' because of alleged instructions given by the Superintendent between November 2003 and March 2004 affecting works on the North Kiama Bypass project because of the presence of a disused detonator dump (Detonator Dump claim).

On 20 March 2006 Adjudicator Sundercombe determined that the RTA was to pay John Holland the amount of \$5,583,794 (the Determination). The Determination comprised \$4,845,760.59 for the Detonator Dump claim and \$738,033.42, being the amount the RTA proposed paying John Holland in its Payment Schedule.

On 28 March 2006 the RTA commenced proceedings in the Supreme Court of New South Wales to have the Determination declared void. The RTA argued that the Adjudicator failed to consider, contrary to law, a submission made by the RTA in its Adjudication Response that the Adjudicator did not have jurisdiction to deal with John Holland's Adjudication Application (the Jurisdiction Submission).

Sections 22(2)(a), (b) and (d) relevantly provide that the adjudicator must consider the following matters:

- (a) The provisions of the Act.
- (b) The provisions of the contract.
- (d) The payment schedule together with all relevant documentation duly made by the respondent in support of the schedule.

John Holland argued that the Jurisdiction Submission should have been made by the RTA in its Payment Schedule and that the Adjudicator was not required to consider the Jurisdiction Submission because of section 20(2B) of the Act (which provides that the respondent cannot include in the adjudication response any reasons for withholding payment unless those reasons were provided in the payment schedule).

At first instance it was held that the Determination was void because the Adjudicator had failed to consider the Jurisdiction Submission.

The Court of Appeal held that the Determination was not void. It was held that the Jurisdiction Submission had not been

included in the payment schedule and thus was not “duly made” within the meaning of section 22(2)(d) of the Act. Further, an adjudicator needs only to consider submissions under section 22(a) and (b) (which are otherwise not ‘duly made’ under section 22(2)(d)) if “the adjudicator believes they [are] of substantial relevance to issues arising under pars (a) and (b) of section 22(2)”. The Jurisdiction Submission was not of substantial relevance and did not invalidate the Determination.

**John Holland Pty Ltd v RTA [2007] NSWCA 140 (18 June 2007) (John Holland’s appeal in relation to the return of the security)**

John Holland contracted with the RTA to construct a roadway and associated bridgeworks. Pursuant to the terms of the contract, it provided security for its performance and satisfaction of its obligations. In the course of the works determinations were made under the *Building and Construction Industry Security of Payment Act 1999* (NSW) (the ‘Act’) that adjudicated amounts well in excess of the amount of the security be paid by the RTA to John Holland, and the amounts were paid. After the works reached practical completion John Holland asked that the RTA return half the security. The RTA declined.

At first instance, Justice McDougall held that the RTA was entitled to retain both securities. John Holland appealed this decision.

The two issues in the proceedings were:

- Firstly, did the RTA act reasonably in not reducing, pursuant to clause 5.7 of the contract, the security it held? That is, in the context of asserting overpayments made by reason of the making of certain adjudication determinations and seeking restitution of those overpayments, did the RTA retain the security for the “purpose of ensuring the due and proper performance of the Contract and of satisfying the obligations of the Contractor under the Contract”?
- Secondly, to the extent that the contract operated to permit the RTA to retain the security, was clause 5.7 and 5.1 void because of section 34 of the *Building and Construction Security of Payment Act 1999*? That is, would retaining the security ‘undo’ the benefit of adjudication determination given and received under the SOP Act?

The Court held that in relation to the first issue, the RTA’s retention of the security to ensure John Holland’s (future possible) contractual obligation to (re-)pay fulfils either of the purposes for which security was given under the contract – namely, “ensuring the due and proper performance of the Contract” and “of satisfying the obligations of the Contractor under the Contract”. Thus, the RTA acted reasonably and in accordance with the contract in not reducing the security.

In relation to the second issue, the Court held that the retention of the security does not ‘undo’ an adjudicator’s determination. An adjudicator’s determination is interim and necessarily subject to a final determination of rights under the contract. Accordingly, retention of the security pending the outcome

of a final determination does not modify, restrict or exclude the operation of the SOP Act.

John Holland’s appeal was dismissed with costs. The RTA was entitled to retain both securities.

### High Court

**RTA v Leichhardt Council [2007] – special leave application heard 25 May 2007**

The RTA sought special leave to appeal to the High Court from the decision of the NSW Court of Appeal in *Leichhardt Council v RTA* [2006] NSWCA 353.

The RTA had resumed land owned by Leichhardt Council classified as “community land” under the *Local Government Act 1993* (LGA). The land was required to construct the City Westlink.

Under the LGA, the Council was prevented from selling community land without first re-classifying it. The acquired land was also subject to a restrictive open space zoning. The Council commenced proceedings in the Land and Environment Court (LEC), disputing the Valuer General’s assessment of compensation under the *Land Acquisition (Just Terms Compensation) Act 1991*.

The LEC determined compensation payable to the Council by applying an 80 per cent reduction by reason of the ‘community land’ restriction under the LGA. In applying the reduction, the LEC relied on established case law. The Council subsequently appealed from this decision to the Court of Appeal.

The Council won its appeal in the Court of Appeal. The Court held that for the purposes of assessing market value under sections 55 (a) and 56 of the *Acquisition Act*, the statutory prohibition on the sale of community land under the LGA cannot be taken into account. The Court of Appeal held that where a restriction affects only the person whose land has been acquired, the restriction must be disregarded in determining market value.

The RTA commenced a special leave application in the High Court in respect of the Court of Appeal decision. The High Court heard and dismissed the RTA’s application for special leave on 25 May 2007. Consequently, the Court of Appeal’s decision stands and the matter will be remitted to the LEC for a reassessment by that court of the compensation owing to the Council.

**RTA v Dederer [2006] NSWCA 101; RTA v Dederer (No 2) [2006] NSWCA 336**

This matter involved a negligence claim following a driving crash which occurred in 1998. The plaintiff, then aged 14, suffered limited paraplegia while diving off the Foster-Tuncurry Bridge. He sued the RTA and the Great Lakes Shire Council.

At first instance, Justice Dunford of the NSW Supreme Court found that the RTA and the Council had each owed the plaintiff a duty of care, and had failed to discharge their respective duties as both the bridge railing and warning signs placed on and near the bridge, were insufficient. The plaintiff was assessed to be

25 per cent contributorily negligent, with the remaining 75 per cent of the agreed \$1.4 million in damages, apportioned between the RTA at 80 per cent and the Council at 20 per cent.

The RTA and the Council appealed against the findings on negligence and apportionment made by Justice Dunford, to the NSW Court of Appeal. Judgment was handed down by the Court of Appeal on 5 October 2006. The Court of Appeal upheld the Council’s appeal but dismissed the RTA’s appeal (Ipp JA and Tobias JA in the majority, and Handley JA dissenting), with the plaintiff’s contributory negligence increased to 50 per cent. The plaintiff applied for a Sanderson order against the RTA, which would have required the RTA to pay the costs of the Council that had been awarded against the plaintiff. The RTA opposed this application and it was dismissed, with costs against the plaintiff.

The RTA applied for special leave to appeal to the High Court. Special leave was granted on 2 March 2007. The RTA’s appeal (and the plaintiff’s appeal against the Court of Appeal’s increase of his contributory negligence to 50 per cent and its dismissal of his application for a Sanderson costs order) was heard before the High Court (Gleeson CJ, Callinan J, Gummow J, Kirby J and Heydon J) on 23 May 2007. As at 30 June 2007, the High Court had reserved its judgment. The RTA’s appeal was allowed after the end of the reporting period.

### 14. LAND DISPOSAL

The RTA owns property for administrative purposes and acquires property for road construction. Properties that are surplus to requirements are disposed of in accordance with Government policy.

During 2006–07 contracts were brought to account for the sale of 92 properties for a total value of \$24.5 million (net of GST). Of these, 19 properties were valued at more than \$0.5 million each, with a total value of \$14.3 million.

Properties at Auburn and Lilyfield were sold for \$1.01 million and \$1.551 million respectively. A former motor registry at Kogarah was sold for \$1.76 million.

No properties were sold to purchasers with a family or business connection to the person responsible for approving the disposal.

