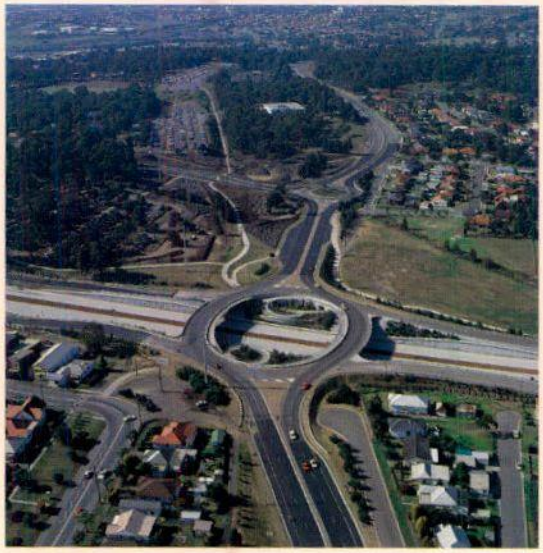
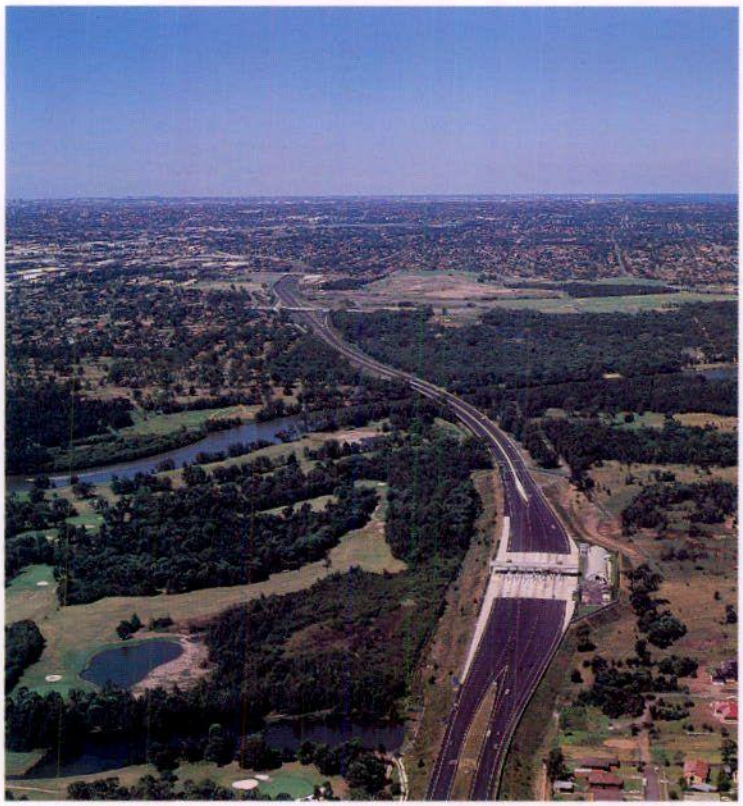


Rankin Drive Interchange on the Newcastle Inner City Bypass.

RTA

1993 ANNUAL REPORT

ROADS AND TRAFFIC AUTHORITY
NEW SOUTH WALES



Sydney's privately funded M5 Motorway extends 14.5 km from Moorebank Avenue, Moorebank to King Georges Road, Beverly Hills. It is currently being extended another 6.0 km south to Prestons.

The Hon Bruce Baird, MP
Minister for Roads

I have pleasure in submitting the Annual Report of the Roads and Traffic Authority for presentation to the Parliament of New South Wales.

The report has been prepared in accordance with the *Annual Reports (Statutory Bodies) Act 1984* and the *Public Finance and Audit Act 1983*. While the Financial Statements cover the year ended 30 June 1993, significant events which occurred after this date have been included in the report.

Bernard Fisk
Chief Executive
29 October 1993

Contents

Our vision *is the movement of people and goods safely and efficiently.*

Our mission *is to manage the use, maintenance and enhancement of the State's roads and traffic system, with emphasis on road safety and transport efficiency, as part of an integrated and balanced transport system.*

ISSN 1037-3276

Who we are and what we do

The RTA was formed under the *Transport Administration Act 1988*, through the amalgamation of the former Department of Main Roads, Department of Motor Transport and Traffic Authority. We began operation on 16 January 1989.

Our charter is to manage the roads and traffic system for the people and Government of NSW.

The main Acts of Parliament we administer are the *Motor Vehicle Taxation Act 1988*, the *Roads Act 1993* and the *Traffic Act 1909*.

We are responsible for the promotion of road safety and traffic regulation, the licensing of drivers and the registration of vehicles in NSW. We are also responsible for the operation, maintenance and enhancement of the National Highway and State Road network in NSW and provide financial assistance to councils for Regional Roads and, in limited circumstances, for Local Roads.

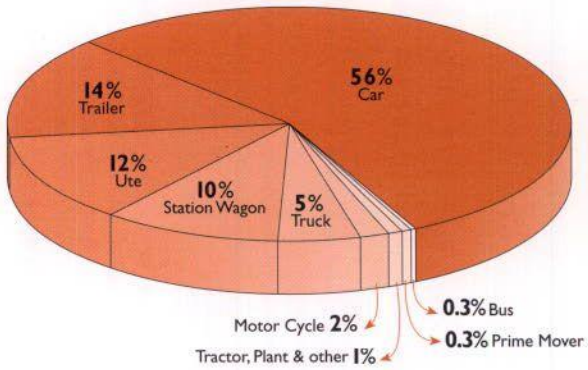
Our goals are the safe and efficient use of the road system by all road users.

The roads, bridges and traffic facilities in which we have an interest are valued at $41.8B, including land. We have an annual budget of around $1.8B and property, plant and equipment and other assets valued at $1.3B. We employ the equivalent of 7,970 full-time staff.

We have offices throughout NSW, including 138 motor registries that process 50,000 registration and licensing transactions a day.

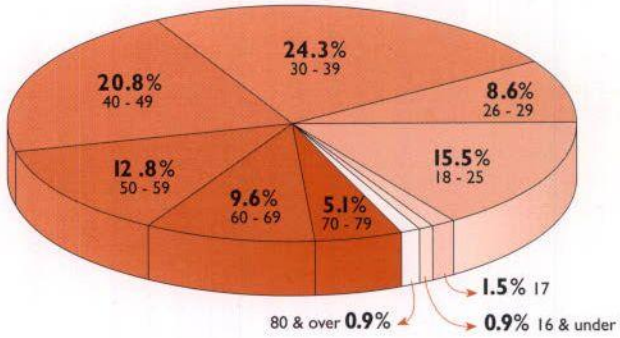
ROADS AND TRAFFIC AUTHORITY NEW SOUTH WALES

NSW Registrations by Vehicle Type



Total Vehicles : 3.75 million

NSW Drivers Licences by Age Group



Total Licences : 4 million (including learners)

Road Classes	KM
National Highways *Funded by the Federal Government*	2,900
State Roads *Funded by the State Government*	14,000
Regional Roads *Funded by local councils and the RTA*	19,900
Local Roads *Funded by councils with assistance from the State and Federal governments. The RTA maintains 2,500 km of local roads in western NSW where there is no council.*	160,000

The RTA has an interest in 39,300 km of roads and is directly responsible for 16,900 km of National Highways and State Roads. While comprising less than 20% of NSW roads, National Highways and State Roads carry some 36,000 million vehicle kilometres of travel a year, 75% of the total.

Roads in which the RTA has an interest include 5,700 bridges and major culverts, four tunnels, nine ferries and traffic facilities such as traffic lights, roundabouts, signs and linemarking. This community road asset is valued at $25B, excluding land.

Goals and Achievements 1992-93

Securing adequate funding

More than $1.8B was allocated to the RTA program in 1992-93. Traditional forms of funding, such as motor vehicle tax and fuel fees were increased in line with the CPI in 1991 and 1992. The extension of the 3x3 fuel levy for a further three years from September 1992 is expected to raise another $613M for road projects.

With motorists already benefiting from the completion of the privately funded M4 and M5 motorways and the Sydney Harbour Tunnel, private sector participation will also be sought for Sydney's North West Transport Link (M2) between Baulkham Hills and North Ryde and possibly for the Motorway Pacific, a proposed new route for the North Coast.

Preserving the road network

The RTA's *Asset Maintenance Plan 1993-98* was developed in keeping with the Government's policy of Total Asset Management. The priority given to maintenance within the RTA has resulted in improved road conditions throughout NSW.

A new Maintenance Management System has improved the planning, scheduling and budgeting of maintenance work. After a successful trial, maintenance by contract has been further extended.

Having a workforce of the right size

Management reviews continued to improve efficiency and cut overheads to ensure that as much money as possible is spent on improving the roads and traffic system. Equivalent full-time staff numbers were reduced by 509 during the year, bringing the total to 7,970, or 22% less than 1991.

Road safety

The road toll was the lowest since 1950. Fatality rates per head of population are now among the lowest in the world. Road Safety 2000 promoted community participation in road safety initiatives, while media campaigns continued to highlight the dangers of drink driving, speeding, fatigue and not wearing seatbelts.

The environment

The RTA's Environment Council was established to foster greater community involvement in addressing the environmental issues posed by the roads and traffic system.

A Roadside Corridors Enhancement Program was launched and we continued working with the EPA to develop ways of reducing traffic noise and vehicle emissions.

Developing the road network

The State Road Network Strategy is nearing completion after three years of study and community consultation on the various options available for NSW over the next 25 years. Work on this project has contributed to the Department of Planning's Metropolitan Strategy review and the Department of Transport's Integrated Transport Strategy.

DRIVES registration and licensing system

In its first 12 months of operation, DRIVES saved the RTA $18M in processing registration and licensing transactions. The system provides more reliable and secure data and has reduced waiting times in motor registries.

Technical initiatives

We are continuing to improve the products and services we offer our customers through the implementation of quality management and appropriate advances in technology.

Release of the RTA's Quality Manual and Corporate Procedures was a further step in ensuring that all products, processes and services meet specified levels of performance.

Our technological research and innovation continue to make us more efficient and provide a growing source of export revenue for NSW.

Deliver major works

In all, some 55 projects worth more than $1M each were completed, over 90% within time and, collectively, some $52M under budget.

Community responsiveness

Quality customer service is the prime objective in many new initiatives. Motor registry service is quicker since the introduction of DRIVES and will become more accessible with extended trading hours on weekdays and Saturdays.

Major Projects Completed

Sydney

Gore Hill Freeway
26 August 1992
3.1 km
$127M

Sydney Harbour Tunnel
31 August 1992
2.3 km
$560M
(Privately funded)

M5 Motorway
October 1992
14.5 km
$230M
(Privately funded)

City-West Link Sections 1 and 2
February 1993
1.6 km
$55M

NSW's First Privately Funded Pedestrian Bridge
18 September 1992
Over Epping Road, North Ryde, the bridge was built by Claude Neon Australia in return for 10 years advertising rights on the bridge. Since then, a number of other privately funded pedestrian bridges have been planned.

Wollongong

Northern Distributor
May 1993
6.5 km
$47M

Newcastle

Inner City Bypass
24 June 1993
3.2 km
$55M

Hume Highway

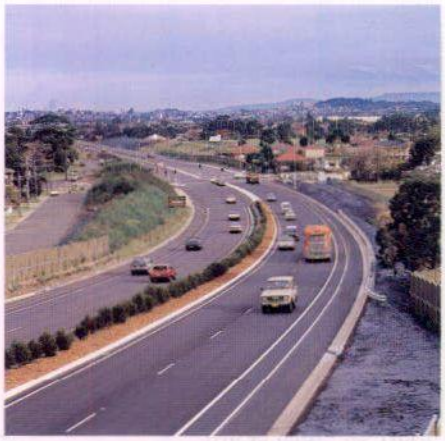
Mittagong Bypass
17 August 1992
8.2 km
$83M

Goulburn Bypass
5 December 1992
13.0 km
$84M

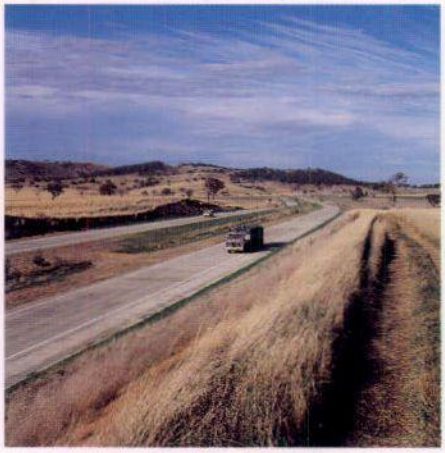
Cullerin Range Deviation
5 April 1993
34.0 km
$132M

Pacific Highway

Tweed Heads Bypass
15 November 1992
5.7 km
$46M



Wollongong Northern Distributor



Cullerin Range Deviation

Tweed Heads Bypass

The Road Ahead

More and more, the physical work entailed in the construction and maintenance of our road system is being undertaken by contractors while the RTA concentrates on its prime function of managing the State's roads and traffic system. The Authority maintains the necessary skills base to ensure all work is performed effectively and efficiently. It supports its 'core' business by a host of other activities ranging from bridge and road design, community consultation and environmental planning to research, traffic control and vehicle testing.

In this way, the Authority will ensure that the public receives the maximum value for every dollar spent on the roads and traffic system. It is committed to improving its performance and attaining, or maintaining, as the case may be, world best standard in its many activities.

With two 120 metre high towers and a main span of 345 metres, Glebe Island Bridge, Sydney, will be the longest cable-stayed bridge in Australia.

Funding	1992-93	
New Funds	**$M**	**$M**
Commonwealth		592
State		1,251
Motor Vehicle Tax	573	
General Fuel Franchise Fees	261	
3x3 Fuel Levy	210	
Authority Revenue & Other	207	
Use of Cash Balances		
Commonwealth	(19)	
State	(1)	
Net Use of Cash Balances		(20)
Increase in Liabilities/ Reduction in Operational Assets		74
Total Funds Utilised		1,897
Expenditure		
Enhancement		772
Maintenance		613
Use - includes Motor Registry Services		182
Debt Repayment & Servicing		152
Non - Current Assets		120
Voluntary Redundancies		58
		1,897

Funding	1993-94	
New Funds	**$M**	**$M**
Commonwealth		408
State		1,221
Motor Vehicle Tax	590	
General Fuel Franchise Fees	272	
3x3 Fuel Levy	219	
Authority Revenue & Other	140	
Use of Cash Balances		
Commonwealth	100	
State	(28)	
Net Use of Cash Balances		72
Increase in Liabilities/ Reduction in Operational Assets		74
Total Funds Utilised		1,775
Expenditure		
Enhancement		732
Maintenance		564
Use - includes Motor Registry Services		187
Debt Repayment & Servicing		183
Non - Current Assets		74
Voluntary Redundancies		35
		1,775

Corporate Financial Overview

Revenue available for the Roads Program is principally provided from road user charges and includes both State and Commonwealth Government allocations. The total Roads Program for 1992-93 was $1,897M, including $1,581M for Capital Works which accounts for approximately 25% of State capital works expenditure.

New funds provided to NSW during 1992-93 by the Commonwealth Government totalled approximately $592M, or about 32% of all new funds. This was mainly provided through the Australian Land Transport Development Program. New funds from State sources during the year totalled approximately $1,251M, as detailed on the previous page.

During the year, the Authority continued to improve the basis of its financial management through the proper accounting and disclosure of infrastructure assets, contemporary budgeting strategies, enhanced financial systems, improved debt and cash management, revenue collection and risk management practices.

The RTA maintained its traditional State sources of funding such as motor vehicle tax and fuel levies in real terms during 1992-93 and improved its asset utilisation as demonstrated in the significant reduction of $4.4M in stock levels.

In accounting for its infrastructure assets, the RTA raises a Provision for Asset Restoration to recognise any deterioration in the road network which has occurred over the financial year. In 1990-91 and 1991-92 the deterioration in network value was assessed at almost $351M and $142M respectively and the appropriate provisions were raised. The deterioration in network value in 1992-93 was significantly lower in an amount of $23M. This is tangible evidence of the RTA's continuing success in enhancing its total asset management strategies by increased funding for maintenance, improvements in work practices, the reduction of costs and the implementation of better restoration policies and procedures.

The application of sound funds management and investment policies and practices resulted in the investment portfolio earning a yield of 5.9% over the financial year against a Treasury Corporation benchmark performance for such funds of 5.8%.

The RTA's debt management program, including loan restructuring, resulted in net savings in debt servicing costs in 1992-93 of approximately $10.8M.

The general cost of funds for the Authority's semi-government debt portfolio for 1992-93 was 13% against a Treasury Corporation benchmark figure of 13.7%.

Full details of the Authority's financial performances are disclosed in the Financial Statements within this report.

The Roads Program during 1993-94 is estimated to total $1,775M, as detailed on the previous page.

'The Bicycle Education Resource Trailer (BERT) is used to instruct students in bicycle skills. During School vacations it is available to other organisations. I have shown RTA staff how to use the trailer and worked with them at the Kids and Traffic school holiday spectacular at Darling Harbour for the last two years. This has been a valuable experience and one I look forward to repeating in 1994.'

Russell Johnston

Department of School Education
Metropolitan North Region
Road Safety Education Consultant

Russell is pictured with Tanya Dower

Road Safety

Reduce the incidence and severity of road accidents in NSW.

A total of 649 people died on NSW roads in 1992. This was 2% less than 1991 and the lowest annual figure since 1950.

Deaths among drivers and cyclists were lower. Vehicle passenger, motorcycle and pedestrian deaths were marginally greater, following the large reductions recorded in 1991. The 30-39 age group recorded a 23% increase compared with 1991 fatalities. This occurred mainly among drivers and passengers.

However, casualties fell in 1992 for all categories of road users.

The downward trend in road accidents and trauma for NSW continued into the reporting year, with the number of deaths in the 12 months to 30 June 1993 down to 597, the lowest since 1950 for the corresponding period.

The fall in the road toll over the last few years has been influenced by community support and response to road safety campaigns, road safety education in schools, increased awareness of road safety as a public health issue, police enforcement and better roads. The economic recession has also contributed to a lower road toll through an overall decrease in vehicle use.

To continue this trend, *Road Safety 2000*, a community-wide strategic plan for improving road safety in NSW, was actively pursued with the cooperation of major stakeholder organisations.

Develop community ownership and participation in road safety.

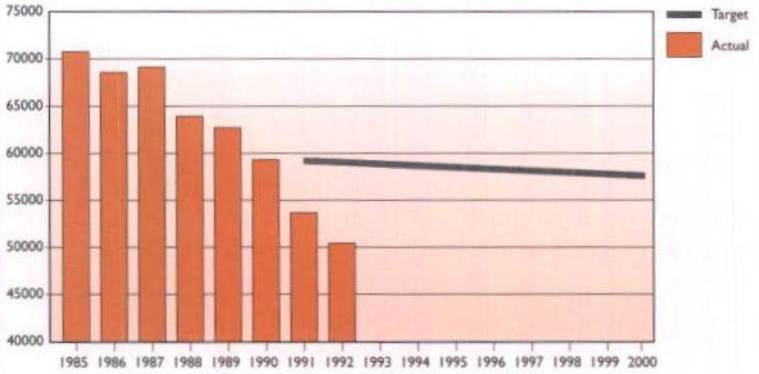
A Review Conference on *Road Safety 2000* was attended by key road safety stakeholders who reported on their road safety strategies and achievements.

A survey was conducted of Members of Parliament and Local Government Councillors and professional staff regarding road safety issues and priorities.

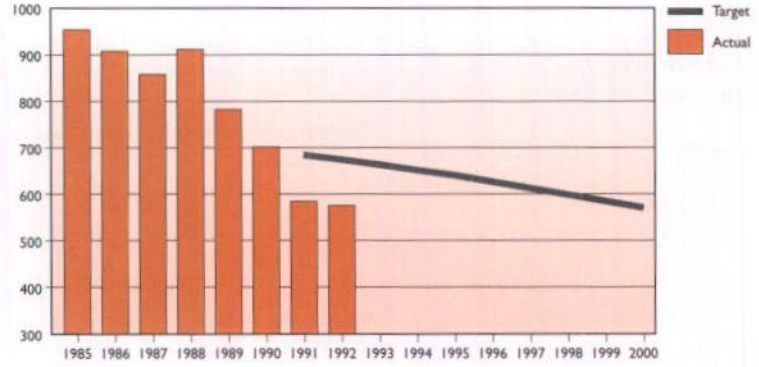
Major community initiatives included:

- a pilot project with Sydney Rotary Districts to identify local area road safety issues and problems, and develop community-based countermeasures;
- Waverley Council's pilot program on the responsible serving of alcohol and the Macarthur Drug and Alcohol Youth Project's designated driver program, both supported by the RTA;

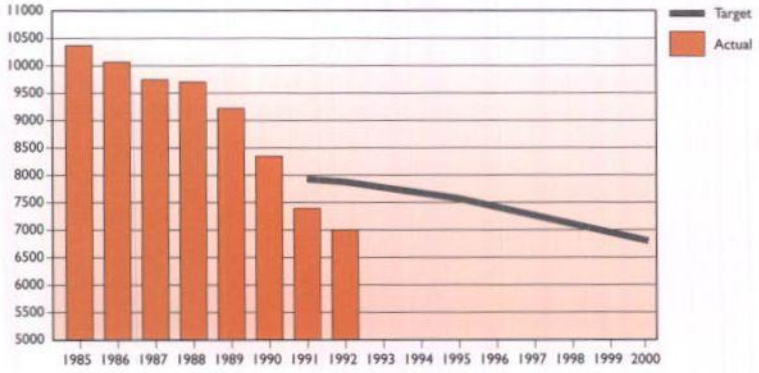
Number of Recorded Crashes in NSW



Number of Fatal Crashes in NSW



Number of Serious Casualties in NSW



Targets are set in Road Safety 2000

- the Illawarra Safe Community project. An interim evaluation led to project continuation.
- support of Kidsafe Day in association with the Child Accident Prevention Foundation of Australia.