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

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

### 15. 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 (tel 02 8837 0151). The Library’s collection of books, journals, and CD-ROMs includes extensive coverage in the areas of road and bridge engineering, road safety, environment and management.

The following new or substantially revised titles were issued during 2006–07 including through the internet.

#### Bicycles and pedestrians

- Cycling to work: Information for employers and employees.
- NSW Bike Week Style Guide.
- NSW Bike Week Event Toolkit.
- Pedestrian crossing upgrade program: Alexandria community update, December 2006.
- Pedestrian crossing upgrade program: Bayview community update, December 2006.
- Pedestrian crossing upgrade program: Cowan community update, December 2006.
- Pedestrian crossing upgrade program: Randwick community update, December 2006.
- Pedestrian crossing upgrade program: ‘zebra crossing’ Blackheath community update, March 2007.
- Pedestrian crossing upgrade program: ‘zebra crossing’ Blacktown community update, March 2007.
- Pedestrian crossing upgrade program: ‘zebra crossing’ Matraville community update, March 2007.
- Pedestrian crossing upgrade program: ‘zebra crossing’ Mona Vale, March 2007.
- Pedestrian crossing upgrade program: ‘zebra crossing’ North Sydney community update, March 2007.
- Pedestrian crossing upgrade program: ‘zebra crossing’ Ramsgate community update, March 2007.
- Powered by people, not petrol.
- Safe Riding: A guide to safe cycling.

**Corporate**

- Annual Report 2006 and summary brochure.
- Apprenticeship Scheme.
- Building the workforce of the future. Undergraduate Scholarship Scheme.
- Celebrating 75 years RTA Hunter Region 1932-2007.
- Drive your career further. Licensing, Registration and Freight Directorate.
- Protecting your privacy.
- RTA Aboriginal Action Plan 2006-2010.
- RTA Pesticide use notification plan.
- RTA Privacy Management Plan 2007.
- Take your career to the top. Graduate Recruitment and Development (GRAD) Program.
- Traineeship Scheme.

**Driver and vehicle**

- A guide to the Driving Test.
- Any colour as long as it's black. The Black Euro plate.
- BPAY.
- Clean Fleet.
- Clean Fleet Auditor Procedures manual, November 2006.
- Clean Fleet Driving towards cleaner air. What you need to know to join the RTA's Clean Fleet Program. Version 1.1 June 2006.
- Customise your bike plate from just \$30\* a year.
- Cut the paperwork, e-Safety check.
- Demerit points: Encouraging safe driving.
- Driver Qualification Handbook.
- Driver Qualification test.
- Driving towards cleaner air.
- Getting your driver licence.
- Getting your heavy vehicle drivers licence.
- Getting your motorcycle rider licence.
- Getting your multi-combination drivers licence.
- Guide for international drivers.
- How to prove who you are to the RTA.
- Katoomba motor registry services moving to Blue Mountains City Council.
- Learner driver log book.

- Make YR CAR as individual as YOU R!
- Multi-message brochure monthly versions.
- NSW Driver and vehicle Statistics 2005.
- NSW Driver and vehicle Statistics 2006.
- NSW photo card: Show who you are.
- Online CTP Suspension/cancellation Project User Guide Version 2, 19 May 2006.
- Signatory information bulletin number 1: Certification of used imported buses.
- Special number plates terms and conditions.
- Sydney Harbour Bridge 75th anniversary special number plates.
- Vehicle Inspectors Bulletin No 18: New inspection fees for authorised inspection stations.
- Working with or around trucks? Free TAFE course.
- You're always first in line at myRTA.com

**Environment**

- Oral History: Developments in Concrete Pavements (CD-ROM).
- RTA Oral History Program: Building Bridges Lawrence Hargrave Drive Part 2 (CD-ROM and summary report).
- RTA Oral History Program: Remembrance Driveway and the VC Rest Areas (CD-ROM set).
- Road and Fleet Services: Environmental handbook for road and bridge works.

**Heavy vehicle**

- Applying for Higher Mass Limits in NSW.
- Drugs and heavy vehicle drivers (roadside drug testing).
- Expansion of Higher Mass Limits access in New South Wales.
- Fact sheet – Single steer axle mass limit increase to 6.5 tonnes.
- Higher Mass Limits in NSW, July 2006.
- NSW Quad Axle Semi-Trailer Pilot Scheme.
- Operators Guide to Oversize Vehicle Movements of Agricultural Vehicles.
- RTA Fact Sheet: Mobile cranes (up to 5-axles) towing a trailers.
- Truck Rest Stop Locations: Hume Highway.

**Infrastructure**

- \$500 cash back to heat your home – RTA Solid fuel heater buy back program.
- Air quality improvement plan: Air filtration in the M5 East Tunnel fact sheet.
- Air quality improvement plan: Discharging air from the M5 East Tunnel fact Sheet 2.
- Air quality improvement plan: Jet fan installation in the M5 East Tunnel fact sheet.
- Air quality improvement plan: Modifications to the M5 East Motorway fact sheet.
- Air quality improvement plan: Overview of Air Quality Improvements for the M5 East Tunnel Fact Sheet 1.
- Alford's Point duplication community update, February 2007.
- Auburn pedestrian bridge replacement project community update, November 2006.
- Bangor Bypass Stage 1, Six Monthly Traffic Study for Menai Road community update.
- Bangor Bypass Stage 2 community update, February 2007.
- Bangor Bypass Stage 2 community update, September 2006.
- Banora Point Upgrade: Preferred concept question and answer sheet, September 2006.
- Bexley to Cup and Saucer Creek cycleway community update, May 2007.
- Bridge over Main Canal at Yenda community update, July 2006.
- Cahill Expressway maintenance work community update, April 2007.
- Camden Valley Way and Raby Road intersection upgrade at Leppington community update, August 2006.
- Celebrate North West Sydney's New T-way.
- Coffs Harbour Highway Planning: Sapphire to Woolgoolga section community update no 7, October 2007.
- Coffs Harbour Highway Planning: Sapphire to Woolgoolga Section Project Application Report, September 2006 (report and CD-ROM).
- Coobang upgrade of the Newell Highway community update, June 2006.
- Cooperook to Herons Creek Pacific Highway upgrade community update, November 2006.
- Economic and Social Impacts One Year Report on the Karuah bypass Pacific Highway.
- Elderslie Bridge maintenance works community update, April 2007.
- F3 Freeway to Branxton link community update, March 2007.
- F3 Freeway to Branxton link reports (CD-ROM).
- F3 Freeway to Branxton link Submissions Report, June 2007.
- F3 Freeway to Branxton link, March 2007.

- F3 Freeway to Branxton link: Design changes to the approved project environmental assessment, March 2007.
- F3 Freeway to Branxton link: Independent Design Review Condition of approval 53 and 54, March 2007.
- F3 Freeway to Branxton link: Modification fact sheet, March 2007.
- F3 Freeway to Branxton link: Modification to the approved project environmental assessment, March 2007.
- F3 Freeway to Branxton link: Noise assessment, March 2007.
- F3 Freeway to Branxton link: Review of Archaeological constraints and management recommendations for the proposed Braxton interchange, March 2007.
- F3 Freeway to Branxton link: Socio-economic analysis of design change between Tucker Lane and Black Creek, March 2007.
- F3 Freeway to Branxton link: Stage 3 Research Design and Methodology, March 2007.
- F3 Freeway to Branxton link: Threatened species assessment for proposed design changes, March 2007.
- F3 Freeway to Branxton link: Update additional flora and fauna assessment, March 2007.
- Five Islands Road upgrade community celebrations.
- Five Islands Road upgrade community update, October 2006.
- Gerringong to Bomaderry Princes Highway upgrade community update, September 2006.
- Gerringong to Bomaderry Princes Highway upgrade Consultation report 2006.
- Grade-separated interchange at Weakleys Drive Review of Environmental Factors, August 2005.
- Great Western Highway upgrade: Lawson IA community update, June 2007.
- Great Western Highway upgrade: Lawson Section One a community update, November 2006.
- Great Western Highway upgrade: Lawson Section Two: Honour Avenue and Ridge Street, Lawson community update, September 2006.
- Great Western Highway upgrade: Leura to Katoomba, Section 2 community update, December 2006.
- Great Western Highway upgrade: Urban Design Framework: Blue Mountains – Lapstone to Katoomba.
- Great Western Highway upgrade: Woodford to Hazelbrook Oaklands Road rail underpass community update, October 2006.
- Heavy Vehicle bypass Queanbeyan community update.
- Heavy vehicle checking station Mt White southbound.
- Herons Creek to Stills Road Concept Design Submissions Report, May 2007.
- Holbrook bypass community update, June 2007.

- Hume Highway duplication from south of the Olympic Highway to Table Top feedback form, May 2007 community information session.
- Hume Highway duplication from Woomargama to Table Top community update, May 2007.
- Hume Highway duplication package: Sturt Highway to Table Top community update, July 2006.
- Hume Highway Duplication: Concept Plan, Sturt Highway to Tarcutta, Kyeamba Hill and Little Billabong Environmental Assessments Submissions Report and Revised Statement of Commitments, April 2007.
- Hume Highway duplication: Environment Protection and Biodiversity Conservation Act, Assessment Documentation, May 2007.
- Hume Highway Duplication: Kyeamba Hill environmental assessment Vol 1-4, March 2007.
- Hume Highway Duplication: Little Billabong environmental assessment Vol 1-4, March 2007.
- Hume Highway Duplication: Project Application Report and Preliminary Environmental Assessment, September 2006.
- Hume Highway Duplication: Sturt Highway to Mullengandra concept plan environmental assessment, March 2007.
- Hume Highway Duplication: Sturt Highway to Tarcutta environmental assessment Vol 1-4, March 2007.
- Hume Highway Duplication: Woomargama to Mullengandra Environmental Assessment Volumes 1 and 2, May 2007 (CD-ROM).
- Hume Highway Duplication: Woomargama to Mullengandra Volume 1 Environmental Assessment, May 2007.
- Hume Highway Duplication: Woomargama to Mullengandra Volume 2 Environmental Assessment Technical Papers 1-2, 3-5 and 6-9, May 2007.
- Hume Highway Duplication: Yarra Yarra to Holbrook and Woomargama to Mullengandra Environmental Assessments Submissions Report and Revised Statement of Commitments, April 2007.
- Hume Highway Duplication: Yarra Yarra to Holbrook Volume 1 Environmental Assessment, May 2007.
- Hume Highway Duplication: Yarra Yarra to Holbrook Volume 2 Environmental Assessment Technical Papers 1-2, 3-5 and 6-9, May 2007.
- Hume Highway Duplication: Yarra Yarra to Holbrook Environmental Assessment Volumes 1 and 2, May 2007 (CD-ROM).
- Karuah Bypass Economic and social impacts. The one-year report, November 2005.
- Karuah Bypass environmental impact audit report, September 2007.
- Kiama Bypass additional access ramps community update, July 2006.
- Kiama Bypass: additional access ramps review of environmental factors, July 2006.
- King Georges Road maintenance works community update, November 2006.
- Kingsway Road maintenance works community update, October 2006.
- Kyeamba Hill duplication of the Hume Highway community update, March 2007.
- Lane Cove Tunnel Pacific Highway and the Gore Hill Freeway intersection fact sheet, February 2007.
- Lane Cove Tunnel surface traffic arrangements community update, December 2006.
- Leichhardt Road maintenance works community update, November 2006.
- Little Billabong duplication of the Hume Highway community update, March 2007.
- Lower Tweed and Pacific Highway Traffic Master Plan community update, October 2006.
- Lower Tweed and Pacific Highway Traffic Master Plan question and answer sheet, September 2006.
- Lower Tweed and Pacific Highway Traffic Master Plan, October 2006 (CD-ROM).
- Lower Tweed and Pacific Highway Traffic Master Plan, October 2006 (report).
- Mamre Road Bridge duplication over the M4 Motorway community update, January 2007.
- Murray River crossing between Euston Robinvale community update, October 2006.
- Narellan Road Extension – Camden Valley Way intersection to The Northern Road, Narellan community update, August 2006.
- New pedestrian bridge over Princes Highway at Dwyer Avenue, Blakehurst community update, November 2006.
- Noise monitoring for the site of the proposed M5 East pilot filtration plant Q&A community update, January 2007.
- Noise Wall Design Guidelines.
- Northern Distributor extension community update, April 2007.
- Northern Distributor Extension: Modifications to approved project community update, November 2006.
- North-West T-way: Proposed traffic management changes in Blacktown and Lalor Park community update, May 2007.
- Oak Flats to Dunmore community update, July 2006.
- Oral History Program: A Vital Link. The Euston to Robinvale Murray River Crossing (booklet with CD-ROM)
- Pacific Highway upgrade: Ballina Bypass community update (internet).
- Pacific Highway upgrade: Brunswick Heads to Yelgun Construction of Brunswick River Bridges (postcard).

- Pacific Highway upgrade: Brunswick Heads to Yelgun History of the Brunswick River Crossing (postcard).
- Pacific Highway upgrade: Brunswick Heads to Yelgun Project Landscaping – Regenerating Native Vegetation (postcard).
- Pacific Highway upgrade: Glen Road to Burns Road, Ourimbah Stage 2 community update, December 2006.
- Pacific Highway upgrade: Glen Road to Burns Road, Ourimbah Stage 2 Review of Environmental Factors Volume 1 and 2, December 2006.
- Pacific Highway upgrade: Glen Road to Burns Road, Ourimbah Stage 2 Review of Environmental Factors (CD-ROM).
- Pacific Highway upgrade: Technical review of alternative inland corridor question and answer sheet, September 2006.
- Pacific Highway: Wyong Options study community update, October 2006.
- Pacific Highway: Wyong Options study summary, October 2006.
- Pambula River Bridge community update, May 2007.
- Princes Highway and Lawrence Hargrave Drive, Bulli Pass proposed intersection reconstruction community update, November 2006.
- Princes Highway safety improvements: Forest Road, South Nowra to Falls Road, Falls Creek community update, May 2007.
- Princes Highway upgrade: Gerringong to Bomaderry community update, January 2007.
- Princes Highway upgrade: Gerringong to Bomaderry community update, April 2007.
- Property access to private property for investigation of road projects (fact sheet).
- Questions and answers about noise monitoring community update, March 2007.
- Rainbow Street maintenance work, Randwick community update, November 2006.
- Road tunnel fire safety design guidelines Part 1: Fire Safety Design, Concept design.
- Road tunnel fire safety design guidelines Part 2: Fire Safety Design, Development of a Scope of Work and Technical Criteria.
- Road tunnel fire safety design guidelines Part 3: Fire Safety Design, Design Development.
- Sheahan bridge duplication community update, May 2007.
- Spit Bridge widening community update, August 2006.
- St Albans Bridge over the MacDonald River community update, November 2006.
- Submissions report: Kiama bypass – additional access ramps.
- Sturt Highway to Tarcutta duplication of the Hume Highway community update, March 2007.
- Swansea Bridge Ballast Stabilisation Works Review of Environmental Factors, RTA Environmental Technology, September 2006.
- Swansea Bridge essential maintenance community update, June, July, August and September 2006.
- Swansea Bridge future options community update.
- Swansea Bridges community update, May 2007.
- The Great Western Highway Upgrade: Lawson Section One A Ferguson Avenue to Bass Street Review of Environmental Factors Volume 1, Main Report May 2007.
- The Great Western Highway Upgrade: Lawson Section One A Ferguson Avenue to Bass Street Review of Environmental Factors Volume 2 Urban Design, Landscape and visual assessment Report, May 2007.
- The Great Western Highway upgrade: Lawson Section One A Ferguson Avenue to Bass Street Review of Environmental Factors Volume 3, Appendices May 2007.
- Third Crossing of the Hunter River at Maitland Main Volume: Review of Environmental Factors, December 2006.
- Third Crossing of the Hunter River at Maitland Appendices Volume 1-2: Review of Environmental Factors, December 2006.
- Third Crossing of the Hunter River at Maitland Review of Environmental Factors, December 2006 (CD-ROM)
- Third Crossing of the Hunter River at Maitland, July 2006.
- Tugun Bypass fact sheet: Fauna.
- Tugun Bypass fact sheet: Flora.
- Tugun Bypass fact sheet: Noise and Vibration.
- Tugun Bypass fact sheet: Tunnel Construction.
- Tugun Bypass fact sheet: Tunnel Construction – Bentonite Plant.
- Upgrading Avoca Drive: Sun Valley Road to Bayside Drive, Green Point community update, December 2006.
- Upgrading of Middle Creek and Pokolbin Creek bridges: Wine Country Drive Pokolbin community update, November 2006.
- Upgrading the Oxley Highway: Oxley Highway to Kempsey Project Application Report, May 2007 (report & CD-ROM).
- Upgrading the Pacific Highway: Ballina Bypass improvements to the concept design report community update, May 2007.
- Upgrading the Pacific Highway: Ballina bypass progress update no 3, November 2006.
- Upgrading the Pacific Highway: Banora Point Tunnel Estimate Review Report (report and CD-ROM).
- Upgrading the Pacific Highway: Banora Point Upgrade Preferred Concept, October 2006 (community update).
- Upgrading the Pacific Highway: Banora Point Upgrade Preferred Concept Report, October 2006 (report and CD-ROM).
- Upgrading the Pacific Highway: Banora Point Upgrade Project Application Report, April 2007 (report and CD-ROM).