An evaluation of the Aboriginal Road Safety Project was completed, and advice was given to NSW Health regarding suitable projects for implementation by Aboriginal Health Promotion Officers.

A joint project with the Institute of Municipal Engineering Australia to develop a Local Government Road Safety Strategy was launched.

Road safety sessions were presented at several Patrol Traffic Services courses at the Police Academy. Lectures were delivered to the postgraduate course in Traffic Safety at the University of NSW and a new distance learning course on Road Safety was developed with the University of New England.

Support was provided for the Community Advisory Group on Speeding (CAGS), including analysis of responses to various surveys on public perspectives on speeding.

A Young People and Road Safety Forum was held to provide young people with an opportunity to identify and discuss road safety issues as they affect them.

Based on the RTA's Safe Driving Policy, the development of similar policies within other organisations was promoted and supported with information and advice.

Funding and training for the Road Safety Education Program was provided for all education sectors.

Develop road safety as a major priority in the management of transport and land use

Input on road safety was provided for the North Coast Road Network Strategy.

Contributions were made to the development of guidelines on road safety in new subdivision design in the revised Traffic Generating Developments Guide.

Road Safety was adopted as the theme for the national conference of the Australian Institute of Traffic Planning and Management.

Develop programs and research focusing on road user behaviour, the road environment and vehicle and equipment safety.

Statewide road safety programs

Multi-media road safety campaigns continued to address drink-driving, speeding, driver fatigue and occupant protection. Research was conducted to assess public understanding and awareness of advertising messages.

A new communication strategy was developed for the speeding campaign, involving community input from the start of the campaign. Information and public education materials were developed to address key issues. A survey of knowledge and attitudes to speeding was conducted.

A review was undertaken of occupant protection publicity and activities. An RTA video, advising new parents on the correct use of infant and child restraints, was used widely by health and community educators. It is available in 12 languages. Assistance was given to NSW Health to launch a pregnancy and seat belt poster and brochure.

The distribution of education materials to all NSW schools continued, and new materials were developed, including the 1993 Street Sense Calendar. Two road safety theatre shows, the Click-Clack Show and Mission Possible, were produced for primary schools.

Road user safety

Research was conducted on several topics, including occupant restraint use, factors associated with driver fatigue incidents and drink-driving issues.

Contributions were made to the revised standard for breath alcohol testing devices for personal use.

Staff contributed to the development of a national driver working hours regime through the National Road Transport Commission Workshop.

To improve the provision of road safety information to people from a non-English speaking background, the attitudes and knowledge of these groups about seat belts and child restraints were investigated.

A strategy for addressing the safety of older road users, and a curriculum program for the training and testing of novice drivers, were produced.

Road environment safety

A research study on environmental adaptation of mainstreets in rural towns was completed and distributed, via regional seminars.

The RTA's road safety audit program was reviewed and formed the basis of national guidelines being developed by AUSTROADS.

A review of urban speed management measures in Europe was commissioned and a major study of speeds, speed limits, accidents, speed enforcement and driver perception of the road environment, was completed.

An advisory system for speed zoning practitioners was developed.

A database of crash rates for different types of rural roads was developed.

A study of pedestrian exposure rates was completed and a preliminary evaluation of pedestrian safety facilities was undertaken.

An analysis of the effects of the red light camera program in Sydney showed that it is effective in reducing accidents at intersections with a history of right-angled and right turn against red accidents.

Vehicle and equipment safety

The RTA's Crash Barrier facility, for the testing of vehicle and safety equipment performance, was opened in September 1992.

The first phase of full frontal crash testing of medium and large vehicles under the New Car Assessment Program (NCAP) was completed.

An investigation of the crash rating of different vehicle types was undertaken.

Major contributions were made to the development of international child restraint and seat belt standards. A program to explore side impact protection offered by Australian child restraints was undertaken.

The RTA commenced involvement with the Warren Centre, General Motors and Fujitsu concerning crash simulation using super computers.

A program of bus seat testing for the Federal Office of Road Safety and NRTC was initiated.

Develop an integrated framework for road safety planning and action.

Special Task Forces continued the development of strategic profiles and action plans for the major road safety program areas of Drink-Driving, Speeding, Occupant Protection and Driver Fatigue. A Drug-Driving Task Force was also established.

PC-Crash accident analysis software was developed and distributed, with training courses, to all Regions.

Contributions were made to the Bus and Coach Safety Standing Committee addressing safety issues for school children.

Road Environment Safety Guidelines were published and distributed, and regional seminars were conducted for RTA Regions and local councils.

Guidelines and a training package for school crossing supervisors were developed and distributed.

The RTA established a Memorandum of Understanding and joint Action Plan with the Police Service, clarifying roles and responsibilities under *Road Safety 2000*.

The RTA played a major role in establishing and contributing to the Implementation Task Force for the National Road Safety Strategy, and to the drafting of the National Road Safety Research and Development Strategy. Participation continued in the Road Safety Research Managers Forum to coordinate road safety investigations across all jurisdictions.

A draft memorandum of understanding was prepared with the Malaysian Standards Organisation regarding access to Crashlab's testing facilities and ongoing research and information exchanges.

'It is gratifying for all RTA staff to have our efforts to improve the environment recognised with the Keep Australia Beautiful Council awards. To continue to make roadsides cleaner and greener, we need the support of the whole community.'

Maxine Cooper

General Manager Environment and Community Impact

Maxine is pictured with Eastlakes Public School captains Nicolet Mahera and Stuart Carr, at the launch of the RTA's Roadside Corridors poster and brochure.

Environment

Ensure that the roads and traffic system is developed and managed in harmony with the natural and social environment while meeting community needs for the movement of goods and people.

An Environment Council was established to foster greater consultation between the RTA, the community and government on road-related environmental issues.

The RTA won the 1992 Keep Australia Beautiful Council's (NSW) Vision for Australia Award (Government Category) for our *Environmental Vision* and environmental practices incorporated into the construction of the Gore Hill Freeway. We won the same award in 1993 for our new Roadside Corridors Enhancement Program.

You can now report litter on main roads in the Sydney area to the RTA on 008 816 770 and we will pick it up.

Interim Traffic Noise Guidelines and Policies were released in September 1992 to improve our performance in reducing the impact of traffic noise.

An Environmental Management System is being developed to ensure sound environmental performance by the RTA.

Environmental Impact Assessment Guidelines are being developed for RTA staff.

Incorporate good environmental practices into the planning of all RTA activities.

Environmental assessment is undertaken for all projects at the planning stage.

We began a Roadside Corridors Enhancement Program. This includes roadside revegetation in cooperation with other organisations, such as Greening Australia. Projects are underway between Hartley and Molong along the Mitchell and Great Western Highways, along the New England Highway from Devils Pinch to Kentucky and along the Southern Cross Drive, city-to-airport corridor. In Sydney, a 008 hotline was established for the public to report litter on main roads, and two trucks have been assigned to litter clearance.

Reduce the environmental impacts of all RTA activities.

Measures to reduce traffic noise impacts include the use of quieter pavement surfaces where appropriate and the incorporation of noise barriers during road construction. Traffic noise levels at which the RTA will consider providing noise mitigation measures have been lowered.

We reached agreement in principle with the EPA on an Interim Air Monitoring Plan. This was developed to provide more accurate air quality predictions for major projects. It will involve air quality monitoring under a range of road conditions. Details are being finalised with the EPA and monitoring is expected to commence in December 1993.

The introduction of an inexpensive motor vehicle emissions test at annual roadworthiness inspections was investigated with the EPA. The project raised serious concerns about the ability of the motor vehicle repair industry to diagnose correctly and repair faulty emission control systems. The RTA and EPA have developed a 'Motor Vehicle Maintenance Program' to rectify this problem.

Ron Stanmore, Leading Hand Maintenance, is a member of two RTA crews employed to pick up litter on main roads in Sydney.

A code of practice is being developed for appropriate management of acid sulphate soils, after encountering instances during road construction.

There is a program for soil erosion and sedimentation control during road construction: vegetation clearance is minimised during such activities. Local seeds are collected to ensure species native to the area are used in roadside revegetation.

Waste management and recycling

Waste products range from redundant road pavements, excavated concrete, waste oils and second-hand drums to office and domestic waste paper and cardboard. The RTA has been identifying which of its wastes can be reused, recycled or reclaimed. For example, gravel from road pavements no longer in use is recycled for the patching of other roads. Pavements on existing alignments are recycled in situ (see Research and Development). Millings from the cold planing of asphalt pavements are recycled through asphalt plants as a high quality road shoulder material and in hot and cold pavement overlays.

Use of non-RTA waste products in road formations and pavements includes crushed blast furnace slag and fly ash from power stations.

- The RTA pioneered fly ash as an additive in the chemical stabilisation of roads.
- Fly ash from industry is used as a filler in the grading of asphalt.
- The RTA developed technology to pump fly ash into old mine workings to stabilise them during road construction at Swansea Bends.

The RTA is represented on the EPA Industry Working Group on Recycling of Demolition Wastes.

In June 1993 the RTA, in conjunction with the Australasian Slag Association, produced *A Guide to the Use of Slag in Roads.*

Increase the environmental awareness of staff, contractors, and the community.

The Environmental Vision Guide for Staff continued to assist staff understand key environmental issues related to the roads and traffic system.

A Roadside Corridors brochure and poster were released to highlight the many values of roadside corridors, such as wildlife habitats and corridors, original plant remnants, scenic routes and seed sources for revegetation.

Brochures on air pollution and traffic noise were produced to increase public awareness of what can be done to help reduce these impacts.

The RTA participated in several displays, including the Sydney Travel Green Week. Activities were held on World Environment Day to raise the environmental awareness of the community and the RTA.

An environmental awareness training course is being developed to provide staff and contractors with information on environmental issues, legislation, management and environmental controls.

Promote greater consultation with government agencies and the public in relation to environmental strategies.

The RTA established an Environment Council in November 1992 to facilitate greater consultation with government and the public in relation to environmental strategies. The council's charter is to provide independent environmental strategic and policy advice to the RTA (see Appendix 6).

The RTA participates in several interdepartmental committees, including the State Government's Task Force on Road Traffic Noise, The Lead Task Force, The Metropolitan Air Quality Study and the Federal Advisory Committee on Vehicle Emissions and Noise (ACVEN).

Interim Guidelines for Community Involvement were developed to promote a greater level of awareness and understanding of community involvement processes both within and outside the RTA. They will help foster the development of constructive and collaborative relationships between the RTA and the community. A training program is being developed for their implementation.

Foster innovation in dealing with environmental issues through research and development.

Research and development projects associated with the environmental impacts of the roads and traffic system include traffic noise, stormwater run-off from roads, the use of created wetlands to enhance stormwater run-off, air pollution and revegetation techniques.

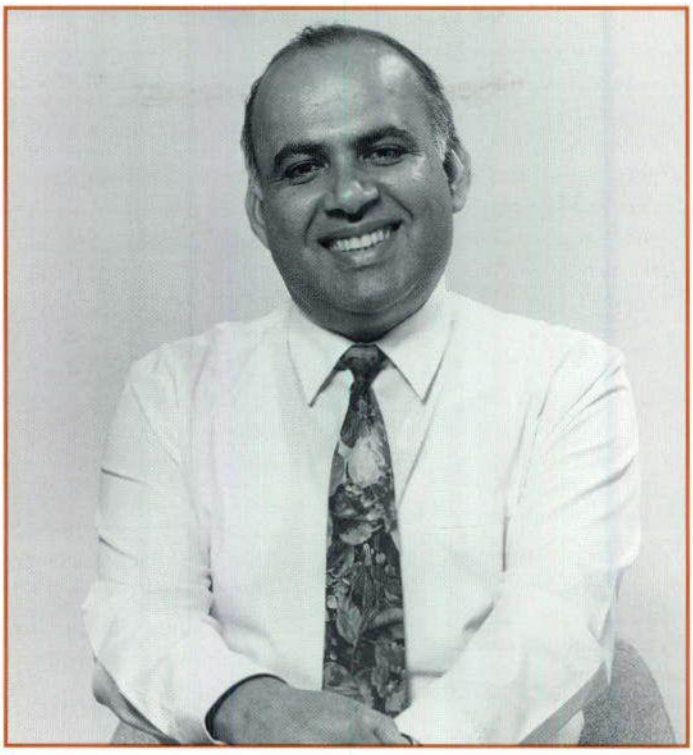
We co-sponsored the development of a field manual produced by Taronga Zoo on the rescue and rehabilitation of oiled birds. We co-sponsor the platypus enclosure at Taronga Zoo to assist research into the platypus and its habitats. This will provide valuable information for the RTA in minimising impacts on platypus communities.

The RTA sponsors two PhD students. One is researching revegetation techniques and the other is studying stormwater pollution from roads (see Research and Development).

'The smooth operation in human resource matters was facilitated by providing appropriate specialist service and promptly responding with amended policies arising from changes. The RTA's Enterprise Bargaining Strategy was developed to improve productivity and enhance staff benefits.'

Ed Mishra

General Manager
Human Resources
Strategy and Planning



Efficiency & Effectiveness

Select services, programs and projects which are effective and deliver them on time, within budget and to quality.

Ensure the efficient and effective allocation and use of all resources required to implement RTA programs.

Ensure the availability of a motivated workforce of appropriate composition, size and skills in an environment of changing need and community expectation.

Provide the workforce with a safe, healthy and non-discriminatory work environment.

Conduct RTA activities ethically.

Cost and timeliness of construction projects

During the year, we completed 55 major development and restoration works costing over $1M, with a total value of $350M.

There were 44 works completed at or under budgeted cost at a saving of $53.8M and 11 works completed over budget for an additional cost of $2.3M. This resulted in a net cost saving of $51.5M or 15%.

There were 39 works completed at or under the scheduled time, while 16 works were completed over the scheduled time.

Increased community approval of the RTA

Each year we conduct a survey of community expectations and attitudes to roads and traffic issues and the RTA.

In the 1993 survey, 56% of respondents rated the RTA's use of funds as 'efficient'. This was a significant improvement on the previous year. Improvement was particularly evident in road building and maintenance and in vehicle regulation and control. Other findings included:

- the average performance rating given to the NSW Government on roads and traffic increased significantly from 1992,
- the Government's overall performance on road safety was rated higher than any other area of State Government responsibility,
- RTA performance ratings for building and maintaining roads were higher on freeways, tollways and expressways than any other category. The main community priority in road building and maintenance is 'major highways',
- the RTA is becoming better known and is developing the image of a progressive, business-like organisation which is improving its performance,
- there is considerable confusion about the roles and responsibilities of Federal, State and Local Governments in terms of roads,
- awareness of the 3x3 program remained steady,
- acceptance of tollroads increased significantly, and
- RTA corporate objectives perceived by the community as being the most important were road safety and asset condition equally, followed by driver performance and regulation.

Timely response to Ministerial correspondence

Of the 6,424 letters received by the Minister for Roads and by the Minister Assisting the Minister for Roads, 97.4% were answered within four weeks of receipt. This figure would have been 99% had there not been a delay caused by a change in Ministerial portfolios in May 1993.

Undertake an annual cycle of business planning, program budgeting and performance review and evaluation.

The RTA's 1992 Corporate Plan was developed after considering the results of a variety of scanning activities, aimed at giving us information on our operating environment, including the expectations of the community and of our stakeholders. The Corporate Plan sets out the key result areas, objectives, strategies and priorities for us to address during the year. It also identifies performance indicators and targets for assessing progress made in achieving our objectives. This annual report provides an overview of key result areas and the year's achievements.

Each of the RTA's nine Directorates developed annual business plans detailing the actions to be taken to implement the Corporate Plan.

The performance of senior executives is monitored through individual Performance Agreements which are based on business plans.

Improve practices and procedures through the use of latest technology.

Information technology plays a vital part in the management of the RTA. Computing systems are being developed and enhanced to assist staff at all levels perform their jobs more efficiently and effectively. The use of PCs is an integral part of all RTA activities. Specialised software such as SCATS (traffic management system), DRIVES (registration and licensing system) continue to be enhanced.

Emerging information technologies are continually evaluated as their applications can have considerable impact on the design of business practices and procedures. For example, the use of hand-held computers to record data on the maintenance of roads coupled with Global Positioning System technology has resulted in cost savings and provided more up-to-date and relevant information. Geographical Information Systems have improved productivity in the management of spatial information (eg maps, drawing and plans). Others new technologies being employed are described in the Research and Development Section of this report.

Many computing systems have been developed and implemented to improve the public perception of RTA services, such as the Customer Feedback Register (see page 18).

Information technology is also used to communicate with the public. The Customer Information System (CIS), based on interactive multi-media technology, was developed to provide the public with information about RTA activities. Via touch screen, information is presented in the form of text, still image, sound/voice and video.

Develop and maintain human resources policies and strategies which will provide the required mix of skilled staff for the RTA.

Conditions of service, job redesign and performance management, as integral parts of the RTA's Enterprise Bargaining Strategy, are expected to improve productivity and provide staff with appropriate working environments, incentives, opportunities for multi-skilling and lead to enhanced career options.

In conjunction with enterprise bargaining, the RTA's Human Resources 2000 Strategy is being developed. This will provide flexible workforce planning options matching with other resourcing arrangements to achieve corporate objectives optimally in the context of changing business environment.

'At Bondi Junction Motor Registry we serve up to 750 customers a day. We handle everything from routine registration and licence renewals to interpreter knowledge tests and all other shop front registry procedures. We have taken another step forward in customer service by extending our opening hours, which are now 8.30 am to 5.00 pm.'

Charmaine Parish

Customer Service Officer

Customer Service

Understand the needs of our customers.

Communicate effectively with our customers.

Provide quality customer service to a standard recognised by the community as comparable to other similar organisations.

Strengthen the customer service ethic within the RTA.

Customer satisfaction

A survey of customers in 50 motor registries in February and March 1993 showed that, while service expectations continue to rise, customers perceive motor registry service to be improving. Almost half the customers interviewed (47%), felt that the service they received on this occasion was better than that received on their last visit to a motor registry, with only 6% believing it was worse.

A majority of customers claimed the service provided in motor registries was as good or better than that offered in other similar private and public organisations (65%-84%).

In our commitment to provide quality service, we will continue to monitor customer satisfaction with motor registry service.

Customer waiting and service time

Studies conducted in 1993 show that the average time customers spend waiting and being served in a motor registry has been reduced by 11% since 1991 and is now just under 13 minutes.

New processes and technologies, such as computerised queue control, introduced into selected motor registries during the year, will further reduce waiting and service times.

Abandoned telephone enquires

Registration and licensing enquiries in Sydney, Newcastle and Wollongong are now handled by one enquiry number (132213). During the past two years, incoming calls have increased by 39% from 640,000 to 1,047,000, while the abandoned call rate has decreased by 4.1% to 163,218. Means of decreasing further the abandoned telephone call rate are being sought.

Consult with customers as part of the development and delivery of RTA activities.

Surveys of customer needs provide important information for planning and implementing convenient and faster service. Discussions with business, community and special interest groups, as outlined elsewhere in this report, are also important.

Provide systems and mechanisms which deliver accurate, timely and accessible information to customers, with due regard to privacy and integrity of operations.

DRIVES is a new computer system for processing registration and licensing business. In its first 12 months of operation, DRIVES has reduced salary costs by $18M and is primarily responsible for the increased customer satisfaction reported above.

DRIVES uses innovative technology to provide one of the most advanced systems of its kind in the world. It has also revolutionised customer service efficiency and security.

DRIVES has increased productivity of motor registry staff by 25% and increased job satisfaction by providing staff with the means to solve any problems and complete customer transactions on-the-spot. Because approved policies are built into DRIVES, the opportunity for fraudulent manipulation of records is minimised. DRIVES records an audit trail for all transactions to provide unprecedented record security.