- Upgrading the Pacific Highway: Banora Point Upgrade Project Value Management Workshop Report, May 2005 (report and CD-ROM).
- Upgrading the Pacific Highway: Banora Point Upgrade Route Options Submissions Report, October 2006 (report and CD-ROM).
- Upgrading the Pacific Highway: Bonville upgrade community update, December 2006.
- Upgrading the Pacific Highway: Bonville upgrade flora and fauna management, January 2007.
- Upgrading the Pacific Highway: Coffs Harbour Highway Planning strategy letter to residents, August 2006 (community update).
- Upgrading the Pacific Highway: Coffs Harbour Planning Strategy community update, November 2007.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Aquatic Ecology Assessment.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Geotechnical.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Hydrology and Hydraulics and Water Quality Assessment.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Non-indigenous Heritage Impact Assessment.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Preferred Route Report, August 2006 (report and CD-ROM).
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Preferred Route Report community update, August 2006.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Preliminary Aboriginal Archaeology Assessment.
- Upgrading the Pacific Highway: F3 freeway to Raymond Terrace Project Application Report, November 2006.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Social Economic Impact Assessment
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Statutory Planning and Land Use Issues.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Strategic Noise Assessment.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Terrestrial Flora and Fauna Assessment.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Traffic Assessment.
- Upgrading the Pacific Highway: F3 Freeway to Raymond Terrace Urban Design, Landscape and Visual Assessment.
- Upgrading the Pacific Highway: Herons Creek to Stills Road.
- Upgrading the Pacific Highway: Herons Creek to Stills Road Review of Environmental Factors, May 2007 (report and CD-ROM).
- Upgrading the Pacific Highway: Kempsey to Eungai community update, January 2007.
- Upgrading the Pacific Highway: Moorland to Herons Creek Submissions Report, June 2006.
- Upgrading the Pacific Highway: Moorland to Herons Creek Submissions Report Addendum No 1-2, October 2006.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Aquatic Ecology.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Geotechnical.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Hydrology and Hydraulics.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Indigenous Heritage Impact Assessment.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Land Use.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Noise Impact.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Non-indigenous Heritage Impact Assessment.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Planning and Zoning.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Preferred Route Report, August 2006 (report and CD-ROM).
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Preferred Route community update, August 2006.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Preferred Route Report, Bill Hill Road Area, April 2007.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Social Effects.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Traffic Assessment.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Urban Design Landscape and Visual Assessment.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Water Quality.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey, April 2007.
- Upgrading the Pacific Highway: Oxley Highway to Kempsey Terrestrial Ecology.
- Upgrading the Pacific Highway: Technical review of inland corridor (via Summerland Way) Report, September 2006 (hard copy and CD-ROM).
- Upgrading the Pacific Highway: Tintenbar to Ewingsdale Preferred Route display.
- Upgrading the Pacific Highway: Tintenbar to Ewingsdale Preferred Route Report, September 2006 (report and CD-ROM).

- Upgrading the Pacific Highway: Tintenbar to Ewingsdale Preferred Route community update, September 2006.
  - Upgrading the Pacific Highway: Tintenbar to Ewingsdale Project Application Report, April 2007.
  - Upgrading the Pacific Highway: Tintenbar to Ewingsdale Study Area Review, May 2006.
  - Upgrading the Pacific Highway: Wells Crossing to Iluka Road Preferred route display.
  - Upgrading the Pacific Highway: Wells Crossing to Iluka Road Preferred route, September 2006.
  - Upgrading the Pacific Highway: Wells Crossing to Iluka Road Preferred route and working papers, September 2006 (CD-ROM).
  - Upgrading the Pacific Highway: Wells Crossing to Iluka Road Preferred Route community update, September 2006.
  - Upgrading the Pacific Highway: Wells Crossing to Iluka Road Preferred Route Options Submissions Report, September 2006.
  - Upgrading the Pacific Highway: Wells Crossing to Iluka Road progress update, May 2007.
  - Upgrading the Pacific Highway: Wells Crossing to Iluka Road Value Management Workshop Report, March 2006.
  - Upgrading the Pacific Highway: Woodburn to Ballina update no 5, October 2006.
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  - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Aquatic Flora and Fauna Assessment.
  - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Geotechnical.
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  - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Land Use.
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  - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Preferred Route Report, August 2006 (report and CD-ROM).
  - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Preferred Route community update, August 2006.
  - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Preferred Route Report, Barcoongere Way and Luthers Road Areas, April 2007.
  - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Preliminary Traffic Assessment.
  - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Social Effects.
  - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Terrestrial Flora and Fauna Assessment.
  - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Urban Design Landscape and Visual Assessment.
  - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing Water Quality.
  - Upgrading the Pacific Highway: Woolgoolga to Wells Crossing, April 2007.
  - Upgrading the Princes Highway: 1991 Route Evaluation Study.
  - Upgrading the Princes Highway: 1996 Berry Bypass Study.
  - Upgrading the Princes Highway: What is the Quantum study and when will it be released to the public?
  - Victoria Road improving bus and traffic flow, January 2007.
  - Victoria Road upgrade community update, June 2007.
  - Views sought on Baulkham Hills bus priority proposal community update, July 2006.
  - Views sought on proposed traffic changes at intersection of Victoria Road and Lyons Road, Drummoyne community update, August 2006.
  - Wallumburrawang Deviation of the Newell Highway Deviation community update, July 2006.
  - Want \$500 and cleaner air?
  - Weakleys Drive interchange community update, May 2007.
  - Widening of the F3 Freeway Cowan to Mt Cola, Construction arrangements community update, December 2006.
  - Woomargama bypass community update, June 2007.
  - Woomargama to Mullengandra duplication of the Hume Highway community update, May 2007.
  - Yarra Yarra to Holbrook duplication of the Hume Highway community update, May 2007.
- Road safety**
- 2007 Local Government Road Safety Conference.
  - A guide to using motorised wheelchairs.
  - A Practical Guide to Addressing Road Safety Issues Around Schools.
  - Buyer's Guide to Child Restraints, 2006.
  - Choose right buckle right.
  - Donald Street at Swan Street, Hamilton community update, October 2006.
  - 'Drop off and Pick up' initiative.
  - Getting home late from Newcastle CBD, drinking kills driving skills.

- Helping learner drivers become safer drivers: Are you supervising a learner driver? (brochure)
- Helping learner drivers become safer drivers: Are you supervising a learner driver? (planner for driving practice)
- In the driver's seat: the nature of authority Stage 6 (kit including teacher manual and CD/DVD pack).
- Increased penalties for school zones commencing 21 May 2007.
- Licence conditions and restrictions: Learner and provisional holders.
- New South Wales speed limiter enforcement zones.
- Newcastle Road at Albert Street, North Lambton community update, December 2006.
- NSW Alcohol Interlock Program. Preventing drink driving.
- Pacific Highway: Tomago intersection improvements community update, October 2006.
- Primary School catalogue 2006.
- Random roadside drug testing.
- Road safety implications of utility pole placement, April 2007.
- Road safety issues around schools information for parents 2007.
- Road safety: a guide for parents and carers of children 0-5 years.
- Road traffic crashes in NSW, Statistical Statement year ended 31 December 2005.
- Roadside drug testing.
- Secondary: The NSW road safety education program catalogue for principals and teachers.
- Technical specification no 142: School bus warning system, February 2007.
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- Vehicle inspectors bulletin 52: Exemption from registration for light vehicle driven for inspection or testing.
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- Vehicle inspectors bulletin 68: Registration of new campervans and motor homes Rev 2, October 2006.
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- Vehicle inspectors bulletin 73: Seatbelts missing from Toyota Coaster buses manufactured between July 1992 and June 2004 Rev 1, October 2006.
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- Vehicle standards information 39: Spray suppression devices for heavy vehicles.
- Vehicle standards information 49: Seatbelt buckle covers, March 2007.