DRIVES makes it possible to analyse and optimise the delivery of registration and licensing services. The RTA can discover where people come from to a particular registry, on which day and at which time they attend registries and what transactions are undertaken on particular days or at particular times. This allows more precise planning of registry locations, opening hours and staffing.

Fleet managers can now renew their registrations using one document. New registration renewal forms, for common expiry date fleet registrations, eliminate the need for individual renewal notices and individual compulsory green slips.

Provide adequate access to RTA facilities and services for all.

From 14 August 1993, 33 motor registries offered Saturday morning trading. Also from that date, the three Telephone Enquiry Centres, at Parramatta, Newcastle and Wollongong, offered a Saturday morning service.

Strengthen customer service skills of staff.

As part of the State Government's emphasis on service improvement, we produced a *Guarantee of Service* brochure. This identifies our customers, outlines what services we provide, how we are improving customer service, and how customers can contribute feedback about our service. The *Guarantee of Service* will be regularly reviewed and updated to incorporate specific service standards which customers can expect from us.

An outcome of the *Guarantee of Service* is the *Customer Feedback Register,* which was introduced to record and monitor major customer complaints, compliments and suggestions. Data collected will provide statistics on corporate issues and trends which will assist in identifying areas of customer concern and in planning remedial action. Details will be included in future annual reports.

The Ombudsman referred 40 complaints to the RTA on matters such as cancellation of licences, incorrect transfer of vehicle registrations, land acquisitions, complaint handling procedures, road classifications and conditions, 3x3 road works, tendering and sub-contracting procedures, appeals under the Freedom of Information Act, adjustments to RTA records, traffic infringement notices, refund for pensioner licences, defective vehicles, registration of stolen vehicles and disabled person's parking authorities.

All but four matters were responded to by 30 June 1993, and those four were finalised in July.

The Ombudsman recorded one adverse finding when he criticised the RTA's tendering processes. Amendments were consequently made to both the tendering and the auditing procedures.

In three other cases action was taken following investigation.

- A customer's vehicle was transferred despite the fact that she had requested an embargo on its transfer. The customer was reimbursed for the financial loss of her vehicle and procedures were changed to prevent a recurrence.
- A customer objected to the issue of a restricted licence. Following investigations, a full licence was issued.
- A customer who had paid her full licence fee in error, was reimbursed and a 'no-fee' pensioner licence issued.

'As a commercial contracts lawyer, with a particular interest in construction projects, I have had a challenging year chairing the Probity, Tendering and Ethics Working Group, which was established by the NSW Government to implement the findings of the Gyles Royal Commission.'

Sue Sinclair

Manager Contracts
Legal Services

Economic Development

Plan the road network as part of a total transport system to serve land use, development and tourism.

Ensure provision of appropriate road transport systems for growth in population and for changing lifestyles.

The RTA makes a significant contribution to the growth of the Australian and NSW economies through development of the road network. Each year the network is enhanced by the completion of major projects throughout the State, including deviations and major reconstructions.

Undertake road network planning that fully integrates transport, land use, development and tourism plans.

The RTA is preparing a State Road Network Strategy to guide road network planning and development activities in the 1990's. It complements other strategic documents, such as *Road Safety 2000*, *the Environmental Vision, Road Freight Strategy* and the Five Year Maintenance Plan.

The strategy stems from the Road Transport Future Directions project and subsequent community consultation. It is being coordinated with the NSW Department of Planning's Metropolitan Strategy review and the NSW Department of Transport's Integrated Transport Strategy.

It aims to provide a clear policy framework for the RTA that takes account of population growth, population distribution and urban growth, economic development, environmental issues and transport needs for passengers and freight over the next 20-30 years.

Three major road network programs underpin the strategy, namely demand management, strategic network enhancement and transport system management.

Demand management focuses on providing information and travel options which encourage more rational use of roads, enhancing access rather than mobility and encouraging the community to modify its demand patterns. The principal components of demand management are integrated transport and land use planning, appropriate pricing regimes and the provision of efficient public transport services (see Transport Efficiency).

Statewide, strategic network enhancement serves freight needs, regional development and growth of provincial cities, and inter-regional tourism. In Sydney, Newcastle and Wollongong it serves freight and passenger transit needs.

Transport system management includes traffic management, incident management, traveller information and vehicle productivity.

Implement road network enhancement programs that are compatible with State and local government residential land release programs and with changing lifestyles in urban and country areas.

In February 1993, the RTA's North Coast Road Strategy - Summary Report was released. Public comment was invited on two major options for road infrastructure investment to meet development and travel needs between Hexham, north of Newcastle, and the Queensland border.

Option 1 involves an incremental upgrade of the Pacific Highway over 30-40 years to an eventual dual carriageway standard for most of its length.

Option 2 involves development of Motorway Pacific within 10 years, principally along a new route and involving private sector investment on a large scale.

Responses from individuals and interest groups indicate a preference for the Motorway Pacific option, particularly in view of its potential to reduce road crashes relatively more quickly.

Investigations are underway to determine the viability of a toll road and the environmental constraints associated with developing Motorway Pacific, to determine whether detailed route planning and design should proceed.

Preliminary investigations indicate environmental costs and benefits with both the Pacific Highway and Motorway Pacific options, but the latter would maximise the contribution of the road network to economic development of the North Coast. Both options are considered economically viable, but Motorway Pacific relies on private sector investment.

Implement programs for road network enhancement that support State development programs.

Transport and distribution are priority areas for microeconomic reform to support national economic development strategies.

The RTA has structured its policy development activities to support microeconomic reform for the supply and use of the road system. Policy initiatives include:

- greater productive efficiency of the road system's use by focusing system management on the movement of people and goods rather than vehicles,
- greater use of the private sector and competition in delivery of the road system,
- increased use of whole-of-life asset management and accounting systems for managing the road asset,
- greater involvement with planning agencies to ensure land use decisions properly reflect transport implications,
- promotion of pricing strategies which more accurately reflect the cost of consuming the road resource, are in balance with the prices in other transport modes and can better account for external factors such as road safety, the environment and congestion,

- active participation in the debate over introducing nationally uniform heavy vehicle charges, reflecting NSW disapproval of the charges on the basis of:
  - their failure to encompass the microeconomic reform principles established by the 1991 Special Premiers' Conference Agreement,
  - the potential for NSW to lose $75M a year from reduced heavy vehicle road charges, with NSW heavy vehicles continuing to subsidise out-of-state registered vehicles, and
  - significant distortion to the charges to intra-state transport, especially with less than 5% of freight being interstate,
- review of regulations on the road freight and commercial passenger industries to ensure that controls are the minimum necessary to achieve safety and environmental objectives,
- supporting industry reform initiatives by the road freight and commercial passenger industries,
- continuing to smooth the interfaces between transport modes and to develop consistent pricing and cost accounting practices between modes, and
- within the context of NSW Government policy directions, recognition of the balance between the economic impact of road transport costs and the recovery of infrastrucure and community costs. This embraces the concept of user pays within a hypothecated road funding framework.

The RTA has increasingly focused transport planning on freight and commercial movements to support State and national economic development initiatives that promote international competitiveness by Australian businesses and encourage investments in productive capacity leading to net export growth.

Develop sources of funding, including private sector investment, for network enhancement.

Funding sources for the RTA have become restricted to State vehicle and fuel charges, and Federal contributions dedicated to the National Highway System. This has required continued development of non-traditional sources for additional funding to support network enhancement for economic development and safety objectives.

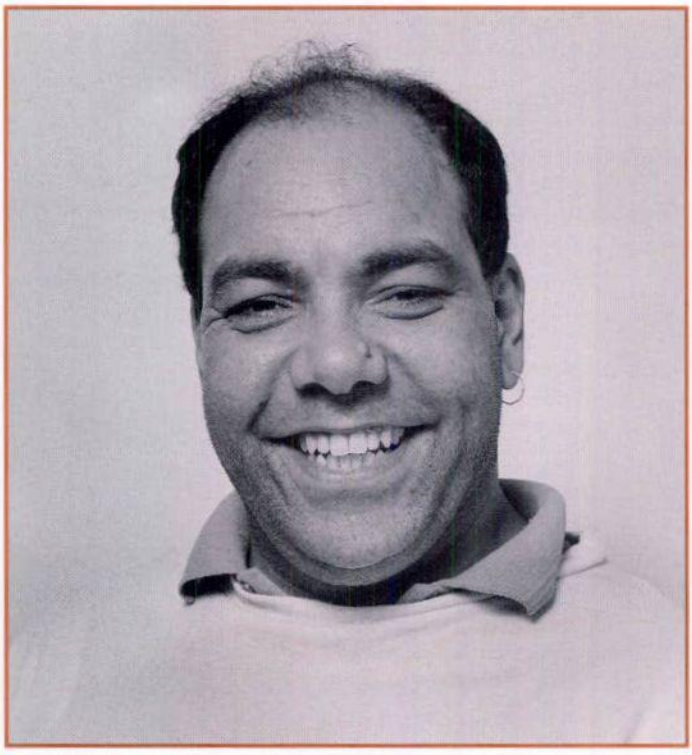
Specific initiatives commenced this year include:

- development of the Motorway Pacific proposal to incorporate significant private sector investment, and
- funding of pedestrian overbridges using advertising revenues.

Investigate mechanisms for infrastructure contributions from developers and the community.

Unlike other infrastructure providers, such as water authorities, the RTA is not readily able to recover the costs of increased infrastrucure provision required to service unplanned demand from new land uses. While local councils can take some steps for road provision, these are restricted to the particular council area, ignoring any wider impacts on the road system.

We have been developing a policy framework to ensure that new developments take full account of their impact on the road system, while ensuring that this does not penalise the economic worth of the development. The framework should signal to all road users the consequences of increased demand for road capacity. It is being further developed with the Department of Transport.



'We are currently working on the development of Australian standardised test methods, so that the fundamental properties of asphaltic concrete can be characterised and incorporated in design manuals used by the RTA.

It is exciting to be involved in work that will be of such importance to the RTA. I like my work and have developed new skills. I hope to continue with the RTA for many years to come.'

Peter Foster

Trainee Testing Operator, Scientific Services Branch

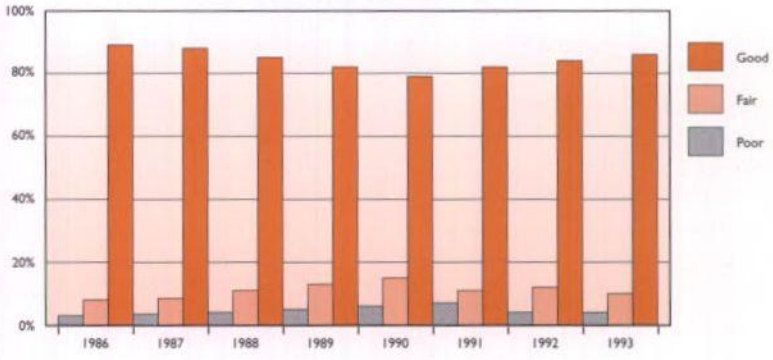
Transport Efficiency

Improve total transport efficiency by providing and managing the road system as part of an integrated land use and multi-modal transport approach.

An efficient transport system is one that minimises total community costs for the movement of people and goods, taking into account the direct and indirect costs of providing and using each transport mode.

Ride Quality on State and National Roads

% of route rated as shown



Asset condition

The condition of roads has a direct bearing on transport costs. An important measure of road condition is ride quality. Improved ride quality (less 'bumpiness') results in lower fuel consumption, less wear on vehicles and less damage to goods. It also increases driver and passenger comfort and reduces fatigue.

Ride quality has generally improved on roads throughout NSW in the last three years, due to the RTA's initiatives in total asset management. These aim to provide cost effective management of the road asset over its life to provide economy, safety and convenience to the community.

The priorities are to maintain the asset at a safe and trafficable level of service and minimise life cycle costs. However, forecasts based on current condition and estimated funding indicate that to keep ride quality at this level will be a challenge.

Another measure of road condition is the extent of surface cracking, which is an indicator of susceptibility to structural problems in wet weather. In particular, roads with thin bitumen surfaces risk rapid deterioration in wet weather if they are already cracked. Therefore, a continued focus for maintenance planning is to prevent cracking and to repair cracked roads.

Maintenance work completed during the year has increased the net amount of uncracked roads by 4%.

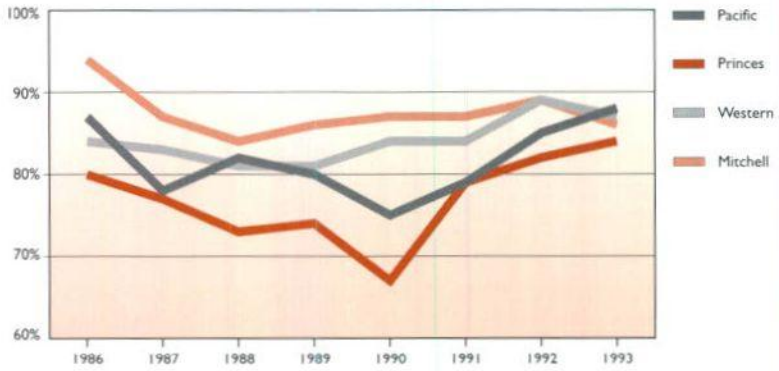
Bridges are designed for long service lives and have been built from various materials over the years. The effects of heavy traffic and the environment, including flooding, combine to reduce their life. In particular, the RTA has old timber bridges that require much maintenance.

An index is calculated to identify bridges which in the long term will cost more to maintain than replace. There are now 20 timber bridges in this category. Since last year, one has been replaced, three extra bridges identified and another six bridges reassessed as satisfactory. Of the 20, four are programmed for replacement by 1998.

Another 37 bridges on classified roads have load limits, are side-tracked or detoured. Of the 48 reported last year, 17 bridges have been repaired, replaced or reassessed. However, another six have been added to the list.

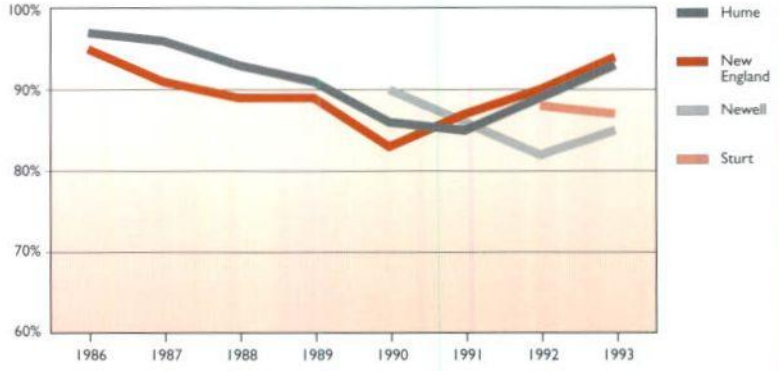
Ride Quality on Major State Transport Routes

% of route rated good



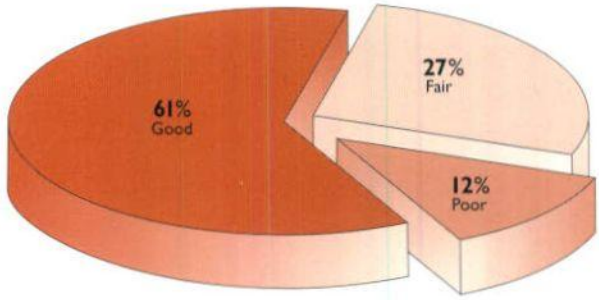
Ride Quality on National Highways

% of route rated good



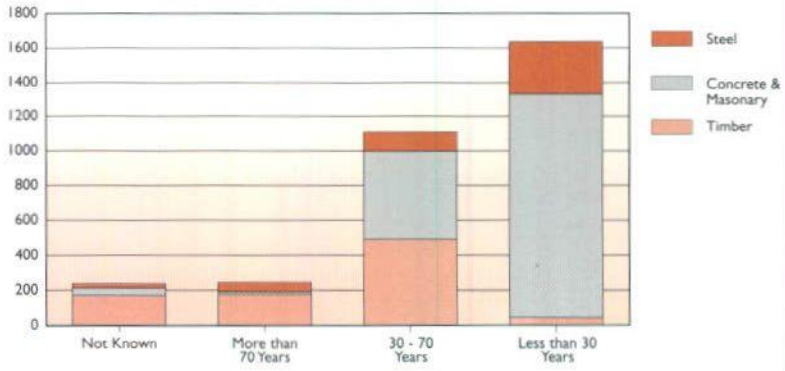
Cracking on Sealed State and National Roads

(outside Sydney)

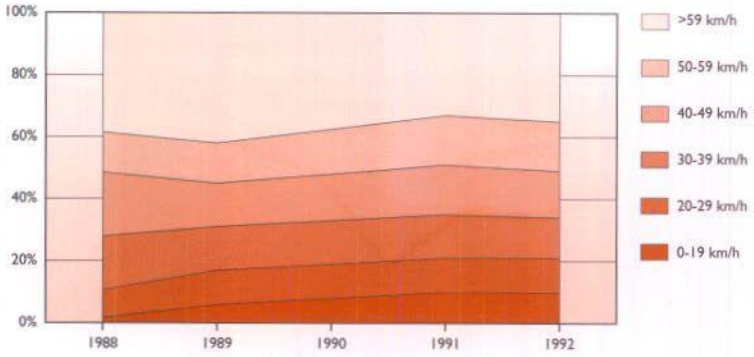


Bridge Age and Material Type

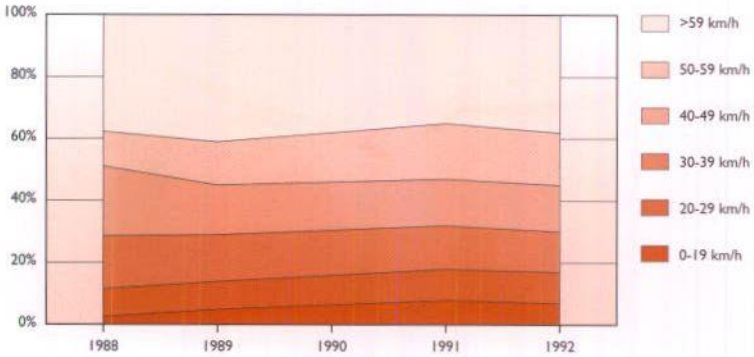
Number of bridges on Classified Roads and State Works



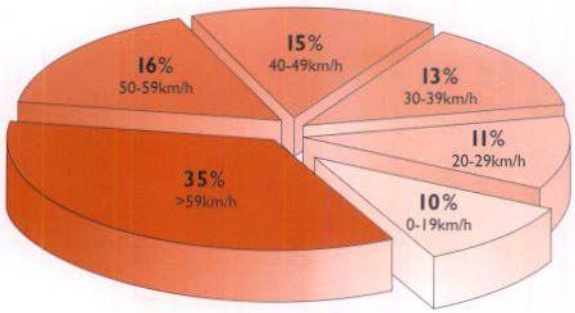
Speed Profile for Sydney Major Road Network
7 Major routes A.M. Peak



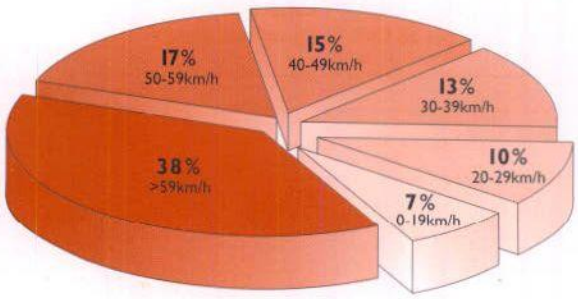
Speed Profile for Sydney Major Road Network
7 Major routes P.M. Peak



1992 Speed Profile for Main Roads throughout Sydney
A.M. Peak



1992 Speed Profile for Main Roads throughout Sydney
P.M. Peak



Travel Speeds

The average travel time on Sydney roads has not changed significantly from last year, with the AM peak at 40 km/h and the PM peak at 43 km/h.

Speeds on seven major routes to and from the Sydney CBD have improved slightly, with an average speed during the AM peak of 30 km/h and 36 km/h for the PM peak.

Travel speeds on the Pacific Highway corridor showed some improvement following the opening of the Gore Hill Freeway and Sydney Harbour Tunnel. Completion of the M4 between Prospect and Mays Hill improved travel speeds on the Parramatta Road corridor.

The charts on the left show the percentage of an average trip at which drivers can expect to travel at a given speed. For seven major routes to and from Sydney CBD over the past five years, there has been some increase in the proportion of travel at average speeds greater than 59 km/h. The proportion of travel below 20 km/h stabilised, after increasing since 1988.

The pie charts indicate that, for the main road network of Sydney, more than half of any journey will be at a speed faster than 50 km/h.

The operation of traffic signal detectors is critical to reducing delays at traffic lights. Detectors continually monitor traffic on different legs of the intersection, allowing signal timing to respond to demand. Over the year, more than 97% of detectors were operating at any one time.

The average speed on rural state roads has not measurably changed since the last reporting period. The average country travel speeds on State Highways was 80 km/h.

Price road system use on the user pays principle to ensure that users incorporate the full costs of road use in their decisions to travel, influence land use patterns, decisions on transport mode and selection of vehicle type.

Cross-subsidies

In a market based economy such as Australia's, inappropriate prices distort the level of demand for goods or services. Underpricing encourages overuse. Road use is no different, although it has been typically considered an unquestioned public benefit and funded from general taxation.

In NSW, road user revenues entirely and directly fund the main road system, while still returning a dividend to the State and Federal governments.

While expenditure on roads is recovered from users, the full costs of infrastructure management and external factors, such as road safety, the environment and the economic costs of congestion, are not reflected in the road use prices that each vehicle group or individual user pays. These issues continue to be examined.

Cross subsidies between road user groups

	Expenditure recovered
Light vehicles (cars, light commercials)	96%
Rigid trucks	152%
Articulated trucks	71%
Buses	98%

Note: These figures reflect expenditure estimates by the NRTC and revenue from all NSW fuel charges, vehicle registration charges and that portion of Commonwealth fuel taxes returned to NSW roads.

National heavy vehicle charges

During 1992-93, the NRTC determined a set of heavy vehicle charges as a result of a Heavy Vehicle Agreement signed by the Special Premiers' Conference in 1991. These were meant to achieve cost recovery and reflect improved pricing signals for heavy vehicles while retaining administrative simplicity and efficiency.

A Ministerial Council on Road Transport approved the charges, despite strong opposition by NSW and Western Australia. The charges are uniform across Australia and approximate the national average. The Commonwealth has now legislated for the charges to apply in the ACT from 1 July 1995, as was stipulated in the Agreement. All other jurisdictions are bound to provide legislation which reflects those charges.

NSW continues to oppose the charges, due to their failure to reflect the charging principles embodied in the Agreement, a significant shortfall in registration revenues that would result in NSW and an economic distortion to intra-state transport.

NSW is preparing a charge regime for heavy vehicles which meet the criteria which the NRTC charges failed to honour.

Out-of-state travel

Within vehicle groups, there are a number of varying factors which distort road prices. The insensitivity of the present charge regime to the extent, time and location of travel and the characteristics of the vehicle are key factors which continue to be investigated.

An issue of emerging concern is the level of unfunded travel on the NSW road system by users from other States. In an homogenous national system, one could expect the level of travel by out-of-state registered vehicles to offset that by NSW travellers in other jurisdictions. This is not the case.

With NSW being a hub for road transport activity and a significant tourist and economic focus, a substantial amount of travel is unreciprocated, leading to NSW being a net importer of road travel. The cost of this unreciprocated travel is largely born by NSW registered road users, particularly in the road transport industry.

The latest national information indicates that, while NSW imports roughly 5% of all travel in NSW, some 33% of prime mover travel is imported, with two thirds of this being unreciprocated. When the state of origin of the trailer is considered, this figure is dramatically increased.

The creation of nationally uniform charges being proposed by the NRTC would reduce the cross-subsidy being paid by the NSW road transport industry. However, with no framework to recover costs from out-of-state registered vehicles, the road program would be deprived of funds to support the very network on which the industry relies.

Integrated transport pricing

During the development of the Department of Transport's draft Integrated Transport Strategy, the importance of ensuring comparable charging of all transport modes emerged. This was considered particularly relevant for urban commuter travel. Attempts to measure levels of 'cost recovery' between the modes was thwarted by significant differences in the costs faced by the transport agencies.

The State road program is funded directly from user charges, with an effective dividend to State Government from users. It carries the costs of Community Service Obligations by cross-subsidies among users. It services its own debt and provides funds for enhancement. In comparison, the other transport agencies rely on Government contributions for CSOs, enhancement programs and debt management. These differences are now being addressed by an inter-agency working group convened by the Department of Transport.

The critical aspect is to ensure that pricing reform does not remove distortions in one sector at the expense of creating distortions between modes, leading to a less economically and environmentally justifiable modal balance. Integrated transport pricing will serve to provide the community with the true costs of transport, thus allowing the public to make more rational decisions about their use and type of transport.

Provide cost effective road system infrastructure, as required by an integrated transport strategy, taking into account the capability of other modes to satisfy transport demands.

It is not environmentally, economically, financially or socially sustainable to build roads to satisfy unrestrained demand for road use in metropolitan areas. Measures are required which encourage rational and equitable use of our limited road resources. 'Demand management' is a term used to describe activities that seek to modify travel patterns to:

- reduce unnecessary travel,
- alter the timing and distribution of demand peaks,
- encourage increased vehicle occupancy,
- encourage use of efficient public transport, and
- encourage walking and cycling.

Demand management measures implemented during the year included bus lanes on Sydney Harbour Bridge, the Warringah Freeway and on Parramatta Road between Ross Street and Glebe Point Road.

As part of the Building Better Cities program, Sydney Region has been working with the Departments of Planning and Transport to improve bus operations, including widening Sunnyholt Road in north west Sydney to provide a bus lane, and bus priority measures for Windsor Road and Church Street in Parramatta.

NSW Bikeplan

The NSW Bikeplan was launched in September 1992. Its key objectives are to:

- integrate cycling as a mode within the transport system,
- encourage responsible attitudes towards cycling and safe behaviour by cyclists and other road users, and
- reduce bicycle-related accidents.

The RTA is working with the Bicycle Advisory Council to develop and promote four initiatives from the NSW Bikeplan - Encouragement, Education, Engineering and Enforcement.

As most cyclists use local roads, the RTA will work closely with councils to ensure the objectives of the NSW Bikeplan are achieved. Funds will continue to be provided to councils for approved bikeplan studies and bicycle route projects.

Research into non-motorised transport use and potential use by the Institute of Transport Studies, University of Sydney will develop measures to encourage greater bicycle use.

'As a member of the Vehicle Inspection Trailer Evaluation and Development Team, I have a challenging and rewarding job. I have been involved in the areas of brake assessment and measurement, training in the use of inspection trailers, consultation with private industry and development of Mark III of the inspection trailer for Australian and overseas markets. None of these projects could have been accomplished without the assistance of my fellow workers. I look forward to many future achievements with them.'

Bruce Rottenbury

Inspector Vehicle Regulation Fleet Services

Driver and Vehicle Regulation

Determine, facilitate and monitor an acceptable level of road user performance in order to promote the safe and efficient use of the road network.

Establish operating and statutory requirements for design, construction, maintenance and performance of all classes of vehicle and ensure compliance.

Ensure that all drivers are licensed and that all licensed road users and registered vehicles are accurately identified and pay appropriately.

Establish national compatibility of driving and vehicle standards.

Unlicensed driving

A 1992 survey estimated that 5% of drivers in NSW are unlicensed. A strategy involving increased sanctions and enforcement was developed with the Police Service, which aims to reduce the proportion of unlicensed drivers to 3.5% or less. Another survey will be undertaken in 1993-94 to assess the success of these measures.

Heavy vehicle drivers with multiple licences

Preparations for another series of national surveys of multiple licence holders (heavy vehicle drivers with a licence from more than one State) are underway. The surveys and follow-up action are designed to contain the incidence of multiple licence holders to less than 0.1%.

Registration status of vehicles

A statewide survey showed that approximately 74,000 (2%) of vehicles using NSW roads are unregistered. Nearly half of unregistered vehicle owners renew their registration within one month and 70% within three months.

Only 0.16% of the vehicles driving on NSW roads (approximately 5,772 vehicles) were unregistered for one year or more: it is unlikely the owners of these vehicles have any intention of renewing their registration.

The penalty for driving an unregistered vehicle was increased from $96 to $350 and will be stringently enforced.

2% of vehicles using NSW roads were found to be registered outside the State.

Roadworthiness of heavy vehicles

A statewide survey was conducted to establish the roadworthiness of heavy vehicles. This is believed to be the first systematic, large scale survey of its type in Australia or overseas and is part of a larger project which involves:

- establishing a benchmark of the current level of roadworthiness in NSW for heavy vehicles,
- presenting the results to industry bodies for discussion and feedback, and
- consulting with industry and stakeholders to develop agreed targets for the roadworthiness of each vehicle classification and strategies to achieve those targets.

The result is better than expected and reflects that the majority of the industry is acting responsibly in complying with regulations. The next stage of the project will involve detailed analysis of the results and consultations with specific industry groups to formulate targets and strategies for improvement.

Improve the behaviour of road users through enforcement activities and the development of more effective driver education and testing procedures.

Inconsistencies in driver testing statewide, from registry to registry and even from testing officer to testing officer, led to the introduction of a more reliable driving test for 1A licences in March 1993. The Driving Ability Road Test (DART), is based on international best practice, and should provide a fairer test of driving ability.

A Guide to DART was published, setting out the exact requirements needed to pass the provisional licence driving test.

A new *Driving Instructors Act* was introduced to ensure a better educated driving population and a more professional driving instruction industry. Changes included the

- introduction of compulsory instructor training,
- prohibition of people from the industry who have been engaged in bribery or fraudulent activities relating to driver testing, and
- stiff new penalties for unlicensed paid instruction.

Given that over half of learner licence holders are instructed to drive by parents or friends, the RTA published *Licence to Drive* in October 1992. This manual is designed to teach novice drivers how to drive safely and is the first learn-to-drive manual produced by a licensing authority in Australia. Copies are available from motor registries for $8.00.

The *Heavy Vehicle Drivers' Handbook* and *Drivers and Riders : Guidelines for Medical Practitioners* were revised, reformatted and rewritten in plain English. Other publications revised to improve dissemination of driver licensing information were:

How to prove who you are to the RTA

Points and your licence

Medical and driving tests

How to renew your licence and hang on to it

Driver Assessment Program

With the extension of Motorcycle Rider Training Centres to the North West Slopes (Tamworth), Riverina (Wagga Wagga) and Southern Tablelands (Queanbeyan) this training program now covers over 60% of the State's population.

In an attempt to reduce the potential fatalities resulting from race replica 250ml motorcycles in the hands of novice riders, a new regulation was introduced on 1 March 1993 restricting learner and provisional riders to motorcycles with a power-to-weight ratio of no more than 150 kilowatts per tonne.

To improve the mobility of disabled people, the Disabled Persons' Parking Authority Scheme was revised. Amendments include allowing parking authorities to be transferred between vehicles.

In a joint arrangement with the Police Service, the RTA began issuing firearms photo licences from motor registries. Since the service commenced in July 1992, some 103,000 licences have been issued.

New arrangements with Local Courts have resulted in much quicker, more accountable and more accurate methods of recording disqualifications from driving.

Support the development and implementation of nationally uniform driver licensing, vehicle registration and regulation initiatives.

From March 1993, applicants for provisional drivers' and riders' licences will have their licences endorsed to drive automatic transmission vehicles only, if they pass their driving tests in an automatic vehicle. This is part of the Commonwealth's Road Safety Initiatives Package to ensure a safer driving population. Provisional licence holders who pass their test in an automatic vehicle will need at least one year's driving experience before they are allowed to drive a manual vehicle.

The RTA is engaged in AUSTROADS projects to develop national driver licence classes and business rules for administration of a national driver licensing scheme. In addition, a computerised national audit system is being developed to prevent fraudulent drivers' licences being used to obtain licences in other States or Territories.

A National Heavy Vehicle Driver Licensing Scheme (NHVDLS) was developed to ensure that a driver is only able to hold one driver's licence and that the integrity of the scheme is maintained by applying stringent proof of identity requirements (based on NSW requirements) to licence applicants.

Conversion of the 343,892 extant NSW heavy vehicle licences to a new 'magenta' heavy vehicle licence commenced in September 1991. The conversion process was accelerated in July 1993 to ensure completion in December 1993.

Improve vehicle roadworthiness through effective inspection, enforcement and community education.

Major changes to inspection standards and procedures under the Authorised Inspection Station Scheme for all light vehicles were announced on 13 November 1992. These are the most significant modifications to the AIS since its introduction in 1939.

The key focus of the changes is to provide the community with a scheme that is fully auditable, is cost effective and ensures that vehicles are in a fit condition to use the State's road network.

Inspections under the new requirements, now called Safety Checks, commenced on 1 June 1993. Stations and personnel already in the scheme have 12 months from then to become re-accredited.

The RTA and the wool industry combined to develop and prove a method for securely restraining wool bales during transport. The industry conducted a series of public meetings throughout NSW to establish consensus on the most effective method of restraint, which was then tested at the Australian Road Research Board laboratories.

Testing involved tipping a fully loaded truck sideways. With some modifications to the restraint system, it was found that wool can be effectively secured under the worst conditions. The method will be incorporated into a National Loading Code.

Develop and implement procedures for the registration or other authorisation of vehicle operations in NSW which ensure that owners are accountable for the use of their vehicles.

To address community concerns about the theft of vehicles and insurance fraud in NSW, the RTA and the Insurance Council of Australia developed the Written-off Vehicle (WOV) Register .

The register will record information about vehicles that have been written-off by insurance companies for economic or structural reasons, or because they have been stolen and not recovered. Insurance companies will electronically transfer information to the Register when they write-off a vehicle.

The WOV Register software and transmission system use state-of-the-art technology. They have the potential to be expanded to provide a national WOV Register system if that is required in the future.

- The register will help the RTA to ensure that such vehicles, if restored and presented for registration in NSW, are structurally sound and not suspected of being stolen.
- By using the WOV Register, insurance companies will reduce the high costs associated with investigating suspicious claims and paying out fraudulent claims.
- Information in the register will support police efforts to detect stolen vehicles and to reduce fraud.

The system is expected to be ready for field testing by the end of 1993.

Support the development of new vehicle design and 'in-service' standards which reflect community needs.

Registration and driver licensing requirements for special mobility vehicles, designed for disabled drivers, will be introduced from April 1994. Users will be required to display a number plate on the vehicle, have a driver's licence and wear a safety helmet. This initiative was developed after extensive consultation with disabled persons' organisations, the health care industry, users of special mobility vehicles, and the Police Service.

'It's been an exciting and challenging year. I'm very fortunate in my job to meet lots of people. I find it very rewarding to see so many RTA staff looking smart and professional in their corporate wardrobe garments. This year I was elected as one of two Head Office Spokeswomen. All Spokeswomen offer advice and support to women in the RTA. I really look forward to another interesting year.'

Jenny Smith

Corporate Wardrobe Coordinator

Community Service Obligations

Identify community service obligations (CSOs), ensure they effectively support social equity in accordance with Government policy and establish a mechanism to recover their costs from those who require the obligations to be met.

Community service obligations are services provided to selected road users at a price below the normal charge, such as pensioner registration concessions, or where the monetary benefits of the service are less than the cost of providing it.

Road User CSOs

The RTA provides many community groups with concessions in the cost of registration and licensing. These include welfare groups (eg pensioners and charities), identifiable groups which are credited with low usage of the road system (eg primary producers), and other government agencies.

During the year, the eligibility for pensioner concessions was increased, the total value of the concessions now being $65M.

Concessions to State Government agencies were discontinued in 1992-93. A remaining inter-agency CSO is the continuing use of RTA property within the former Wynyard Tram Tunnel on the approaches to the Sydney Harbour Bridge by the SRA for commercial use. This is valued at $100,000 pa.

Road Works CSOs

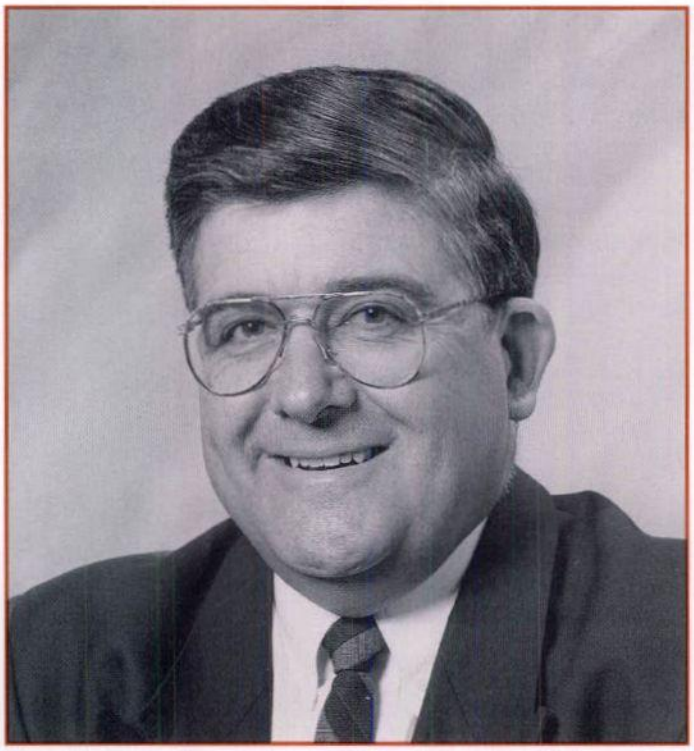
A target of ensuring a reasonable minimum level of accessibility for remote communities has previously been identified in terms of providing all-weather access to communities of more than 300 persons. Six communities had been identified and all-weather access has been provided to five. The sixth has indirect access and a more direct route is programmed for completion by 2000.

Two other developments are relevant to assessing CSOs in road works. A study by the Commonwealth Bureau of Transport and Communications Economics has produced a model for defining and evaluating the level of CSOs provided within the road program. In addition, the RTA is developing more realistic measures of accessibility than just access to the road system. These measures will be explored to provide a better assessment of CSOs within the NSW road program.

Funding of CSOs

In preparing its annual submission to Government, the RTA sought direct compensation from general revenues for the provision of CSOs which support Government social objectives. As with the previous year, this was rejected, reflecting the continued viewing of the role of roads as a public good. RTA revenues are characterised as road user taxes, instead of road travel being seen as another purchasable public commodity, such as water.

During 1992-93, NSW Treasury released guidelines for assessing CSOs within Trading Enterprises. The potential impact of these guidelines is also being examined.



'We have had some significant achievements in the Research Program, including the development of low cost all-weather roads in remote areas and cost-effective methods of rehabilitating old timber bridges using pre-assembled laminated timber decks. These will reduce maintenance costs and provide improved conditions for the travelling public.'

Geoff Youdale

General Manager
Technology Development

Research and Development

Expenditure on research and development for 1992-93 was $13.341M over 118 projects. These included national and international co-operative research ventures through the AUSTROADS Technology and Environment Program, AAPA and ARRB research and development programs, the United States Strategic Highway Research Program, the OECD Transport Research Program and PIARC.

The RTA's Technology Strategy aims to:

- link technology management with business planning and management,
- ensure the correct focus, resourcing and appropriateness of technology to support the RTA's business, and
- ensure that the RTA takes into account world best practice in the use and development of technologies.

The following projects give an indication of the range of research and development undertaken. A separate *Research and Development Annual Report* details the progress and achievements of each project.

Road pavements and materials

A feasibility study was completed into the 'Development of an Automatic Pavement Crack Detection and Classification System'. This study, by the CSIRO, with ARRB as project managers, aimed to assist management of the RTA's assets by detecting and classifying pavement distress (ie cracks). The system would have to operate in 'real time' and at highway speed (80 km/h) and would have to detect cracks in different road surface types (sprayed seal, asphalt and concrete). The study concluded that further research and development to produce a fully operational prototype is warranted.

A Guide to the Design, Construction, Maintenance and Management of Clay Pavements with Geotextile Seals was issued in October 1992. It is a comprehensive guide for the provision of geotextile reinforced seals on clay pavements, to provide low cost, all-weather roads in remote areas.

In conjunction with the AUSTROADS Pavement Research Group and ARRB, guidelines and specifications were developed for 'polymer modified binders' and 'bituminous slurry surfacing', to improve the maintenance of bitumen surfaced roads.

A joint project with the University of NSW to determine methods of 'rock rippability' was finalised and a report submitted. The results will improve methods for site investigation and contract documentation for future major roadworks.

Recycling

'In situ cementitious stabilisation' of road pavements was successfully trialled for deep lift conditions (depths from 250 mm to 400 mm). This was an important project, as it evaluated the efficiency of pavement rehabilitation by recycling existing pavements using cement, granulated slag or lime as binders. The project was also used to develop specifications for this type of operation. Work was carried out by contractors under quality assurance contracts. This type of technology promises significant savings in cost, materials and time for the rehabilitation of heavily trafficked rural pavements.

Asset management

The RTA's Pavement Management System (PMS) continues to be enhanced with upgrading of the software and technical manuals. New training packages have been developed. A new pavement performance evaluation package was issued in early 1993 as a step towards producing deterioration models based on historical road condition data.

Further development of the Maintenance Management System (MMS), particularly refinement and enhancements of its computer software systems, is underway.

A Traffic Facilities Management System (TFMS), for the management of linemarking, regulatory and advisory signs and pavement markings, is being developed. A specification for the system was produced and a prototype system, including a condition rating technology, is being implemented.