- Vehicle standards information 52: Certification of new trailers up to and including 4.5 tonnes aggregate trailer mass, September 2006.
- Vehicle standards information 52: Certification of new trailers up to and including 4.5 tonnes aggregate trailer mass, November 2006.

## Traffic

- A Guide to the Delegation to Council for the regulation of traffic.
- A Guide to the Delegation to Council for the Regulation of Traffic (including the operation of Traffic Committees) Version 1.0.
- A Guide to the Delegation to Council for the Regulation of Traffic (including the operation of Traffic Committees) technical direction.
- Artarmon: Your ideas for local street improvements following the opening of Lane Cove Tunnel community update, October 2006.
- Cammeray and Neutral Bay: Your ideas for local street improvements following the opening of Lane Cove Tunnel community update, October 2006.
- Croudace Street at Howe Street, Lambton intersection improvements community update, May 2007.
- Getting around by bike? You need the RTA cycleways maps.
- Hillsborough Road industrial area intersection improvements community update, December 2006.
- Land use information: Check list private developers.
- Land use information: Notes for private developers.
- Land use information: Private developers project management procedures.
- Lane Cove and Chatswood: Your ideas for local street improvements following the opening of Lane Cove Tunnel community update, October 2006.
- Masons Parade and Dane Drive, Gosford Proposed intersection upgrade community update, July 2006.
- New England Highway, Telarah to Rutherford community update, February 2007.
- New England Highway, Telarah to Rutherford community update, September 2006.
- Proposed two-way bus flow George Street, Parramatta community update, December 2006.
- Public Transport Information and Priority System.
- Ryde and Gladesville: Your ideas for local street improvements following the opening of Lane Cove Tunnel community update, October 2006.
- Seaforth Oval access, Wakehurst Parkway community update, January 2007.
- Seaforth Oval access, Wakehurst Parkway community update, April 2007.

- Sydney Harbour Tunnel cashless tolling effective 8 July 2007.
- Sydney motorways: Your guide to using Sydney's Orbital Motorway network.
- Time to get moving. E-Toll tag.
- Time to get moving. RTA E-Toll tag application.
- Tunnel safety (English version plus Arabic, Chinese and Vietnamese versions on internet).

The RTA also issues a number of newsletters, fact sheets, maps, technical directions and community advisory letters.

## Cost of this Annual Report

The total external cost of producing this report will be about \$121,000 which includes \$55,000 for design, \$16,000 for printing and \$50,000 for project management, document development and editing services. Final invoices have not yet been received at time of publication so estimates have been based on revised quotes.

No summary brochure or CD-ROM versions of the report have been produced this year.

The report is available on the internet at [www.rta.nsw.gov.au](http://www.rta.nsw.gov.au) publications, statistics and forms.

## 16. PAYMENTS TO CONSULTANTS

Details of the amount paid to consultants in 2006–07 are provided below.

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

TABLE 26. CONSULTANTS GREATER THAN \$30,000

Project description	Consultant	Amount
Probity audits SCAT PAPL Replacement project	Deloitte Touche Tomatsu	\$199,358
<b>Total</b>		<b>\$199,358</b>

TABLE 27. CONSULTANTS LESS THAN \$30,000

Total number of engagements	12
Total cost	\$70,718

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.

## 17. REPORTING OF RTA CONTRACTS WITH THIRD PARTIES

On 1 January 2007 the *Freedom of Information Amendment (Open Government-Disclosure of Contracts) Act 2006* (FOI) was approved. Following the introduction of the amendment to the Act, the Premier's Memorandum No 2007-01 was also issued. The Act and the memorandum outline the requirements for the disclosure of certain information on Government contracts and tenders (including panels) with the private sector.

As a result the Chief Executive issued Corporate Policy PN 004, *Contract reporting requirements under the Freedom of Information Act 1989*, together with *Guidelines for contract reporting requirements under the NSW Freedom of Information Act 1989*.

Specific information is required for contracts where the value exceeds \$150,000. The Records Access Unit arranges for details of these contracts to be placed on the RTA's internet site under the category 'Doing Business With Us'. All contracts that are required to be disclosed will be published on the Department of Commerce E-Tender web site.

To date the total value of reported contracts for the current financial year, less any material variations with the private sector, exceeds \$1.48 billion.

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

18. ACCOUNTS PAYMENT PERFORMANCE

TABLE 28. AGEING OF AMOUNTS UNPAID AT MONTH END

Quarter	Current	<30 days overdue	30-60 days overdue	60-90 days overdue	>90 days overdue
Sep 06	\$35,185,297.50	\$2,356,789.66	\$195,678.65	\$73,656.10	\$68,790.85
Dec 06	\$53,493,429.67	\$3,896,554.32	\$344,998.50	\$110,505.60	\$95,434.25
Mar 07	\$64,814,847.25	\$1,277,135.90	\$450,545.17	\$103,954.44	\$32,331.10
Jun 07	\$50,545,054.85	\$1,850,985.64	\$1,704,395.02	\$49,641.68	\$12,215.76

ACCOUNTS PAYABLE PAYMENT PERFORMANCE

Quarter	Current	Target %	Total accounts paid on time		
			Actual %	\$	Total
Sep 06	99.1	86	99.10	231,719,535.37	269,577,027.65
Dec 06	95.77	86	95.77	224,476,686.00	246,878,486.00
Mar 07	97.27	86	97.27	238,163,291.00	245,549,463.77
Jun 07	89.13	86	89.13	223,328,993.00	356,436,379.59

Overall performance for the financial year is ahead of the performance target.

The Imaging and Intelligent Character Recognition Technology in Accounts Payable implemented in the Sydney Business Service Centre has increased processing efficiency. Opportunities to further utilise the technology are being explored.

19. FUNDS GRANTED TO NON-GOVERNMENT COMMUNITY ORGANISATIONS

TABLE 29.

Project	Description	Recipient organisation	Grant	Program area as per Budget Paper
Drink Drive program 22 May 2006	Program through the CSU bar and uni radio station	2MCE-FM radio station	\$3500	Road Safety, Licensing and Vehicle Management
Heritage Festival	RTA participation	National Trust	\$30,000	Road Network 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	Network Management
NSW Big Ride	Promoting safe cycling in regional NSW	Bicycle NSW	\$121,000	Network Management
Walk Safely to School Day	Promoting safe pedestrian behaviour	Pedestrian Council of Australia	\$30,000	Network Management
NSW Bike Week	Promoting cycling and bicycle safety awareness statewide	Various community groups across NSW	\$160,000	Network Management
Bicycle safety guide July/September 2006	Contribution towards production of bicycle safety guide	Parkes Peddlars	\$2320	Road Safety, Licensing and Vehicle Management
'Catch 'ya later Condo' December 06 – April 2007	Contribution towards alternative transport scheme for Condobolin	Condobolin Liquor Accord	\$6900	Road Safety, Licensing and Vehicle Management
Berrigan Races November 2006	Drink Drive resources and advertising and promotion of alternate transport	Berrigan Golf and Bowling Club	\$1000	Road Safety, Licensing and Vehicle Management
Finley Driver Reviver March 2007	Folding table for Driver Reviver volunteers (Finley Community Help Group)	Finley Community Help Group	\$80	Road Safety, Licensing and Vehicle Management
Cootamundra Driver Reviver February 2007	Whitegoods for Driver Reviver Van	SES Cootamundra (Invoice direct to Claude Long's Radio)	\$450	Road Safety, Licensing and Vehicle Management
Wallendbeen Driver Reviver Jan 2007	Van lights & wiring of Driver Reviver trailer	SES Wallendbeen (invoice direct to Brad Loiterton)	\$238.20	Road Safety, Licensing and Vehicle Management
Ardlethan Driver Reviver Jan 2007	Paint repair to Driver Reviver Van	Jeff Cornford Hardware for Ardlethan Driver Reviver	\$60.71	Road Safety, Licensing and Vehicle Management
Youth injury prevention	Research and resource development	Youthsafe	\$400,000	Road Safety Branch
Youth driver awareness	Driving skills for year 11 students	Rotary Youth Driver Awareness	\$65,000	Road Safety Branch

**In kind support**

The RTA also provided in kind support as part of the RTA's SpeedBlitz Blues sponsorship. More than 200 tickets to the sold-out mobile Ashes Test Series were given to charity organisations including Make-A-Wish, Starlight Children's Foundation and CanTeen.