A Bridge Maintenance Management System (BMS) comprising the Condition Management Information, Maintenance Management and Financial Network systems is nearing finalisation with the completion of the condition rating system, to provide data.

Bridges

A quick method for determining the load capacity of bridges was successfully tested and will be used on selected routes for both freight and indivisible permit load movements. Computer software for the bridge database and bridge rating method is being developed and will be available in December 1993.

A test loading program was carried out on a redundant timber beam bridge, in order to understand better how loads are distributed and carried by the structure. A method of modelling timber beam bridges to predict behaviour under truck loadings is now available. The development and calibration of a computer model was completed and it is aimed to produce a capacity assessment manual for timber beam bridges during 1993-94. A similar project commenced on timber truss bridges with testing of two bridges completed.

In conjunction with the Forestry Commission of NSW and Pine Australia, the RTA is developing the stress-laminated timber decking concept, for application to local hardwood and softwood timbers. This will provide a solution to the problem of maintaining timber bridges. Two plate decks, one hardwood and one pine, were tested to failure at the University of Technology, Sydney. Additional testing on cellular decks using hardwood and pine is continuing. Designs have been completed for redecking four timber bridges in the Shire of Hay. A proposal for a stress laminated, cable stayed pedestrian bridge has also been prepared.

Environment

'Before' and 'after' noise level measurements at residences near the F3 Freeway (Wahroonga to Berowra), the Pacific Highway and some secondary roads were completed. The results will be compared to other Australian and overseas findings. A summary report will be available in October 1993. The study will result in revised *Road Traffic Noise Guidelines*.

A collaborative study with the Australian Hearing Service commenced to assess the effect of background noise levels due to continuous traffic flow.

A research team from the CSIRO's Centre for Advanced Analytical Chemistry is testing stormwater run-off from roads for metals and other pollutants. A final report is due in October 1993.

The CSIRO's Division of Coal and Energy Research was engaged to measure air pollution near roads, relate this to traffic flow and type and weather conditions, and then produce air quality predictive models. The final report is due in December 1993.

A direct seeding technology project in conjunction with the Faculty of Horticulture at the University of Western Sydney, Nepean will develop treatments to improve the germination percentage and subsequent establishment of eucalypts in road corridors.

Traffic

Driver behaviour in fog conditions on the F6 Tollway near Wollongong is being examined. Specialised equipment measures vehicle speeds and visibility levels. A computer processes and records this information and displays appropriate safety messages on an electronic sign for motorists.

Van pooling has been trialled at the RTA's Granville complex since December 1991 and has proved a reliable service for seven regular users, with an average van occupancy of five people per day. The system is most appropriate for those travelling more than 30 km to and from work. Car pooling was also introduced at the RTA's Rosebery complex, but was not successful. Difficulties with flexible working hours (reluctance to change to suit others) and the geographical dispersion of participants were the main problems. As a result of these two projects, guidelines are being produced to assist other groups and organisations with van and car pooling operations.

A comparative study was made to determine the life expectancy and effective reflectivity of raised pavement markers. (These are the 'cats eyes' which reflect light to mark lanes and road edges.) This will improve field performance and safety and will provide better value for money. After an evaluation of the adhesives used to fix the markers, a bitumen-based adhesive is now preferred to the epoxy based adhesive, as it is faster to use and cheaper.

Road safety

The New Car Assessment Program continued testing large family cars and released its first report in April 1993. Vehicles are subjected to a full frontal crash at 53 km/h (35 mph) using the Hybrid III dummy, providing valuable information to consumers on the comparative safety of new cars. It is also stimulating significant improvements in occupant protection of the Australian vehicle fleet such as the impending introduction of air bags in vehicles.

The development of a novice driver curriculum was finalised. This work has been applied to driver education and new licence testing procedures.

Survey

The new technology of Global Positioning Systems was assessed for its ability to record accurately the location of road centrelines. The technology proved acceptable and it is intended to use it for centreline data for the balance of NSW not already covered by more traditional survey methods.

Use of the RTA's Land Information System for recording the precise location of public utilities was evaluated. It was found that, as current public utility data are predominantly hard copy plans, a more efficient method of placing the data in a composite format needs to be developed for cost effectiveness.

Registration and Licensing

Findings from research on specific client groups (eg motor dealers and heavy vehicle drivers) has provided a better understanding of the service needs and perceptions of these customers.

A survey to determine the prevalence of unlicensed drivers and investigate the reasons for unauthorised driving has been organised. The survey methodology has been finalised, a research contractor appointed and the draft questionnaire finalised.

Safe-T-Cam

Safe-T-Cam is a system developed jointly with the CSIRO, Telecom and Iconix for recognising, by their size, members of a class of vehicles travelling at highway speed, capturing images of individual vehicles and locating and reading, fully automatically, their number plates.

This information from a number of sites, together with time and location details, is then used to compute average speed over long distances and compare it for enforcement purposes with the legally attainable speed.

The technology has a number of other potential uses and is attracting considerable international attention.

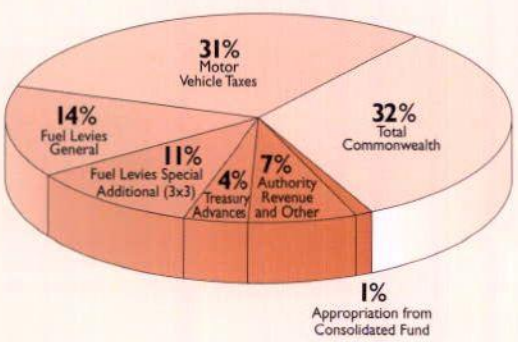
Contents

Financial Statements

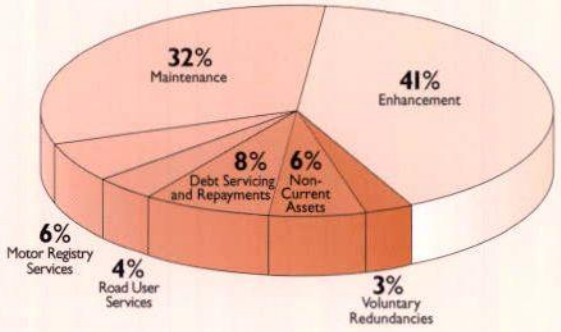
The Year in Brief

NEW FUNDS AVAILABLE	BUDGET $M	ACTUAL $M
Commonwealth		
ALTD Act	568	577
Other	14	15
Total Commonwealth	**582**	**592**
State		
Motor Vehicle Taxes	573	573
Fuel Levies		
– General	261	261
– Special Additional (3x3)	210	210
Treasury Advances	35	80
Authority Revenue & Other	123	125
Appropriation from Consolidated Fund	2	2
Total State	**1,204**	**1,251**
TOTAL NEW FUNDS	**1,786**	**1,843**
USE OF CASH BALANCES		
Commonwealth	31	(19)
State	(18)	(1)
	1,799	**1,823**
INCREASE IN LIABILITIES/ REDUCTION IN OPERATIONAL ASSETS	**56**	**74**
	1,855	**1,897**
ADDITIONAL TREASURY ADVANCES TO FUND VOLUNTARY REDUNDANCIES	**47**	**–**
TOTAL FUNDS UTILISED	**1,902**	**1,897**
EXPENDITURE		
Enhancement	886	772
Maintenance	545	613
Motor Registry Services	94	106
Road User Services	77	76
Debt Servicing & Repayment	163	152
Non-Current Assets	77	120
Voluntary Redundancies	60	58
TOTAL EXPENDITURE	**1,902**	**1,897**

New Funds Available



Expenditure



Beginning of Audited Financial Statements
Balance Sheet as at 30 June 1993

30/6/92 $'000		NOTES	30/6/93 $'000
	CURRENT ASSETS		
105,750	Cash	(5)	125,528
7,428	Receivables	(6)	8,936
23,420	Investments	(7)	36,575
16,457	Inventories	(15)	12,008
–	Property, Plant and Equipment	(8)	30,129
28,993	Other	(11)	28,354
182,048	**TOTAL CURRENT ASSETS**		**241,530**
	NON-CURRENT ASSETS		
10,212	Loans	(9)	63,224
1,725	Investments	(7)	229
927,186	Property, Plant and Equipment	(8)	884,193
8,092	Leasehold Improvements	(8)	6,527
268,612	Interests in Private Sector Provided Infrastructure	(10(ii))	261,502
41,701,622	Authority Infrastructure	(10(i))	40,430,008
42,917,449	**TOTAL NON-CURRENT ASSETS**		**41,645,683**
43,099,497	**TOTAL ASSETS**		**41,887,213**
	CURRENT LIABILITIES		
296,003	Creditors and Borrowings	(12(i))	311,058
89,984	Provisions	(13)	109,199
68,415	Other	(12(ii))	92,729
454,402	**TOTAL CURRENT LIABILITIES**		**512,986**
	NON-CURRENT LIABILITIES		
954,097	Creditors and Borrowings	(12(i))	1,006,618
438,553	Provisions	(13)	404,348
–	Other	(12(ii))	37,116
1,392,650	**TOTAL NON-CURRENT LIABILITIES**		**1,448,082**
1,847,052	**TOTAL LIABILITIES**		**1,961,068**
41,252,445	**NET ASSETS**		**39,926,145**
	FUNDS EMPLOYED		
44,301	Reserves	(14(i))	58,257
41,208,144	Accumulated Funds	(14(ii))	39,867,888
41,252,445	**NET EQUITY**		**39,926,145**

Income and Expenditure Statement

for the year ended 30 June 1993

1991/92 $'000		NOTES	1992/93 $'000	$'000
	INCOME			
	Commonwealth Funds			
134,381	Australian Land Transport Development Act, 1988	(1(vii))	181,624	
7,126	Interstate Road Transport Act, 1985		7,691	189,315
	State Funds			
420,370	Motor Vehicle Taxation	(1(vii))	384,459	
69,797	Allocation from the Consolidated Fund	(1(iv))	1,900	
	Appropriations from the Consolidated Fund			
99,653	Fuel Franchise Levy – General	(1(vii),18)	113,344	
36,960	– Special Additional (3x3)	(1(vii),18)	56,191	
5,000	Natural Disaster Restoration Grant		–	
4,135	Local Roads		4,240	560,134
	Other			
59,632	Gross Proceeds from the Sale of Properties		29,765	
23,660	Gross Proceeds from the Sale of Other Assets		15,946	
51,632	Tolls	(3)	54,180	
15,038	Rental Income		17,526	
3,113	Interest on Investments		14,126	
6,326	Contributions for Specific Works	(1(vii))	310	
48,807	Other Income	(4)	65,396	197,249
985,630	**TOTAL INCOME**			**946,698**
	EXPENDITURE			
	Classified Road Network			
403,259	Maintenance		549,692	
141,780	Provision for Asset Restoration	(1(v),10(i))	23,069	
12,119	Natural Disaster Restoration on Local Roads		9,575	
3,907	Local Roads		3,506	
	Use			
53,020	– Vehicle Safety & Other		63,628	
105,265	– Motor Registry Services		101,009	
5,559	Toll Operation Costs	(3)	6,506	
	Ensured Revenue Stream Payments			
–	to Sydney Harbour Tunnel Company	(3)	35,758	
7,100	Property Maintenance and Management		6,100	
14,431	Research and Development		11,847	
41,299	Management and Administration		40,670	851,360
	Financial			
12,833	Discount on Loans		4,047	
(7,763)	Loan Restructure	(1(iii))	2,668	
167,604	Debt Servicing Charges		137,312	
10	Doubtful Debts		(127)	
41,061	Depreciation	(1(v))	34,987	178,887

1991/92 $'000		NOTES	1992/93 $'000	$'000
	Other			
58,322	Cost of Sales - Properties		23,164	
23,596	Cost of Sales - Other Assets		14,419	
2,756	Land Sale Expenses		3,769	
25,681	Revaluation of Properties	(8)	–	
(27,938)	Superannuation		5,727	
1,271	Personal Injury Settlements		2,749	
72,983	Staff Redundancy Settlements		14,088	
	(Excludes Superannuation & Leave Payments)			
1,892	Rebates - Tachograph and 3x3 Levies		2,005	
60	Claims for Registration of Stolen Vehicles		16	
(3,966)	Annual Leave Expense		177	
(3,359)	Long Service Leave Expense		2,378	
857	Fringe Benefits Tax Expense	(1(ii))	–	68,492
1,153,639	**TOTAL OPERATING EXPENSES**			**1,098,739**
(168,009)	**OPERATING DEFICIT BEFORE ABNORMAL ITEMS**			**(152,041)**
	ABNORMAL ITEMS			
(2,148,842)	Revaluation of Authority Infrastructure	(10(i))	(1,881,884)	
(199,748)	Revaluation of Loan to Sydney Harbour Tunnel Company	(3, (9(i)))	(5,762)	
–	Revaluation of Private Sector Provided Infrastructure	(10(ii))	(51,464)	
268,612	New Interests in Private Sector Provided Infrastructure	(10(ii))	14,272	
	Prior Years Adjustments			
439,200	– Roads	(10(i))	(337,762)	
(26,656)	– Bridges	(10(i))	83,704	
–	– Private Sector Provided Infrastructure	(10(ii))	30,082	
(90,060)	– Provision for Asset Restoration	(1(v),10(i))	117,936	
(20,918)	– Other		(23,949)	
–	– Rental for M4 Motorway	(12(ii))	(41,866)	
–	Write Back of Provision for Fringe Benefits Tax	(1(ii))	4,932	(2,091,761)
(1,946,421)	**OPERATING DEFICIT AFTER ABNORMAL ITEMS**			**(2,243,802)**
	ADD: CAPITAL GRANTS AND CONTRIBUTIONS			
303,119	Australian Land Transport Development Act, 1988	(1(vii))	395,652	
9,000	Badgerys Creek Airport Access		–	
–	Building Better Cities Program		7,175	
122,449	Motor Vehicle Taxation	(1(vii))	188,873	
146,347	Fuel Franchise Levy – General	(1(vii),18)	147,656	
164,040	– Special Additional (3x3)	(1(vii),18)	153,809	
5,083	Contributions for Specific Works	(1(vii))	10,381	903,546
(1,196,383)				**(1,340,256)**
40,920,515	**Accumulated Funds - 1 July 1992**			**41,208,144**
39,724,132				**39,867,888**
1,459,349	**ADD: Adjustments for Prior Year's Capital Contributions**			**–**
41,183,481				**39,867,888**
24,663	**Transfer from Asset Revaluation Reserve**	(14(i))		**–**
41,208,144	**ACCUMULATED FUNDS - 30 June 1993**	(14(ii))		**39,867,888**

Statement of Cash Flows

for the year ended 30 June 1993

1991/92 $'000		NOTES	1992/93 $'000	1992/93 $'000
	CASH FLOWS FROM OPERATING ACTIVITIES			
	Payments			
(384,730)	Maintenance		(540,312)	
(157,056)	Use		(164,637)	
(166,266)	Interest		(141,197)	
(173,068)	Other		(222,884)	(1,069,030)
	Receipts			
777,422	Government Grants/Appropriations		749,449	
6,326	Contributions for Specific Works		310	
(3,411)	Tolls		53,711	
3,142	Interest Received		10,550	
56,966	Other		80,376	894,396
(40,675)	**Net Cash Used in Operating Activities**			**(174,634)**
	CASH FLOWS FOR CAPITAL PURPOSES			
(642,375)	Enhancement		(680,799)	
744,955	Government Grants/Appropriations		893,164	
5,083	Contributions for Specific Works		10,382	
107,663	**Total Cash Flows for Capital Purposes**			**222,747**
5,905	**NET CASH FLOW FROM TRUST FUNDS**			**(1,085)**
(15,386)	**NET CASH FLOW FROM COLLECTIONS AND DISBURSEMENTS**			**(1,196)**
	CASH FLOWS FROM INVESTING ACTIVITIES			
(64,594)	Payments for Purchase of Property, Plant & Equipment		(119,535)	
66,377	Proceeds from Sale of Property, Plant & Equipment		26,234	
1,783	**Net Cash Used in Investing Activities**			**(93,301)**
–	**TREASURY MANAGED FUND INVESTMENT ACCOUNT**			**2,492**
	CASH FLOWS FROM FINANCING ACTIVITIES			
25,000	Proceeds From Borrowings		80,000	
(27,611)	Repayment of Borrowings		(15,245)	
(2,611)	**Net Cash Used in Financing Activities**			**64,755**
56,679	**NET INCREASE/ DECREASE IN CASH HELD**			**19,778**
49,071	**Cash at the Beginning of the Year - 1/7/92**			**105,750**
105,750	**CASH AT THE END OF THE YEAR - 30/6/93**	(5)		**125,528**

1991/92 $'000		NOTES	1992/93 $'000	$'000
	RECONCILIATION OF NET CASH USED IN OPERATING ACTIVITIES TO OPERATING RESULT			
(168,009)	**Operating Deficit**			**(152,041)**
41,061	Depreciation		34,987	
10	Provision for Doubtful Debts		(127)	
(7,325)	Increase in Provision for Leave Entitlements		2,555	
(27,938)	Increase in Provision for Superannuation		5,727	
–	Superannuation & Leave Payments for Voluntary Redundancies		(44,226)	
169	Increase in Debtors		(30)	
–	Interest on former DMT Workers Compensation Provision		78	
–	Interest on Loan to Interlink Roads (ILR)		(3,361)	
–	Rental for M4 Motorway		(2,375)	
–	Rental from Interlink Roads (ILR)		(643)	
141,780	Provision for Asset Restoration		23,069	
(49,579)	Payment to Sydney Harbour Tunnel Company		(12,640)	
857	Increase in Provision for FBT		–	
25,681	Devaluation of Properties		–	
(39,791)	Capitalisation of Corporate Administration		(42,523)	
34,445	Other Net Movements in Non-Capital Programs		18,734	
1,338	Decrease in Accrued Interest Payable		(3,884)	
29	Increase in Accrued Interest Receivable		(293)	
145	Increase in Income Received in Advance		3	
12,833	Discount on Loans		4,047	
(7,763)	Loan Restructure		2,668	
1,382	Profit on Sale of Assets		(4,359)	(22,593)
(40,675)	**Net Cash Used In Operating Activities**			**(174,634)**

Summary of Loan Liabilities

as at 30 June 1993

	$'000
REPAYABLE TREASURY ADVANCES	
Advances outstanding prior to 1 July 1992	88,130
Advances 1 July 1992 to 30 June 1993	80,000
	168,130
Less: Principal repaid during year 1 July 1992 to 30 June 1993	11,275
Repayable Treasury Advances Outstanding as at 30 June 1993	**156,855**
SEMI-GOVERNMENT LOAN PROGRAM	
Semi-Government loans outstanding prior to 1 July 1992	1,142,438
Add: Change in face value following management transactions	(1,210)
	1,141,228
Less: Principal repaid during year 1 July 1992 to 30 June 1993	3,969
Net Liability as at 30 June 1993 – Loans Raised Under Semi-Government Program	**1,137,259**
NET LOAN LIABILITY AS AT 30 JUNE 1993	**1,294,114**
Less: Unamortised Deferred Expense	**5,245**
NET LOAN LIABILITY AS AT 30 JUNE 1993 AT ADJUSTED BOOK VALUE	**1,288,869**

WATERFALL/BULLI TOLLWAY

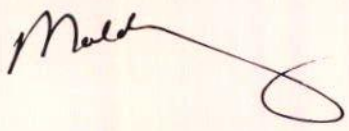
Surplus funds generated from toll revenue, after taking into account tollway operation and administrative costs and debt charges are invested in a sinking fund, which is used to reduce the outstanding Semi-Government debt applicable to the Tollway. As at 30 June 1993 a total of $1.85 million stood in the sinking fund. The outstanding debt applicable to the Tollway at 30 June 1993 was $16.08 million ($18.81 million). It is anticipated that the debt of the Tollway will be extinguished around the year 2000.

Statement by Chief Executive and Director Finance and Performance Evaluation

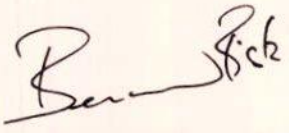
Pursuant to Section 41C (1B) and (1C) of the Public Finance and Audit Act, 1983, we declare that in our opinion:

1. The accompanying financial statements exhibit a true and fair view of the Authority's financial position as at 30 June 1993 and transactions for the year then ended.
2. The statements have been prepared in accordance with the provisions of the Public Finance and Audit Act, 1983, the Public Finance and Audit (Statutory Bodies) Regulation, 1985 and the Treasurer's Directions.