Banners were provided on the Sydney Harbour Bridge for the following charitable events:

- International Day of Disability.
- Jeans for Genes Day.
- Pink Ribbon Day.
- SIDS and Kids NSW.
- Salvation Army.

**20. PRIVACY MANAGEMENT PLAN**

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

Following is the analysis of information regarding the Records Access Unit's involvement in Privacy Act issues during the financial year 2006–07. The information has been collated as required under Section 33 (3) of the Privacy Act.

**Statement of action taken by the RTA and results of reviews.**

Section 33(3) (a) (b) the Privacy Act requires the RTA to provide a statement of the action taken in complying with the requirements of the Act. The RTA is also required to supply statistical details of any review conducted by it or on its behalf under Part 5 of the Act.

In order to comply with the Act, the RTA has reviewed its first Privacy Management Plan and the second edition is on its website to ensure it is available to clients. The RTA also continues to:

- Identify and consider the requirements of the Act such as principles, codes, public register provisions and internal reviews.
- Identify collections of personal information for which the RTA is responsible.
- Ensure measures are in place to provide an appropriate level of protection for personal information.
- Establish mechanisms to ensure RTA staff are aware of their obligations under the Act and appropriately trained to apply the information protection principles. The RTA is currently developing a communications strategy, which will incorporate privacy responsibilities and be rolled out to all RTA staff. A series of internal memos have been distributed to staff to highlight the needs of the Privacy Act.

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

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

**Reviews carried over from 2005–06**

Nil.

**Reviews for 2006–07**

Sixteen Reviews of Conduct were instigated between 1 July 2006 and 30 June 2007. The details are:

**Privacy review 06–07/01**

On 13 July 2006 a customer sought a review, believing the RTA breached his privacy when a local council with access to RTA records released his personal details to a third party for the purpose of a parking fine.

Following the RTA investigation of access gained to the records involved, it was determined there had been a legitimate access by council under their law enforcement legislation.

On 18 August 2006 the complainant was advised of the RTA's determination. The customer did not lodge an appeal.

**Privacy review 06–07/02**

On 20 July 2006 a customer sought a review, believing the RTA breached his privacy by disclosing a copy of his driving record to a third party without his authority. A copy of his record was given to him by his solicitor.

A review was conducted and the RTA determined the record was produced in answer to a subpoena issued by the Family Court.

On 25 July 2006 the customer was informed of the RTA's determination. The customer was satisfied with RTA determination and did not lodge an appeal.

**Privacy review 06–07/03**

On 19 June 2006 a customer sought a review believing the RTA had disclosed his personal details to an insurance company that had mailed him marketing material in addition to supplying a green slip.

A review was conducted and the RTA determined there had been no unauthorised disclosure. However, the insurance company was warned about the inappropriate use of personal information supplied for green slip purposes.

On 5 September 2006 the results of the investigation were relayed to the customer and he decided he would withdraw the complaint.

**Privacy review 06–07/04**

On 14 August 2006 a customer sought a review alleging the RTA Contact Centre had disclosed his personal details to a third party without his authority. The RTA's policy is to either confirm or deny the name and address details of a registered operator when supplied by a prospective purchaser. The RTA advises customers it will do this as part of its Privacy Notice on registration forms. Privacy NSW is aware of this practice and agrees with the need for prospective purchasers to be able to confirm who is the registered operator of a motor vehicle.

An investigation and interviews were conducted with the employee concerned. No breach of the Privacy Act occurred.

On 12 October 2006 the customer was informed of the RTA's determination. The customer did not lodge an appeal.

**Privacy review 06–07/05**

On 20 August 2006 a customer sought a review believing the RTA had disclosed her personal details to a third party.

A review was conducted and it was established the NSW Police Force had accessed the customer's details. An investigation was carried by the Police Integrity Commission. The access was found to be legitimate.

On 17 October 2006 the customer was informed of the RTA's determination. The customer did not lodge an appeal.

**Privacy review 06–07/06**

On 23 August 2006 a customer sought a review alleging the RTA disclosed his personal information to a third party without his authority.

A preliminary investigation was carried out to determine if any unauthorised access had occurred. No unauthorised access was detected.

On 28 August 2006 the customer was informed of the result of the investigation and decided not to further the complaint. A letter was sent to the customer detailing the results and confirming his request not to further the matter.

**Privacy review 06–07/07**

On 14 November 2006 an RTA employee sought a review alleging the RTA had disclosed her personal information to an external third party without her authority.

A review of conduct found no breach of privacy. A determination that the RTA had not breached the Privacy Act was forwarded to the complainant.

On 1 February 2007 the employee was informed of the RTA's determination. The employee appealed to the Administrative Decisions Tribunal (ADT). A planning meeting was held with all parties at the ADT. The matter has been adjourned indefinitely at the request of the appellant, on medical grounds.

**Privacy review 06–07/08**

On 21 November 2006 an RTA employee sought a review alleging the RTA breached her privacy when the convenor of a selection committee contacted referees supplied by the employee.

A review was conducted and determined the information did not constitute "personal information" within the terms of the Privacy Act. The RTA relied on section 4 (3) (j) of the Privacy Act which concerns 'suitability for employment' in the public sector.

On 10 April 2007 the RTA's determination was forwarded to the complainant. The employee appealed to the ADT. A planning meeting was held with all parties at the ADT. The matter has been adjourned indefinitely at the request of the appellant on medical grounds.

**Privacy review 06–07/09**

On 24 November 2006 a customer sought a review alleging the RTA disclosed his personal information to a third party without his consent.

A review was conducted and there was found to be no unauthorised disclosures. There was no breach of the Privacy Act.

On 14 November 2006 the RTA informed the complainant, who was satisfied with the RTA's determination and did not appeal.

**Privacy review 06–07/10**

On 4 December 2006 an RTA employee sought a review alleging the RTA breached her privacy when an appeal document she had faxed to the RTA stayed on the fax machine over night.

A review was conducted and the circumstances investigated. This matter had previously been investigated as an internal grievance and a determination conveyed to the employee.

On 5 April 2007 the RTA informed the employee of the determination reached under the Privacy Act. Some RTA procedures were amended as a result of this matter. The employee appealed to the ADT. A planning meeting was held with all parties at the ADT. The matter has been adjourned indefinitely at the request of the appellant, on medical grounds.

**Privacy review 06–07/11**

On 13 March 2007 a customer sought a review alleging the RTA had disclosed his personal information to a third party without his authority.

A review was conducted and it was revealed the information referred to by the complainant was not personal information, and therefore, was not covered under the Privacy Act.

On 3 April 2007 the complainant was informed of the RTA's determination. The complainant was satisfied with the result and did not appeal.

**Privacy review 06–07/12**

On 13 March 2007 a customer sought a review believing his personal information had been accessed improperly and without his consent.

An investigation was conducted and no improper access was detected.

On 19 April 2007 the complainant was informed of the results of the investigation and decided not to continue with the matter. A letter was forwarded confirming his decision.

**Privacy review 06–07/13**

On 31 May 2007 a customer sought a review alleging his privacy had been breached when his employer had accessed his licence demerit points via the RTA's internet site. This access was conducted without his consent.

A review is currently underway.

**Privacy review 06–07/14**

On 6 June 2007 a customer sought a review believing his employer had accessed his RTA demerit points records via the internet without his consent.

A review is currently underway.

**Privacy review 06–07/15**

On 18 June 2007 an employee sought a review alleging the RTA had disclosed personal and health information to an unauthorised RTA employee.

A review is current underway.

**Privacy review 06–07/16**

On 25 June 2007 an employee sought a review alleging the RTA had disclosed her personal and health information to an external third party without her consent. The complainant also claimed the RTA had also referred her to HealthQuest without her consent.

A review is currently underway.

**21. RESEARCH AND DEVELOPMENT**

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

In 2006–07 more than \$2.2 million was devoted to the R&D program which fosters work throughout the RTA but principally in technology areas. Work with external partners is also undertaken.

The RTA's Technology and Innovation Committee oversees the R&D program and provides advice to the Executive on the direction and level of investment in R&D and on the strategic direction and management of technology and innovation in the RTA. The committee acts as a central point of reference to review the use of current technology, emerging technology and innovation along with any implications for the RTA.

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

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

Projects undertaken in 2006–07 in each technology area are detailed below:

**Pavements**

- Improving the RTA's capability to more accurately forecast the future structural condition of pavements.
- Pavement Service Life – Application of Plastic Theory and Limit Analysis.
- Study on the effect of Heavy Vehicles on RTA Asphalt Pavements (using modelling and laboratory testing) including simulating increased tyre pressures and larger vehicles.
- Development of a computer model to simulate reduced moisture damage in asphalt.
- Trialling of crumbed rubber asphalt in the Hunter Region.
- Specification development for Thin Noise Absorbing Asphalt Surfacing.
- Australian Research Council (ARC) Linkage Project with UNSW to provide 'An integrated approach to modelling granular materials in a pavement system'.
- Study towards the implementation and assessment of high texture durable asphalt.
- Research and laboratory testing on the use of power station ash in road pavements.
- Development of Durable Sprayed Seals for High Stress locations.
- Determination of allowable CaO content in blended recycled concrete for use as roadbase.
- Dual binder stabilisation of flexible pavements.

- Review of sand sources for concrete and asphalt (four year project).
- Reduced moisture damage in asphalt.

**Rigid pavements**

- OECD Long-Life Cementitious Surfacing Project.
- Development of Porous Concrete Surface (also known as No Fines Concrete).
- Continued research on the use and specification of manufactured sands as an alternative material in asphalt and Portland concrete.
- Laboratory testing on the use of recycled glass in concrete pavements, gutters and kerbs.
- Refine ride quality models for concrete pavements.

**Bridges**

- Robotic Grit Blaster for Steel Bridges – Proof of Concept successfully completed with University of Technology, Sydney. (In 2007–08 progressing with Prototype development).
- Study on the effects of salt water on submerged Bridge Piles.
- Networked Sensing Systems and their applicable to Bridges.
- Investigation of Fibre Optic Sensing Technology for Bridges and Geotechnical applications.
- Finalise previous research work on RTA bridge deck expansion joints survey, associated BIS database module, assessment of joint types and joint selection guidelines.
- Development of accelerated test for rating Sulfate and Acid Sulfate resistance of concrete
- Investigation of the properties of AAR affected pre-stressed bridge deck beams.
- Identify the effects of chlorides on AAR reactivity and complete rapid chloride test.

**Geotechnical**

- Engineering and Geotechnical review on the use of shale in Engineering Structures.
- Behaviour of Tunnels in Sedimentary Rocks in the Sydney Basin.
- Strategic sourcing of road construction materials for the RTA, especially in western NSW.

**Environment**

- Acoustic attributes of profile line marking.
- Continuation of the project on the impacts of bridges on estuarine environments. The first stage of the project, an assessment of the site immediately after construction has been completed. Stage two, an assessment of the site two years post construction is currently underway.
- Continuation of the Koala Monitoring project continued at Bonville. This involves long-term investigation of the interaction of koalas and roads.

**Other**

- Crash test wire rope safety barrier in combination with a kerb.
- Design work in preparation for live crash testing of sign structures.

In order to process research on a number of longer term enhancements to SCATS capabilities, the RTA also entered into a collaborative research and development agreement with National ICT Australia Limited (NICTA). As NICTA is in part funded by the federal and State governments (Department of State and Regional Development) this collaborative approach with NICTA comes at no financial cost to the RTA other than the resource costs for RTA Traffic Systems staff working with the NICTA researchers. The three areas of research that NICTA is pursuing in collaboration with RTA Traffic Systems include:

- Research into new vehicle detection systems including the potential for measuring traffic demand and queue length by analysing images captured using video cameras.
- Research of new approaches to improve traffic signal control efficiency that take advantage of modern computing technology and new information processing techniques which includes investigating the potential for enhancing the flexibility and efficiency of control algorithms for individual and groups of intersections.
- Research into the potential of longer-term use of wireless mesh networks to replace conventional cable based SCATS communication systems.

## 22. DRIVER AND VEHICLE STATISTICS

TABLE 30. OFFENCE TOTALS BY REGION 2005–06

Item	Sydney	Northern	Hunter	Western	Southern	South west	Total
Defect notices	23,829	5827	9917	6472	17,354	5652	69,051
Penalty infringement notices	2127	1866	2609	593	7948	1766	16,909
Breaches (weight and other)	1260	1524	3684	79	4537	185	11,269
							<b>97,229</b>

TABLE 31. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2007 BY YEAR OF MANUFACTURE

Year of manufacture	No. of vehicles
Pre-1960	8795
60-64	8691
65-69	17,568
70-74	57,233
75-79	113,694
80-84	200,639
85-89	471,444
90-94	723,461
95-99	1,157,882
2000-04	1,518,289
2005	348,182
2006	329,194
2007	123,524
Unknown	37
<b>Total</b>	<b>5,078,633</b>

TABLE 32. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2007 BY VEHICLE TYPE

Vehicle type	No. of vehicles
Passenger vehicles	2,939,118
Off-road passenger vehicles	441,986
Small buses	32,056
Buses	11,974
Mobile homes	8883
Motorcycles	131,906
Light trucks	647,116
Heavy trucks	79,222
Prime movers	15,939
Light plant	5256
Heavy plant	9605
Small trailers	500,809
Trailers	254,312
Other vehicles	451
<b>Total</b>	<b>5,078,633</b>

TABLE 33. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2007 BY VEHICLE USAGE

Vehicle usage	No. of vehicles
Private	3,489,597
Pensioner concession	613,334
Primary producer concession	95,803
Business general	735,555
Taxi	6306
Public bus and coach	9808
FIRS	3896
Other vehicle usages	124,334
<b>Total</b>	<b>5,078,633</b>

TABLE 34. NSW LICENSED DRIVERS AND RIDERS AS AT 30 JUNE 2007

By sex	No. of licence holders	% of total
Female	2,201,701	48.1
Male	2,371,351	51.9
<b>Total*</b>	<b>4,576,588</b>	<b>100.0</b>

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

By age group	No. of licence holders	% of total
16	60,309	1.3
17	72,403	1.6
18-25	596,628	13.0
26-29	318,762	7.0
30-39	908,445	19.8
40-49	917,967	20.1
50-59	782,808	17.1
60-69	529,151	11.6
70-79	298,423	6.5
80+	91,689	2.0
Unknown	3	0.0
<b>Total</b>	<b>4,576,588</b>	<b>100.0</b>

By licence class	No. of licences	% of total
C	4,032,264	80.4
LR	78,325	1.6
MR	114,785	2.3
HR	211,444	4.2
HC	120,631	2.4
MC	16,125	0.3
R	438,846	8.8
<b>Total</b>	<b>5,012,420</b>	<b>100.0</b>

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

## 23. INSURANCE

**Principal arranged insurance**

The RTA continues to provide principal arranged insurances, via its broker, AON. The program covers the RTA, its contractors and sub contractors, for all construction and maintenance related contracts for contract works and third party liability.

**Treasury managed fund**

The Treasury Managed Fund (TMF) is a NSW Government arranged pool (operated by the NSW Treasury), which provides insurance cover for the RTA for workers compensation, motor vehicle, property damage, legal liability, fidelity guarantee and travel.

The RTA Injury Management and Claims Services won the TMF award for best practice injury management within the TMF.