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



R.S. Balding Dip. Tech. (Com.),
B.Bus., FCPA
Director, Finance and Performance Evaluation
20 October 1993



B.G. Fisk A.R.S.M., B.Sc. (Eng.) (Met.),
M.I.M.M., C.Eng., F.I.E.Aust., C.P.Eng., FAICD
Chief Executive
20 October 1993

Auditor-General's Opinion Roads and Traffic Authority

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

Scope

I have audited the accounts of the Roads and Traffic Authority for the year ended 30 June 1993. The preparation and presentation of the financial statements, consisting of accompanying balance sheet, income and expenditure statement and statement of cash flows, together with the notes thereto, and the information contained therein is the responsibility of the Chief Executive. My responsibility is to express an opinion on these statements to Members of the New South Wales Parliament and the Chief Executive based on my audit as required by Sections 34 and 41C(1) of the Public Finance and Audit Act 1983.

My audit has been conducted in accordance with the provisions of the Act and Australian Auditing Standards to provide reasonable assurance as to whether the financial statements are free of material misstatement. My procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial statements, and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial statements are presented fairly in accordance with the requirements of the Public Finance and Audit Act 1983, and Australian accounting concepts and standards so as to present a view which is consistent with my understanding of the Authority's financial position and the results of its operations.

This audit opinion has been formed on the above basis.

Qualification

(i) Interest in Private Sector Provided Infrastructure (Note 10(ii))

The arrangements between the Authority and the various private sector parties pose some uncertanties in accounting treatment. No Accounting Standard appropriately covers such arrangements; but it is at least arguable that they are substantially in the nature of joint ventures. If that argument can be sustained, then these arrangements should be accounted for in accordance with the general guidelines of Accounting Standard AAS19 "Accounting for Interests in Joint Ventures". My opinion has been arrived at after consideration of:

(a) an examination of the arrangements entered into by the Authority concerning the Sydney Harbour Tunnel and the M4 and the M5 Motorways;
(b) the sharing of risks and benefits of those arrangements between the Authority and the various private sector parties and as characterised in joint ventures generally;
(c) the necessity for substance to prevail over the form of a transaction as embodied in Accounting Standard AAS6 "Accounting Policies: Determination, Application and Disclosure";
(d) at least one loan provided by the Authority to the private sector participants has some of the characteristics of capital provided under a joint arrangement;
(e) the guaranteeing of income to the Sydney Harbour Tunnel Company Limited through the Ensured Revenue Stream Agreement; and
(f) the possible capital nature of that Ensured Revenue Stream.

Because of these uncertainties the effects of an alternative treatment cannot be quantified, but it is expected that these issues will be resolved in the ensuing year.

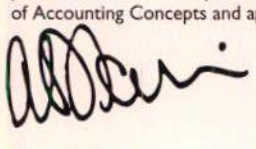
(ii) Ensured Revenue Stream Agreement (note 3 and note 17)

In my view the Ensured Revenue Stream Agreement between the Authority and the Sydney Harbour Tunnel Company Limited has created a liability assessed in net present value terms in the order of $650 million.

The bringing to account of the liability would increase the operating deficit after abnormal items from $2,243,802,000 to $2,893,802,000. It would also commensurately increase liabilities and reduce net assets.

Qualified Audit Opinion

In my opinion, subject to the effect of the uncertainties disclosed in (i) above and except for the effects of the issue referred to in (ii) above, the financial statements of the Roads and Traffic Authority comply with Section 41B of the Act and present fairly the financial position of the Authority as at 30 June 1993 and the results of its operations for the year then ended in accordance with Statements of Accounting Concepts and applicable Accounting Standards.



A.C. Harris
SYDNEY
29 October 1993

Statement in Respect of Audit Opinion

Further to our opinion dated 20 October 1993 in respect of the RTA's 1992/93 Annual Statutory Accounts, it is our view, and this view is fully supported by two independent professional opinions from major Chartered Accounting firms, that the qualifications in the audit report issued by the New South Wales Auditor-General in respect of those accounts are inappropriate for the following reasons:

1. The Auditor-General has suggested that it is "arguable" that the Authority's arrangements with the Private Sector concerning the provision of infrastructure are in the nature of joint ventures. Neither the RTA nor the private sector participants themselves, as is clearly evident in the financial statements of those participants, consider the arrangement to be in any way joint ventures between the RTA and the Private Sector. Accounting Standard AAS19 "Accounting for Interests in Joint Ventures" is, in our view, irrelevant to the determination of the appropriate accounting treatment for the Authority's interests in infrastructure provided by the private sector. Since there is no case of any association which is or could reasonably be, described as a joint venture, there is no sharing of costs nor is there any sharing of resulting benefits.

   The RTA has not "ventured" into the business of the Harbour Tunnel or the M4 and M5 Motorways and derives no profit from the operation of any of the three projects. The relationship of the RTA with the Private Sector is as lessor of land as well as exercising its statutory responsibilities, not as a business venturer or partner.

2. The Auditor-General requires the recognition of a liability under the Ensured Revenue Stream Agreement which would increase the deficit of the Authority by some $650M. This is only a partial recognition of the actual situation since the Auditor-General's opinion fails to acknowledge that future payments to the Sydney Harbour Tunnel Company under the Ensured Revenue Stream Agreement are virtually certain to be fully offset by tolls collected from total harbour crossings over the 30 year agreement period. Indeed, the very reason for the continued existence of the tolls is to meet the obligation under the Ensured Revenue Stream.

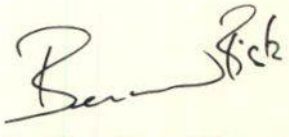
   For this reason the RTA has disclosed the obligation under the Ensured Revenue Stream Agreement as being a contingent liability in both the 1992 and 1993 financial statements. Based upon present projections the probability of there being any shortfall of total harbour crossing toll revenue to meet the Ensured Revenue Stream Agreement obligation is highly remote.

   Notwithstanding the foregoing, if an argument could be sustained that a liability does exist, then we contend that such a liability could not be reliably measured and consequently we question the value determined by the Auditor-General. We further contend that the accounting treatment suggested by the Auditor-General is totally inappropriate. It is abundantly apparent that any liability in respect of the Ensured Revenue Stream Agreement would at least be equally represented by the value of an asset being the Sydney Harbour Tunnel which will be transferred to the Authority no later than the year 2022. In this regard payments under the Ensured Revenue Stream Agreement give rise to a real value emerging over the whole life of the Tunnel and not a current deficit. Simply to record the full liability as an abnormal item in one year completely distorts the financial position of a project which has an agreement period of 30 years.

   Acting upon professional advice, the RTA formed a clear view of the accounting treatment for its interests in privately funded infrastructure projects and that view has been fully disclosed in both last year's and this year's financial statements. The Auditor-General, however, has been unable to reach a firm conclusion about his preferred treatment of this matter. On the one hand, he has, as set out in Qualification 1, deferred a decision until next year because of apparent uncertainties. On the other hand, he has, as set out in Qualification 2, prescribed the recognition of a liability which would increase the deficit of the Authority by $650M. If one is uncertain how to report on the arrangements and the applicability of AAS19, then it is inconsistent to prescribe the accounting treatment in respect of the Ensured Revenue Stream as outlined in the Auditor-General's Qualification 2.

Accordingly, we reject as misleading and inconsistent with Australian Accounting Standards the qualifications included in the Auditor-General's report.

R.S. Balding Dip. Tech. (Com.),
B.Bus., FCPA
Director, Finance and Performance Evaluation
29 October 1993



B.G. Fisk A.R.S.M., B.Sc. (Eng.) (Met.),
M.I.M.M., C.Eng., F.I.E.Aust., C.P.Eng., FAICD
Chief Executive
29 October 1993

Notes to and Forming Part of the Financial Statements

for the year ended 30 June 1993

1. STATEMENT OF ACCOUNTING POLICIES

(i) BASIS FOR PREPARATION OF ACCOUNTS

The Authority's financial statements have been prepared in accordance with the Public Finance and Audit Act 1983, its regulations and the Treasurer's Directions. They are in compliance with contemporary Australian Accounting Standards unless otherwise stated.

The Balance Sheet and Income and Expenditure Statement are based on historical costs except where otherwise stated and are prepared on the accrual accounting basis.

(ii) FRINGE BENEFITS TAX POLICY

As reported previously, the Authority has been in dispute with the Australian Taxation Office in respect of assessment of FBT for the periods ended 30 June 1987 to 30 June 1992. On the basis of conservatism, the Authority had as at 30 June 1992, provided an amount of $4.932 million against this assessment.

Following protracted dispute procedures, a decision was given in the Authority's favour on 5 July 1993. However, the Commissioner of Taxation lodged an appeal to the full bench of the Federal Court of Australia. This appeal was discontinued on 19 August 1993 and accordingly the provision was written back as at 30 June 1993.

(iii) DEBT RESTRUCTURING POLICY

The Authority borrows through the NSW Treasury Corporation in the form of liquid and marketable Treasury Corporation Stocks. As part of its debt management activities, the Authority buys back its debt, which is financed by the issuance of replacement debt.

The gains or losses arising from substituting the prepaid debt with new debt are included in the Income and Expenditure Statement. Provision is made against these amounts for amortisation to the Income and Expenditure Statement over the term of the replacement debt to meet changes in future debt servicing costs.

(iv) CONSOLIDATED FUND SUPPORT

Consolidated Fund support for the Registry Services Program was completely withdrawn from 1 July 1992. An amount of $1.9 million was allocated during 1992/93 to cover the costs of the Transport Study Group.

(v) ASSET MANAGEMENT POLICY – GENERAL

The Authority has established asset registers in respect of the following major asset categories:-

- Land and Buildings in Service
- Land and Buildings Acquired for Future Roadworks
- Plant, Equipment and Motor Vehicles
- Computer Hardware and Software
- Electronic Office Equipment
- Leasehold Improvements
- Infrastructure
  - Roads and Bridges
  - Traffic Signal Control Network
  - Land under Roads and within Road Reserves

Valuation and depreciation methods are summarised below.

VALUATION POLICY

The Authority is exempt from the 'Recoverable Amount Test' under the provision of paragraph 30 of AAS10.

Land and Buildings in Service and Acquired for Future Roadworks

The value of the Authority's land and buildings is shown at current market value as assessed by registered valuers of the Authority on a five year continuing basis.

Included in the value of land and buildings is an amount of $1.170 million ($1.307 million) for buildings on Crown land. Should such Crown land be transferred or disposed of, associated buildings are written-off in the year transfer or disposal takes place. No such Crown land has been transferred or disposed of during 1992/93.

Improvements involving quarry operations are valued at historic cost.

Plant, Equipment and Motor Vehicles

Valuations of these asset categories are based on historical cost where available, with adjustments made for depreciation as calculated.

When asset registers were established, historical costs could not be ascertained for all of the Authority's existing ferries and weigh bridges. Having regard to these assets' existing usage and the benefits they create, estimated replacement values were assigned. New additions are valued at cost.

Computer Hardware and Software
Valuations of these assets are based on historic cost with a minimum value of $5,000 in respect of software. In the case of computer hardware, if the precise historic cost is not known then such valuation can be estimated cost, estimated trade-in or estimated buy-back value depending on the age and technology of the equipment involved.

All computer hardware including enhancements, attachments and peripheral equipment with a value greater than $100 is included in the Balance Sheet because these items form part of the Authority's computer network asset.

Electronic Office Equipment
Valuation of this asset category is based on historic cost with a minimum value of $5,000 assigned for Balance Sheet purposes.

Leasehold Improvements
Valuation of leasehold improvements is based on historic cost.

Authority Infrastructure
The Authority, being responsible for the development and management of the State's Road Network, has recognised the control aspect of some infrastructure assets and the ownership of other infrastructure assets when formulating policy in respect to the valuation and reporting of infrastructure.

The valuation policies developed provide for roads and bridges to be valued using the written-down replacement method where each road is assigned a value which equates with what it would cost to replace that road to its current condition, without improving the road. This valuation method has been adopted because it reflects the current minimum economic valuation of the infrastructure.

The Authority's traffic signal control network was valued according to the unit replacement cost.

In respect of land under roads and within road reserves, valuations were assessed according to the average rateable value per hectare of urban and rural areas within each Local Government Area.

Private Sector Provided Infrastructure
In cases where infrastructure has been initially provided by the private sector, the Authority has determined, recognised and valued the right to receive such infrastructure assets. The valuation methodology is based on the Net Present Value (NPV) of the written down replacement cost of such assets as at the date of their acquisition by the Authority.

DEPRECIATION POLICY

Land and Buildings in Service
Buildings in this category are depreciated on the straight line method at 2.5% per annum.

Improvements involved in quarry operations are amortised over the span of their useful lives.

Land and Buildings Acquired for Future Roadworks
No depreciation is charged against this asset category as buildings are not purchased to generate revenue, but ultimately to be demolished for roadworks. This policy is in accordance with industry practice.

Plant, Equipment and Motor Vehicles
Depreciation on major plant items and trucks costing more than $5,000 is based on the straight line method.

Self propelled road plant and heavy trucks are depreciated at a rate of 10% per annum for 8 years leaving a residual value of 20%. Other road plant and equipment is depreciated at a rate of 5% per annum.

Cars and light motor vehicles are depreciated at a rate of 10% per annum.

The Authority's helicopter is depreciated on the straight line method at the rate of 4.4% per annum.

Computer Hardware and Software
Major units and significant software systems are depreciated on the straight line method over 7 years with all other computer hardware depreciated over 3 years.

Electronic Office Equipment
Depreciation against this asset category is based on the straight line method at 20% per annum.

Leasehold Improvements
Leasehold improvements are amortised over the period of the lease.

Infrastructure
The existing Accounting Standard AAS4 - Depreciation of Non-Current Assets, is not considered appropriate or meaningful in respect of the raising and charging of such expenses against the Authority's infrastructure.

The term 'depreciation', whilst being relevant and understandable for operational assets, is ambiguous and misleading when applied to infrastructure assets such as roads and bridges which have a very long, but finite life.

This situation has been addressed in AAS27 wherein the view adopted is that: ...the service potential of long lived assets does expire over time, not withstanding proper maintenance.

This standard further proposes that depreciation of long lived assets should be recognised as an expense.

Accordingly, in the circumstances, the Authority has developed a number of standards and terms which clearly indicate the appropriate disclosure in the financial statements and provide users with more relevant information.

In lieu of depreciation of the infrastructure, the Authority has established the following provisions:-

Provision for Asset Restoration
This provision recognises the expense each year of normal wear, tear and deterioration which has occurred and which will be restored under the proper operation of the maintenance program in an appropriate future period.

In respect of bridges, investigations to identify and develop a contemporary methodology to calculate and bring to account a similar provision for the cost of restoration are well advanced.

Provision for Asset Renewal
This provision discloses (only by way of note) the charge made each year to recognise that in time, all infrastructure will become either technologically or economically obsolete. In order to make this provision and maintain the Authority's operating capability, the Authority will raise an annual percentage charge on the total carrying value of the infrastructure to provide for the eventual but progressive replacement or renewal of the network.

At this stage, it has not been possible to determine the technological life span of the network and further investigations are being undertaken with a multi disciplined working party being established. Pending the results of these investigations, the Authority makes an annual provision for such asset renewal at an amount of 1% of the current carrying amount of roads. This provision should be recognised as the initial step of a progressive, escalating implementation of an annual provision process. During 1992/93, this provision has been assessed at approximately $208.486 million ($204.739 million) which brings the total provision to $594.277 million ($385.791 million).

Conceptually, the aggregation of the Provision for Asset Restoration and the Provision for Asset Renewal could be considered depreciation as contemplated in AAS4 and as addressed in AAS27.

(vi) PROVISION OF MATERIAL ASSETS

There were no material assets provided free of charge to the Authority during this period. However, Crown land was provided at peppercorn rentals at a small number of locations.

(vii) CAPITAL GRANTS & CONTRIBUTIONS

All income is accounted for through the Income and Expenditure Statement with the capital portion of grants and contributions shown below the line after the determination of the operating result. This is in accordance with NSW Treasury policy and contemporary Australian Accounting Standards.

Total new funds received in 1992/93 were as follows:-

	$'000
Commonwealth Sources	
ALTD Act	577,276
Other	14,866
	592,142
State Sources	
Motor Vehicle Tax	573,332
Fuel Franchise Levies	
– General	261,000
– Special Additional (3x3)	210,000
Other	213,770
	1,258,102

2. AUDIT FEES

Audit fees in the amount of $350,000 ($345,000) were incurred for services provided during the year by the Auditor-General. These amounts are included in the Management and Administration charge in the Income and Expenditure Statement.

3. TOLL REVENUE

During 1992/93 gross toll collections for Waterfall/ Bulli Tollway and the Sydney Harbour Bridge amounted to $54.180 million (51.632 million) and operating costs totalled $6.506 million (5.559 million).

With the opening of the Sydney Harbour Tunnel, net Sydney Harbour Bridge tolls have been utilised to meet the Ensured Revenue Stream (ERS) payments to the Sydney Harbour Tunnel Company.

A top-up payment from Authority revenue of $5.430 million was necessary to meet the full ERS payment obligation in 1992/93, however, current forecasts indicate that the shortfall between revenue from tolls and ERS payments will be eliminated in 1993/94 and the top-up payment recovered over the next two and a half years.

4. OTHER INCOME

This comprises:-

1991/92 $M		1992/93 $M
5.501	Ordinance 30C Receipts	4.371
10.838	Load Permits	14.843
0.295	Indivisible Loads	0.284
1.054	B Doubles & Road Trains Permits	1.156
26.821	Road User Service Fees	33.685
0.169	Special Employment Schemes	0.075
0.095	Commission Received on Pay-Roll Deductions	0.098
0.132	SCATS User and Licensing Agreements	1.721
0.579	Refund of Stamp Duty on Property Enquiries	1.304
0.495	Towaway Fines	0.577
–	RTA Share of Profit on Sale of SHT Bonds	3.588
–	Refund on Construction of Opera House Carpark	1.103
2.828	Miscellaneous	2.591
48.807		**65.396**

5. CASH

The cash balance is composed as follows:-

30/6/92 $M		30/6/93 $M
85.008	General and Trust Funds	103.668
20.337	Cash at Bank, on Hand, Advances etc	19.050
–	Treasury Managed Fund - Investment Account	2.492
0.405	Special Deposits Accounts	0.318
105.750		**125.528**

For the purposes of the Statement of Cash Flows, cash includes cash on hand, Treasury Managed Fund Investment Account, cash in banks and cash in Special Deposit Accounts at Treasury.

6. RECEIVABLES

The Authority's receivables may be detailed as follows:-

30/6/92 $M		30/6/93 $M
6.771	Sundry & Rent Debtors	8.204
1.475	Deduct: Provision for Doubtful Debts	1.348
5.296		**6.856**
1.875	Unissued Debtors	0.894
0.184	Unpaid Cheque Account	0.349
7.355		**8.099**

Most of the Authority's debts are the result of road accidents where the Authority's property is damaged (e.g traffic signals & bridges) and tenants who vacate premises without notice whilst in arrears. Because these debts arise from incidents which precipitate debt recovery action rather than a decision to extend credit to organisations or individuals the incidence of bad and doubtful debts is high.

Accrued Interest on:

–	Loan to Interlink Roads	0.471	
0.062	Sinking Fund Investments	0.243	
0.008	Sydney Harbour Bridge Investments	0.007	
0.001	Workers Compensation Reserve Investment	–	
0.001	3x3 Fuel Levy	0.042	
0.001	Superannuation Provision	0.074	0.837
7.428			**8.936**

The policy for calculating the provision for doubtful debts is as follows:-

(i) Sundry Debtors for Rent

- 10% of current tenancies
- 70% of properties vacated within one year
- 80% of properties vacated over 1 year

(ii) General Debtors

- 5% of current debts
- 10% of debts raised one year prior
- 20% of debts raised between one and two years prior
- 50% of debts raised over two years prior

7. INVESTMENTS

Investments held by the Authority comprise:-

30/6/92 Face Value $M	30/6/92 Market Value $M		30/6/93 *Face Value $M	30/6/93 Market Value $M
		Current		
		New South Wales Treasury Corporation		
3.446	3.448	– Sydney Harbour Bridge Tolls Accrued for Payment to Sydney Harbour Tunnel Company	3.637	3.644
0.157	0.164	– Premier State Bonds	1.185	1.248
9.500	9.504	– 3x3 Fuel Levy	10.500	10.500
0.500	0.500	– General Funds	–	–
–	–	– Just Terms Compensation Act	0.868	0.868
0.705	0.706	– AUSTROADS Surplus	1.001	1.001
1.386	1.387	– Investment of Worker's Compensation Reserve	1.352	1.352
7.500	7.504	– Superannuation Provision	17.712	17.712
		Other		
0.012	0.012	– FIRST Scheme	0.021	0.021
0.214	0.219	– Department of Main Roads Inscribed Stock	0.299	0.309
23.420	**23.444**	**Total Current**	**36.575**	**36.655**
		Non-Current		
		New South Wales Treasury Corporation		
1.394	1.577	– Premier State Bonds	0.209	0.251
		Other		
0.032	0.032	– FIRST Scheme	0.020	0.020
0.299	0.317	– Department of Main Roads Inscribed Stock	–	–
1.725	**1.926**	**Total Non Current**	**0.229**	**0.271**

* Book and Face Values are equivalent

The market value of the Department of Main Roads Inscribed Stock and Premier State Bonds has been calculated by the NSW Treasury Corporation at the bond yield rate.

The variation between face value and market value occurs because the interest rate on investments varies to that currently available in the market. To ensure a parity of yield the price offered for higher/lower interest securities is necessarily more/less than face value.

8. PROPERTY, PLANT AND EQUIPMENT AND LEASEHOLD IMPROVEMENTS

Property, plant and equipment consists of the following asset categories:-

30/6/92 $M		$M	30/6/93 $M
	Current		
	Land and Buildings Acquired for Future Roadworks		
	– Properties Surplus to Road Requirements		
–	which are expected to be sold in 1993/94		30.129
–	**Total Current**		**30.129**
	Non-Current		
	Land and Buildings in Service		
	Works Administration		
85.377	– Land		82.133
59.923	– Buildings	66.959	
–	Less: Depreciation	1.555	65.404
145.300			**147.537**
	Officers' Residences		
2.288	– Land		1.559
6.231	– Buildings	4.922	
0.474	Less: Depreciation	0.017	4.905
8.045			**6.464**

Officers Residences were revalued by an amount of $0.099 million as at 13 May 1993 by Authority valuers.

0.398	Improvements to Quarries	0.398	
0.146	Less: Amortisation	0.162	
0.252			**0.236**
	Land and Buildings Acquired for Future Roadworks		
277.641	– Rentable Properties		268.479
209.065	– Vacant Land - Road not yet Constructed		192.169
107.228	– Property Surplus to Road Requirements		78.056
593.934			**538.704**

In accordance with the Authority's policy of revaluing land and buildings on a five year continuing basis, a proportion of Land and Buildings Acquired for Future Roadworks have been revalued in the amount of $13.511 million (devalued $14.622 million). Land & buildings in this asset category are not purchased to generate revenue but ultimately to be demolished for roadworks.

	Plant, Equipment and Motor Vehicles	
167.755	(At Cost or Valuation)	175.814
61.825	Less: Depreciation	72.160
105.930		**103.654**
	Computer Equipment	
124.587	(At Cost or Valuation)	154.164
52.571	Less: Depreciation	69.012
72.016		**85.152**
	Electronic and Office Equipment	
3.839	(At Cost)	4.913
2.130	Less: Depreciation	2.467
1.709		**2.446**
927.186	**Total Non-Current**	**884.193**

Leasehold improvements are detailed as follows:-

	Leasehold Improvements	
18.350	(At Cost)	17.695
10.258	Less: Amortisation	11.168
8.092		**6.527**

9. LOANS

(i) Loan to Sydney Harbour Tunnel Company

Repayment of the loan to the Sydney Harbour Tunnel Company of $222.6 million is due in the year 2022, and as such the receivable has been valued on a Net Present Value (NPV) basis in the same manner as the Authority's right to receive the Tunnel.

The loan is considered to be part of the Authority's interest in the Tunnel and as at 30 June 1993 has been assessed at $17.090 million ($10.212 million).

See note 10 (ii) for explanation of right to receive the Tunnel and other private infrastructure.

(ii) Loan to Interlink Roads (ILR)

Under the terms of the project deed with ILR the RTA has made loans in the total amount of $64.6 million and commitments for $20 million as at 30 June 1993 to provide funds for the construction of the M5 Motorway. Details are as follows :-

– A construction loan in the amount of $12.6 million for additional works requested by the RTA of which $7.6 million was paid during 1991/92 and 1992/93 with a further $5 million to be paid in 1993/94.

This loan was originally intended to total $13 million, however, one payment was made approximately one year before the due date and discounted from $5 million to $4.6 million.

This loan bears interest at 12% per annum which is calculated quarterly and added to the balance of the loan.

– A 'notional' land acquisition loan of $22 million based on the costs of land under the M5 which was originally purchased by the Authority. As this loan will be fully recoverable towards the expiry of the agreement, it has been determined to recognise the loan repayment progressively in the form of deferred rentals.

This loan also bears interest at 12% per annum which is calculated quarterly and added to the balance of the loan.

In the Balance Sheet this loan has been written down by the value of unearned income.

	$M
Loan	22.000
Less: Unearned Rent	21.357
	0.643

It is intended that both the construction loan and the land acquisition loan will be repaid from toll revenue.

– A 'Variation Loan' in the total amount of $50 million to fund the M5. During 1992/93 $35 million was paid with $5 million to be paid during 1994/95 and a further $10 million to be paid in 1995/96.

This loan will bear interest at 7 % per annum which is calculated quarterly and added to the balance of the loan. Repayment is forecast to commence after 17 years.

If, after at least 25 years from the M5 commencement date, the RTA determines that the expected financial return has been achieved, the RTA has the right to buy either the business from ILR, or all the shares in ILR from Leighton and CBA. The exercise price will be based on open market valuation of the business/shares.

As at 30 June 1993 the balance of the loan including outstanding interest amounts to $46.134 million.

10 (i). AUTHORITY INFRASTRUCTURE

The determination of appropriate infrastructure valuations and calculations of provisions for asset restoration were assessed by utilising the Authority's Pavement Management System and are as follows:

30/6/92 $M		$M	30/6/93 $M
	Roads		
18,456.048	Opening Balance		21,416.535
2,380.170	Add: Revaluation		111.708
439.200	Less: Prior Years Adjustment		337.762
141.117	Add: Net Additions and Deletions		505.871
21,416.535			**21,696.352**
	Less: Provision for Asset Restoration		
350.820	Opening Balance	942.625	
90.060	Less: Prior Years Adjustment	117.936	
141.780	Add: Expense 1992/93	23.069	
359.965	Inflation - Prior Years	–	847.758
20,473.910			**20,848.594**
	Land Under Roads & Within Road Reserves		
20,922.205	Opening Balance		16,679.293
–	Add: Land Declared as Roads in 1992/93		57.731
4,242.912	Less: Revaluation Write Down		1,993.886
16,679.293			**14,743.138**
	Bridges		
3,729.328	Opening Balance		3,774.974
26.656	Add: Net Additions		47.443
–	Add: Prior Years Adjustments		83.704
3,702.672			3,906.121
72.302	Add: Revaluation		–
3,774.974			**3,906.121**
	Traffic Signal Control Network		
5.722	Opening Balance		7.285
1.563	Add: Revaluation		0.294
7.285			**7.579**
	Major Works-in-Progress		
302.474	Opening Balance		766.160
463.686	Add: Net Additions/Deletions		158.416
766.160			**924.576**
41,701.622			**40,430.008**

The methodology for the calculation of the replacement and restoration costs has been reviewed and enhanced in 1992/93 to ensure a more concise and accurate valuation and to facilitate such costs compatibility with Regional maintenance plans. The major enhancement of the valuation method involves the network being systematically divided into six sub-networks which more accurately reflects the estimated aggregate written down replacement and restoration cost of the State Road Network.

The effect of this enhanced methodology is clearly reflected in the prior years adjustments of $117.936 million in respect of the provision for asset restoration and $337.762 million in respect of the estimated replacement cost of the road network. These adjustments are an accurate measurement of the estimated costs of restoration of the network based on current condition and data models utilising the latest available construction and restoration costs. The adjustments are not merely in respect of the previous financial year but in fact indicate the progressive movements and refinements in such restoration costs since infrastructure was initially capitalised in 1989/90.

Although the 1992/93 provision for asset restoration expense of $23.069 million is somewhat lower than amounts reported in previous years, it is considered to reflect the actual deterioration in the road condition during the past year and is tangible evidence of the Authority's continuing efforts to enhance its total asset management strategies through increased funding, maintenance efficiencies and restoration policies and procedures.

Debt Restructuring

Treasurer's Direction 480.01 requires that the gain or loss arising from debt restructuring activities is deferred and amortised over the term of the replacement debt. This accounting treatment ensures that the gains or losses on face value are recognised over the same period as the economic benefits which accrue to the Authority as a result of the buyback issue decisions.

(ii) Other Liabilities

30/6/92 $M		30/6/93 $M
	Current	
	Accrued Expenses	
	– Wages and	
9.806	Associated Charges	3.595
0.758	– Haulage	1.073
1.621	– Plant Hire	2.305
6.434	– Other (Including Contracts)	36.224
41.722	– Interest	37.837
	Other Liabilities	
–	Unearned Rent on M4 Motorway	2.375
0.919	Income Received in Advance	0.663
7.155	Trust and Holding Accounts	8.657
68.415	**Total Current**	**92.729**
	Non-Current	
	Unearned Rent on	
–	M4 Motorway	**37.116**
–	**Total Non-Current**	**37.116**

Under the M4 lease agreement $46.616 million was received as rent in advance in prior years. Although this was previously treated as a contribution to works, to accord with the principles of accrual accounting, it has been decided to bring this revenue to account progressively over the period of the lease. This treatment is summarised below:-

	$M
Rent Earned in Prior Years	4.749
Rent Earned in Current Years	2.375
Unearned Rent as at 30 June 1993	39.491
	46.615

13. PROVISIONS

As at 30 June 1993 the following provisions exist:-

(i) Employee Leave Entitlements

30/6/92 $M		30/6/93 $M
	Current	
4.817	Long service leave	10.711
21.006	Annual leave	19.346
	Non-Current	
73.081	Long service leave	68.445
98.904		**98.502**

The provision in respect of long service leave entitlements has been calculated on the basis of current entitlements of employees who have completed five years of service.

(ii) Superannuation

30/6/92 $M		30/6/93 $M
59.229	**Current**	**68.248**
364.086	**Non-Current**	**334.548**
423.315		**402.796**

An actuarial assessment of the Authority's liability was carried out in respect of the State Superannuation Fund as at 30 June 1993 and in respect of the State Authorities Superannuation Act and the State Authorities Non-Contributory Superannuation Act (Basic Benefits) as at 31 March 1993.

The assumptions adopted in the reviews were:-

30/6/92		30/6/93
9%	Interest rate	9%
6%	Rate of increase in the Consumer Price Index	6%
7.5%	Rate of salary increases	7.5%

The Authority's total deferred superannuation liability as at 30 June 1993 amounts to $402.796 million ($423.315 million).

At 30 June 1993 the amounts standing in the Authority's Reserve Accounts at State Super were $63.964 million in respect of the General Fund and $14.580 million in respect of the SES Fund.

(iii) Workers Compensation

During 1992/93 the Authority provided $10.894 million for payments due to the Treasury Managed Fund.

The provision for the outstanding liability under the former Department of Motor Transport self-insured scheme amounts to $1.355 million as at 30 June 1993 after further payments were made during 1992/93.

30/6/92 $M		30/6/93 $M
–	**Current**	**10.894**
1.386	**Non-Current**	**1.355**

(iv) Fringe Benefits Tax

30/6/92 $M		30/6/93 $M
4.932	**Current** (see note 1(ii))	**–**

14. RESERVES, CAPITAL GRANTS AND ACCUMULATED FUNDS

Reserves, capital grants and accumulated funds are represented by:-

(i) Reserves

30/6/92 $M		30/6/93 $M
41.410	Capital Profit Reserve	41.410
–	Asset Revaluation Reserve	13.610
–	Asset Replacement Reserve	0.346
2.891	Loan Repayment Reserve	2.891
44.301		**58.257**

The Asset Revaluation Reserve arose from the revaluation of Officers Residences and Land and Buildings Acquired for Future Roadworks.

The Asset Replacement Reserve was created to provide for the timely replacement of assets utilised in the Authority's Business Units.

(ii) Accumulated Funds

30/6/92 $M		30/6/93 $M
40,920.515	Accumulated Funds – 1 July 1992	41,208.144
1,459.349	Add: Adjustment for Prior Year's Capital Contribution	–
42,379.864		41,208.144
1,196.383	Less: Deficit for Year Ended 30 June 1993	1,340.256
24.663	Add: Transfer from Asset Revaluation Reserve	–
41,208.144	**Accumulated Funds – 30 June 1993**	**39,867.888**

15. INVENTORIES

Inventories are valued at weighted average cost. The significant decrease in inventories is due to a policy of rationalisation which was adopted throughout the Authority.

16. COMMITMENTS

(i) Lease Commitments - Operating

Lease commitments aggregated as at 30 June 1993 are payable as follows:-

30/6/92 $M		30/6/93 $M
13.985	Payable no later than 1 year	11.899
11.693	Payable later than 1, but not later than 2 years	9.211
29.879	Payable later than 2, but not later than 5 years	22.071
77.020	Payable later than 5 years	16.167
132.577		**59.348**

Commitments have been calculated on the assumption that renewal options on leases will not be taken up, rather, leases will be renegotiated.

(ii) Contractual Commitments

The following contractual commitments exist as at 30 June 1993:-

30/6/92 $M		30/6/93 $M
138.601	The value of work to be completed on road and bridge contracts over $100,000	167.501
3.840	Plant, Light Vehicles & Trucks	6.509
17.870	Property Acquisitions awaiting Settlement	25.701
	Payments to Interlink Roads (ILR)	
–	• Payable no later than 1 year	5.000
–	• Payable later than 1, but not later than 2 years	5.000
–	• Payable later than 2, but not later than 5 years	10.000
	Other	5.952

(iii) Statutory Commitment

During 1992/93 final payment in the amount of $12.640 million was made to the Sydney Harbour Tunnel Company under the Net Bridge Revenue Loan Agreement.

30/6/92 $M		30/6/93 $M
12.640	Payable no later than 1 year	–
–	Payable later than 1, but not later than 2 years	–
12.640		**–**

17. CONTINGENT LIABILITIES

There are some 98 claims for damage or injury currently being litigated and one contract dispute. Of these, 69 claims are quantifiable with an estimated contingent liability to the Authority of $7.663 million.

Any claims resulting from incidents which have occurred since 1 July 1989 are not included in the above figures as costs for such claims are now covered by the Authority's Workers Compensation RTA Managed Fund managed by GIO Australia.

Monthly payments to the Sydney Harbour Tunnel Company are being made by the Authority in accordance with the Ensured Revenue Stream Agreement between the New South Wales Government and the Company. For accounting purposes the Authority has treated the Sydney Harbour Bridge toll revenue as, in substance, assigned to meet these payments. Thus the Authority only recognises any necessary payments in excess of bridge toll revenue as contingent liabilities. Under Australian Accounting Concepts and Standards this liability cannot be included in the Balance Sheet as it cannot be measured reliably.

In addition, where the Sydney Harbour Tunnel Company incurs unforeseen tax expense, the agreement requires a renegotiation of Ensured Revenue Stream payments which could create an increased liability to the Authority.

The Authority considers that any such payments would form part of the cost of acquiring the Tunnel and would therefore be capitalised to the carrying value of the right to receive the Tunnel in the year 2022.

18. 3X3 PROGRAMS

(i) Initial (Accelerated) Program

The funds balance for this program at 1 July 1992 was $ 9.541 million. Total income received under this program in July 1992 amounted to $18.766 million, comprising $18.646 million in fuel levies and $0.120 million in respect of interest earned. Total expenditure incurred amounted to $28.307 million. This program was finalised in February 1993.

(ii) Extended Program

In November 1991 legislation was passed to extend the special levy from September 1992 to August 1995.

Total Income received under this program from August 1992 to June 1993 amounted to $192.587 million, comprising $191.354 million in fuel levies and $1.233 million in respect of interest earned.

Total expenditure incurred amounted to $181.913 million with a balance of funds as at 30 June 1993 of $10.674 million.

Comprehensive details of program income and expenditure are included in the Supplementary Financial Information.

End of Audited Financial Statements

Supplementary Financial Information

1992/93 BUDGET

Funds budgeted to be available to the Roads and Traffic Authority for 1992/93 as published in State Budget Paper No.2 amounted to $1,798.9 million. Variations to the original budget were as follows:

		$M
Original Budget		1,799*
Use of Cash Balances		44(+)
		1,843
Increase in Receipts		
Commonwealth Funds	9(+)	
Treasury Advances (Voluntary Redundancies)	47(+)	
Other	7(+)	63
Revised Budget		**1,906**

Total funds available for 1992/93 amounted to $1,823 million and variations from the revised budget were as follows:-

Revised Budget		**1,906**
Use of Cash Balances		77(-)
		1,829
Increase in Receipts		
Commonwealth Funds (Interstate Road Transport Act)	1(+)	1
		1,830
Decrease in Receipts		
Natural Disasters	5(-)	
Treasury Advances (Voluntary Redundancies)	2(-)	7
Funds Available		**1,823**

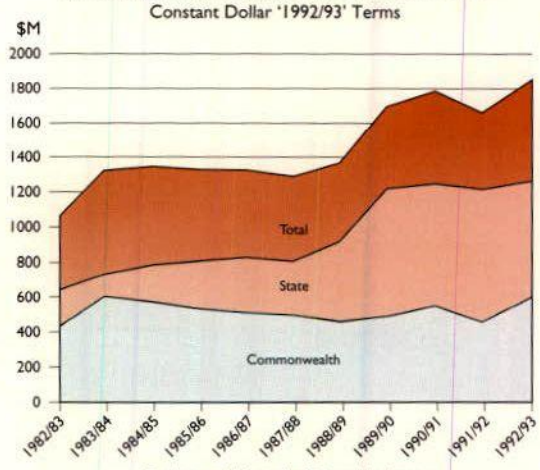
The variations were due to:

- Non utilisation of cash balances, $77 million.
- An increased share of funds for NSW from the Interstate Road Transport fund pool, $1 million.
- $2 million Treasury Advances for Voluntary Redundancies being carried forward to 1993/94
- $5 million Natural Disasters Grant not yet recouped from NSW Treasury

*Note: Budgeted funds amounts identified in State Budget Paper No. 2 were expressed on a 'cash basis'. RTA Financial Statements and Annual Accounts are expressed on an 'accrual basis'.

Funding of the State Road Network

Constant Dollar '1992/93' Terms



Funding available to the RTA and the former Department of Main Roads since 1982/83

COMMONWEALTH GRANTS

Australian Land Transport Development Act 1988

Under the provisions of the ALTD Act 1988 financial assistance is provided to the States and Local Government for works on public roads as well as for research relating to land transport, for road safety activities and for capital improvements to urban public transport and interstate mainline railways.

Funds are allocated for the following categories of assistance:-

- National Highways
- National Arterial Roads
- Provincial Cities and Rural Highways
- Black Spot Projects and Road Safety Measures
- Urban Public Transport Projects

Allocations for State Arterial Roads ceased on 31 December 1990. However, the Act retains this funding category to enable the Commonwealth Minister to transfer funds from other categories on a discretionary basis where individual states are judged to have needs in this area.

The ALTD Act provides for a specified share of customs and excise duty on motor spirit and diesel fuel, designated as a road user charge to be paid into the ALTD Trust Fund along with an additional appropriation from the Consolidated Revenue Fund. At 30 June 1993 the excise being paid to the Fund is 5.310 cents per litre.

This legislation represents the principal source of Commonwealth Grants received by the Authority for works on the State Road Network. During 1992/93 the Authority received $577.3 million under the provisions of the ALTD Act compared with $437.5 million received during 1991/92.

To fulfil the requirements of the Act, funds provided were used only on works approved by the Commonwealth Minister and tenders were called for all enhancement on National Roads.

Interstate Road Transport Act 1985

The Interstate Road Transport Act 1985 requires heavy vehicles to have Federal registration if they are not registered in a State or Territory and are involved only in interstate trade.

Under the Federal Scheme, vehicle owners are required to pay either a flat rate or a charge based on distance travelled. The moneys are collected in NSW by the Authority on behalf of the Commonwealth and paid into the Interstate Road Transport Trust Fund. The proceeds are then distributed to the States as a contribution towards road repair and maintenance costs.

Funds received by the Authority under this scheme during 1992/93 amounted to $7.7 million, compared to $7.1 million received during 1991/92.

Building Better Cities Program

The Building Better Cities Program, which began in September 1992, is a co-operative approach between the Commonwealth, State & Local Governments to improve the quality of Australian cities.

The objectives of the program are to:-

- Initiate strategic urban change
- Encourage ecologically sustainable development and microeconomic reform
- Create improved urban environments and more livable cities

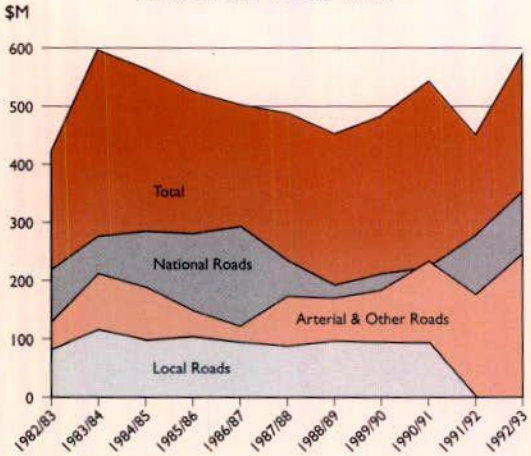
In NSW the aims of the program will be achieved by the Commonwealth Government and the State Government jointly funding the following four area strategies over a period of four years:-

- Ultimo/ Pyrmont (Sydney)
- Eveleigh (Sydney)
- Transit West (Sydney)
- Honeysuckle & Environs (Newcastle)

During 1992/93 the Authority received $7.2 million from the Commonwealth Government to fund works within this program.