**Workers compensation**

The RTA's frequency of claims has decreased from 7.1 per 100 employees in 2005–06 to 6.4 per 100 employees in 2006–07. The deposit premium for 2006–07 is \$7.4 million which is a reduction of \$4.4 million from 2005–06. In February 2007 the RTA received a hindsight rebate of \$4.2 million based on the three year and five year hindsight premium and claims. This saving of \$8.6 million is due to strategic targeting and a systematic approach to claims management, return to work initiatives and preventative measures. The hindsight adjustment is not included in the graph.

**Motor vehicle**

Marginal increases have occurred in the 2006–07 year number of claims per 100 vehicles rising to 12.6. Premium has increased by 2.2 per cent in 2006–07 when compared to 2005–06.

**Property**

The 2006–07 premium decreased by 13.4 per cent compared to 2005–06. This decrease is due to a reduction in the volume of reported claims.

**Liability**

The 2006–07 premium decrease by 26.4 per cent compared to 2005–06. This reduction is due to changes in the large claim threshold and the actuarial model used by the Treasury Managed Fund.

FIGURE 18. WORKERS COMPENSATION PREMIUM COST AND CLAIMS FREQUENCY

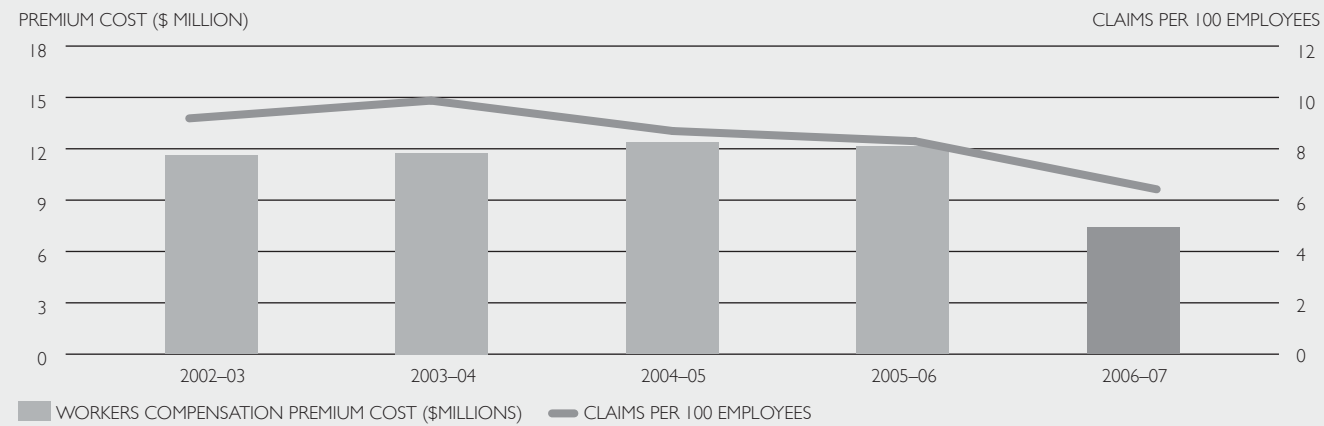


FIGURE 19. MOTOR VEHICLE PREMIUM AND MOTOR VEHICLE CLAIMS FREQUENCY

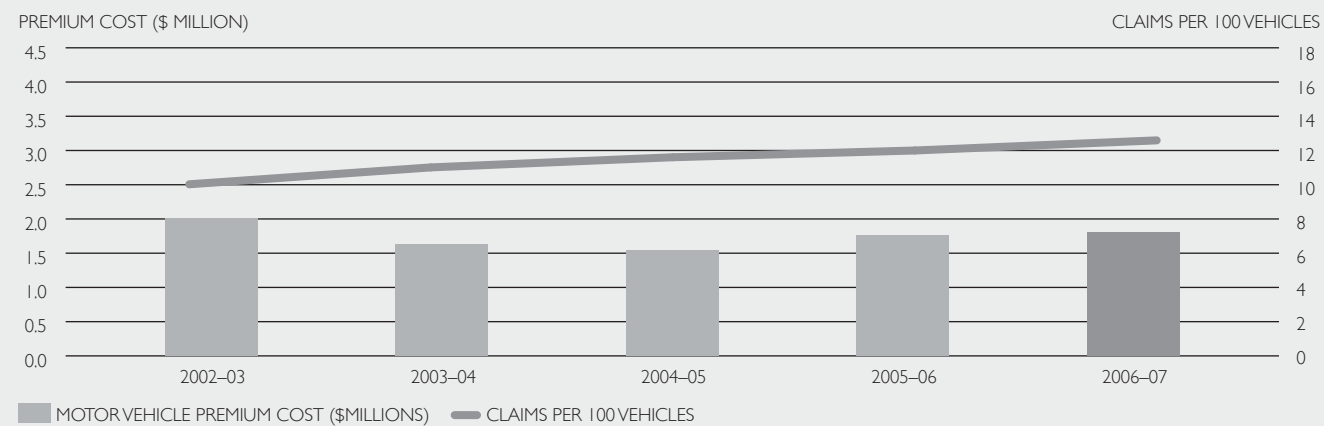


FIGURE 20. PROPERTY PREMIUM IN CURRENT DOLLAR (2006-07)

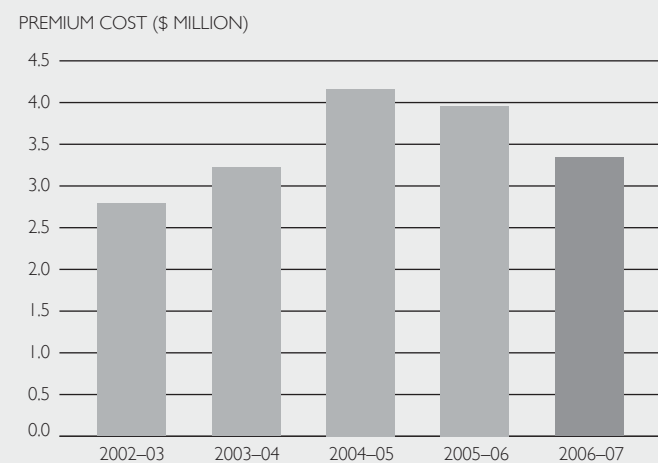
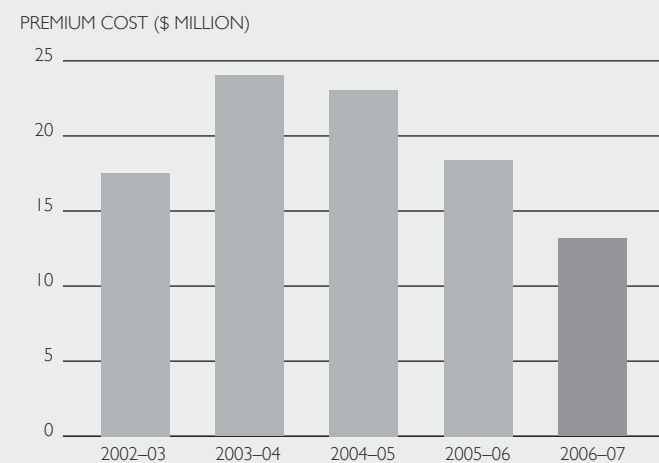


FIGURE 21. LIABILITY INSURANCE PREMIUM IN CURRENT DOLLAR (2006-07)



24. COMPLIANCE INDEX

The following lists the compliance of this report with the relevant legislative requirements set out in the NSW Treasury checklist at [www.treasury.nsw.gov.au/annfaq/checklist.pdf](http://www.treasury.nsw.gov.au/annfaq/checklist.pdf).

Requirement	Page	Requirement	Page
Letter of submission	Inside cover	NSW Government Action Plan for Women	180
Applications for extension of time	n/a	Occupational health and safety	89
Charter	7, 196	Waste	73
Aims and objectives	7, 14	Budgets	21, 95-159
Access	1, 225	Financial statements	95-159
Management and structure	5, 9, 168, 172	Identification of audited financial statements	95-159
Summary review of operations	4-6, 24-93	Inclusion of unaudited financial statements	n/a
Funds granted to non-government community organisations	213	Additional matters for inclusion	
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