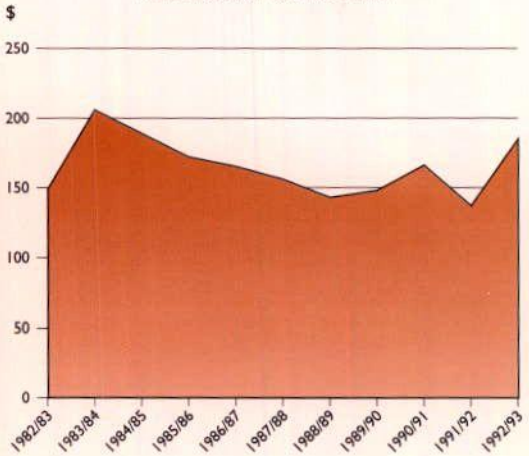
Commonwealth Road Grants

Constant Dollar '1992/93' Terms



Commonwealth Grants per Registered Vehicle

Constant Dollar '1992/93' Terms



STATE SOURCES

Fuel Levies

The Business Franchise Licences (Petroleum Products) Act 1987 prescribes licence fees for the sale of motor spirit and also for diesel fuel used or capable of use in propelling a diesel engined road vehicle.

Under the provisions of the Road Improvement (Special Funding) Act, 1989, fees were increased by 3 cents per litre from 1 September 1989 for an initial period of three years (3x3). Proceeds were used to fund the Accelerated Road Program which was finalised on 28 February 1993.

In November 1991 legislation was passed to extend this special levy from September 1992 to August 1995 with the additional 3 cents per litre on motor spirit and diesel fuel being utilised to fund the Extended 3x3 Program.

As at 30 June 1993, the general fuel franchise fee and the additional levy total 6.90 cents per litre for diesel fuel and 6.86 cents per litre for motor spirit

Proceeds from the collection of fuel franchise levies are initially paid into the Consolidated Fund before being appropriated to the Roads and Traffic Authority for expenditure on road and bridge programs. During 1992/93 $261 million was received from general levy collections, while $210 million was collected from the special additional 3x3 levy. This compared with $246 million and $201 million in 1991/92.

EXTENDED 3X3 PROGRAM FINANCIAL REPORT FOR PERIOD 1/8/92 TO 30/6/93

	Total 1992/93 $'000
A) Income	
Fuel Levies	191,354
Interest Earned	1,233
Total Income	**192,587**
B) Approved Expenditure	
Enhancement	112,932
Restoration	32,325
Council Works	
Council-proposed	19,477
Council-determined	9,398
Traffic	7,781
Total Expenditure	**181,913**
Balance of Funds as at 30/6/93	**10,674**

ACCELERATED ROAD IMPROVEMENT PROGRAM FINANCIAL REPORT FOR PERIOD 1/7/89 TO 28/2/93

	Total 1989/91 $'000	Total 1991/92 $'000	Total 1992/93 up to 28/2/93 $'000	Cumulative Total $'000
A) Income				
Fuel Levies	383,516	201,000	18,646	603,162
Interest Earned	9,587	182	119	9,888
Total Income	**393,103**	**201,182**	**18,765**	**613,050**
B) Approved Expenditure				
Development and New Works	231,006	147,788	21,410	400,204
Rehabilitation of Major Arterials	65,166	21,666	1,660	88,492
Council Works				
Council-proposed	38,135	13,141	3,618	54,894
Council-determined	24,860	10,193	1,084	36,137
Safety and Traffic Management	14,603	6,264	291	21,158
Replacement of Timber Bridges	7,846	4,075	244	12,165
Total Expenditure	**381,616**	**203,127**	**28,307**	**613,050**

MOTOR VEHICLE TAXATION

Motor vehicle taxation charges, collected by the Authority when vehicles are registered, are initially paid into the Consolidated Fund. All proceeds are then redirected into the Roads and Traffic Authority Fund for allocation to road and bridge programs. During 1992/93, receipts from motor vehicle taxation totalled $573.3 million compared with $542.8 million in 1991/92.

No. of Registered Motor Vehicles in NSW

Year	No. of Motor* Vehicles Registered	% Change Over Previous Year
1982/83	2,825,441	1.9 (+)
1983/84	2,876,661	1.8 (+)
1984/85	2,970,746	3.3 (+)
1985/86	3,028,657	1.9 (+)
1986/87	3,025,574	0.1 (-)
1987/88	3,102,709	2.5 (+)
1988/89	3,147,232	1.4 (+)
1989/90	3,227,798	2.5 (+)
1990/91	3,246,703	0.6 (+)
1991/92	3,234,814	0.4 (-)
1992/93	3,199,756	1.1 (-)

*Excluding plant, tractors, trailers and caravans
1992/93 Figures exclude vehicles on register without current registration

CONTRIBUTIONS FOR SPECIFIC WORKS

The following contributions towards specific works were received during 1992/93:-

	$M
State Government Departments	
General Purposes	2.793
Sydney Harbour Bridge	0.873
Other State Road Authorities	0.443
Councils	0.790
Private Firms and Individuals	5.792
	10.691

ROAD COST INDEX

The Authority's Road Cost Index, is used to adjust money values in various tables and graphs in this Annual Report

The index, which has been specially developed by the Authority and widely accepted as a measure of change in the cost of roadworks, bridgeworks and traffic facilities is based on changes in prices of some 400 samples within the broad elements of wages, stores, plant, haulage, overhead, property acquisitions and financing costs. Each sample has been allocated a predetermined weighting which is reviewed at 3 to 4 yearly intervals in line with changes in the element in the works.

RTA Road Cost Index (Base Year - 1980/81)

Year	Index	% Increase (Decrease) Over Previous Year
1982/83	137.35	17.8
1983/84	146.96	7.0
1984/85	152.99	4.1
1985/86	162.78	6.4
1986/87	170.27	4.6
1987/88	177.76	4.4
1988/89	190.20	7.0
1989/90	202.56	6.5
1990/91	218.56	7.9
1991/92	224.02	2.5
1992/93	219.54	(2.0)

PAYMENTS TO COUNCILS

Payments made to local government councils during 1992/93 were as follows:-

	$M	$M
Classified Roads		
Enhancement	80.735	
Maintenance	204.260	
Use	2.015	**287.010**
Local Roads		
Natural Disasters	8.305	
Other	0.016	**8.321**
		295.331

FINANCING OF THE SYDNEY HARBOUR TUNNEL

Construction of the Tunnel was completed in August 1992 and payments are being made to the Tunnel Company in accordance with the Ensured Revenue Stream Agreement between the New South Wales Government and the Company. These payments will enable the Company to meet its financial obligation to private bondholders and to operate the Tunnel for a 30 year term. At the end of this period in 2022, ownership of the Tunnel will transfer to the Government.

SYDNEY HARBOUR BRIDGE - FINANCING OF SYDNEY HARBOUR TUNNEL POSITION AS AT 30 JUNE 1993

	$M	$M	$M
Balance Brought Forward 1/7/87			**1.843**
Receipts			
Gross Tolls – 1/7/87 to 30/6/93	255.758		
Add: Tolls – STA & Private Buses	0.554		
Less: Tolls – Prepaid	0.002	256.310	
Add: Interest on Tolls Invested		1.657	
Contribution from Tunnel Company for Toll Collection Costs		1.246	
Net Proceeds from Toll Evasion Fines		0.234	
Total Income to 30/6/93			259.447
Total Funds Available from Operations			**261.290**
Less: Disbursements 1/7/87 to 30/6/93			
Net Bridge Revenue Loan Agreement	222.600		
Ensured Revenue Stream Payments	35.758		
Toll Collection Costs – Bridge	21.587		
Toll Collection Costs – Tunnel	0.931		
			280.876
Cumulative Deficit from Operations			**(19.586)**
Add: Subsidy - Excess sticker usage			0.319
Accumulated Deficit - Position as at 30/6/93			**(19.267)**

PAYMENTS PERFORMANCE INDICATORS

The Authority's Accounts Payable System is fully decentralised with payments being made from offices throughout the State. During 1992/93 the Management Review process has continued in conjunction with the development of a major contemporary field Office accounting system. As a result of these factors accurate accounts payable performance figures have not been available throughout the year.

Based on close scrutiny over the last quarter the Authority has paid $546.097 million in accounts payable of which $532.624 million, or 97.5%, was paid on time.

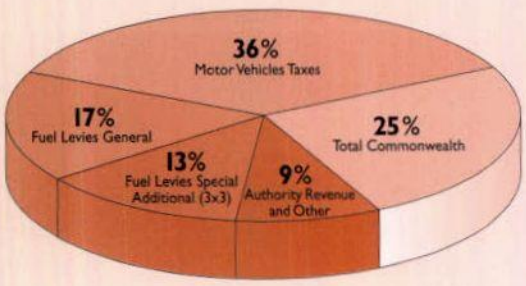
The major reasons for non-payment by the due date were discrepancies between receipts and invoices, short or over supplies and quality problems.

Provided there are no discrepancies the Authority's accounts payable module ensures payment by the due date.

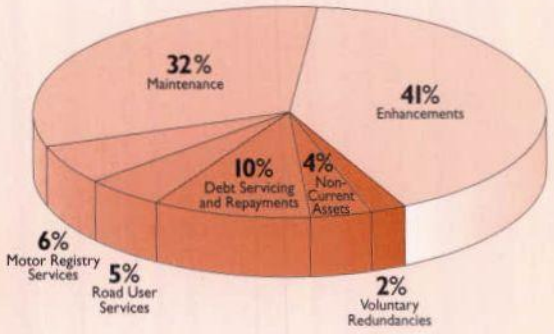
The Year Ahead

NEW FUNDS AVAILABLE	BUDGET 1993/94 $M
Commonwealth	
ALTD Act	397
Other	11
Total Commonwealth	**408**
State	
Motor Vehicle Taxes	590
Fuel Levies	
– General	272
– Special Additional (3x3)	219
Authority Revenue & Other	140
Total State	**1,221**
TOTAL NEW FUNDS	**1,629**
USE OF CASH BALANCES	
Commonwealth	100
State	(28)
	1,701
INCREASE IN LIABILITIES / REDUCTION IN OPERATIONAL ASSETS	74
	1,775
EXPENDITURE	
Enhancement	732
Maintenance	564
Motor Registry Services	104
Road User Services	83
Debt Servicing & Repayment	183
Non-Current Assets	74
Voluntary Redundancies	35
TOTAL EXPENDITURE	**1,775**

New Funds Available



Expenditure



The 8.2 km Mittagong Bypass crosses rugged, deep valleys in Nattai Gorge. Construction included major bridges over Gibbergunyah Creek and Nattai River.

Appendixes

Appendix I

Major Works - Sydney Region

(3x3) denotes projects partly or wholly funded by the 3x3 fuel levy.

Sydney Harbour Tunnel

Cost: $560M (Construction cost. Privately funded)
❖ **COMPLETED:** August 1992
A four lane, 2.3 km Government/Private Venture. Construction costs are principally financed by the Sydney Harbour Bridge toll and the sale of bonds.

Gore Hill Freeway (3x3)

Final Cost: $130M
1992-93: $17M
❖ **COMPLETED:** August 1992
This 3.1 km freeway links the Warringah Freeway, Naremburn with the Pacific Highway and Longueville Road at Lane Cove.

City-West Link (3x3)

Estimated Cost: $178.3M
Cost to Date: $64.4M
1992-93: $9.2M
Estimated Completion: (Dependent on funding)
This road will connect the Glebe Island Arterial with Parramatta Road at Five Dock, increasing traffic capacity between the city and the western suburbs. The route follows Victoria Road, The Crescent, then the railway line to Leichhardt, where it joins Dobroyd Parade to meet Parramatta Road.

The section between The Crescent and Catherine Street, Leichhardt was completed in February 1993.

Reconstruction of the intersection of Victoria Road and The Crescent was completed in June 1993.

Glebe Island Bridge and Approaches

Estimated Cost: $169M
Cost to Date: $50M
1992-93: $36.9M
Estimated Completion: 1997
This will link existing viaducts over Darling Harbour with the City-West Link Road. It involves a 345 m long bridge over Johnstons Bay.

An EIS was exhibited in July 1992 for the eastern approaches from Pyrmont Bridge Road.

Work on the western tower is nearing completion. Deck construction commenced in June 1993. Work commenced on the eastern approach viaducts.

Southern Arterial

Estimated Cost: $39M
Cost to Date: $29M
1992-93: $2.1M
Estimated Completion: June 1996
An EIS for the proposed one-way pairing of Wyndham Street and Botany Road from Henderson Road, Redfern to Green Square, Zetland commenced in February 1993 and is expected to be exhibited in 1994.

Homebush Bay Drive and Centenary Drive Extension (3x3)

Estimated Cost: $90M
Cost to Date: $71M
1992-93: $2.4M
Estimated Completion: (Dependent on funding)
A divided carriageway between Concord Road, Rhodes and Centenary Drive, Homebush West will form part of a new section of Metroad 3 between Ryde and South Strathfield. Work on the Centenary Drive Extension was opened to traffic in December 1992.

Victoria Road

Top Ryde Underpass (3x3)
Estimated Cost: $30M
Cost to Date: $6.5M
1992-93: $0.4M
Estimated Completion: (Dependent on funding)
An underpass for Devlin Street at its intersection with Victoria Road, which is currently an accident blackspot. Design has been completed, property acquired and demolitions are nearing completion. Stage 1 of the project, involving an improved at grade intersection, is programmed for completion in 1994.

Widening at West Ryde (3x3)
Estimated Cost: $7M
Cost to Date: $2.3M
1992-93: $1M
Estimated Completion: 1994
The opening of a pedestrian underpass on 1 July 1993 has enabled work to commence on the widening of Victoria Road, between West Parade and Anzac Avenue, to provide ultimately five traffic lanes. Further traffic flow improvements will be undertaken from Shaftsbury Road to Bowden Street with right turn bays.

Forest Way (3x3)

Estimated Cost: $19M
Cost to Date: $10.8M
1992-93: $3.5M
Estimated Completion: October 1994
Upgrading Forest Way to four lanes between Mona Vale Road and Ralston Avenue, and to six lanes between Ralston Avenue and Hews Parade.

Woronora River Bridge (3x3)

Estimated Cost: $35M
Cost to Date: $5.6M
1992-93: $0.7M
Estimated Completion: (Dependent on funding)
The EIS was determined in March 1993. The project includes a new road between Linden Street, Sutherland and Menai Road, Bangor. Work is expected to begin on the new bridge early in 1994.

Alfords Point Road (3x3)

Final Cost: $29M
1992-93: $5.1M
❖ **COMPLETED:** July 1992
A four lane extension of Alfords Point Road to Menai Road, Menai. Noise attenuation measures will be provided by April 1994.

M5 Motorway

Cost: $315M (Privately funded)
❖ **COMPLETED:** October 1992
The Moorebank Avenue to Fairford Road section of the M5 was opened on 14 August 1992 and the Fairford Road to King Georges Road section opened on 18 October 1992. The tollway is operated by Interlink Roads Pty Ltd.

Agreement was reached with Interlink Roads to extend the M5 6.0 km south to Prestons. Work commenced in July 1993 and is due for completion in September 1994 at a cost of $65M.

Cumberland Highway (Wentworthville to Liverpool) (3x3)

Estimated Cost: $180M
Cost to Date: $179.5M
1992-93: $6.4M
Estimated Completion: December 1993

The Cumberland Highway has been completed to four lane standard from Wentworthville to Liverpool with the majority of sections provided with a divided carriageway.

Work on the construction of a flyover and approaches at Polding Street was opened to traffic on 2 July 1992 at a cost of $11M. Landscaping work is in progress at the site and is expected to be completed in December 1993 at a cost of about $500,000.

Cambridge Street, Canley Heights was widened to four lanes between Avonlea Street and Hamilton Road, Fairfield West. Work included a bridge over Orphan School Creek, completed in June 1992, at a cost of $3M.

Pennant Hills Road (Cumberland Highway)

Estimated Cost: $80M
Cost to Date: $44M
1992-93: $13M
Estimated Completion: 1994-95 (West Pennant Hills)

Work is continuing on the widening of Pennant Hills Road, Beecroft south from Boundary Road to Mahers Road. The work will include a tunnel at the intersection of Pennant Hills and Castle Hill Roads (Thompsons Corner).

Fairford and Davies Roads, Padstow (3x3)

Estimated Cost: $22M
Cost to Date: $5.6M
1992-93: $2.2M
Estimated Completion: 1997

Fairford and Davies Roads are being reconstructed and widened to provide a four lane divided carriageway, including a bridge over the railway line at Padstow. This is part of the upgrading of the major north/south link between Dundas and Alfords Point. Work is nearing completion between Bryant and Banks Streets.

New Line Road, Cherrybrook

Final Cost: $3.9M
1992-93: $0.8M

❖ **COMPLETED:** June 1992

Widening of New Line Road between Shepherds Drive and 100 metres north of Purchase Road. Extension of the work to Pyes Crossing was completed in December 1992.

New traffic signals at the junction of New Line and Purchase Roads now provide safe access to and from Cherrybrook Technology High School.

Parramatta Bypass (James Ruse Drive)

Ramps at Kissing Point Road
Final Cost: $6.8M
1992-93: $1.8M

❖ **COMPLETED:** December 1992

The on-load ramp was opened in June 1992 and the off-load ramp to Kissing Point Road was opened to traffic in December 1992. Landscaping was completed in September 1993.

Flyover at Intersection with Victoria Road, Rydalmere (3x3)
Estimated Cost: $19M
Cost to Date: $11.9M
1992-93: $6.6M
Estimated Completion: September 1994

Road and bridge works to eliminate the severe traffic congestion which occurs at this intersection.

Phillip Parkway, Rooty Hill (3x3)

Final Cost: $13M
1992-93: $0.6M

❖ **COMPLETED:** July 1992

Construction of Phillip Parkway between Woodstock Avenue and Eastern Road. Work included the provision of noise barriers and landscaping.

St Hilliers Road-Boorea Street, Auburn

Estimated Cost: $10.3M
Cost to Date: $4.7M
1992-93: $1M
Estimated Completion: 1994-95

Work recommenced in March 1993 on the northbound carriageway between Rawson Street and Parramatta Road.

Reservoir Road, Prospect

Final Cost: $2M
1992-93: $1.4M

❖ **COMPLETED:** September 1992

Widening of Reservoir Road between the M4 Motorway and the Great Western Highway.

M4 Motorway

Final Cost: $27.7M
1992-93: $10.1M

❖ **COMPLETED:** June 1993

A 2.3 km extension of the M4 Motorway from Russell Street, Emu Plains to the Great Western Highway, Lapstone.

Western Route

The Western Route extends more than 1,200 km from Sydney to the South Australian border via Lithgow, Bathurst, Orange, Wellington, Dubbo, Nyngan, Wilcannia and Broken Hill.

It includes the Great Western Highway to Bathurst, the Mitchell Highway from there to Nyngan and the Barrier Highway to the border. In Sydney, the Great Western Highway is augmented by the M4 Motorway.

Great Western Highway

Faulconbridge

Final Cost: $7M
1992-93: $1.2M

❖ **COMPLETED:** September 1992

A four lane divided carriageway between Parks Crescent and Bellevue Road, Faulconbridge.

Linden Bends

Estimated Cost: $2.8M
Cost to Date: $2M
1992-93: $2M
Estimated Completion: Late 1993

Realignment and widening at Linden Bends, between Martin Place and Tollgate Drive.

Woodford Bends (3x3)

Estimated Cost: $30M
Cost to Date: $20.9M
1992-93: $11M
Estimated Completion: Late 1994

Reconstruction and widening of 3.0 km of narrow, winding two lane road between Tollgate Drive, Linden and Woodford Station to provide a four lane divided carriageway.

(Continued in Appendix 2)

Woolgoolga
Final Cost: $0.9M
1992-93: $0.9M
❖ **COMPLETED:** December 1992
Rehabilitation at Woolgoolga, including construction of a roundabout, 24.0-25.0 km north of Coffs Harbour.

Halfway Creek
Estimated Cost: $1.3M
Cost to Date: $0.7M
1992-93: $0.7M
❖ **COMPLETED:** July 1993
Widening to provide a southbound overtaking lane at Halfway Creek, and raising of the road level to improve sight distance for motorists, 53.2-54.8 km north of Coffs Harbour.

Bom Bom Creek
Final Cost: $1.3M
1992-93: $1.3M
❖ **COMPLETED:** March 1993
A new 1.6 km overtaking lane for northbound vehicles at Bom Bom Creek, 71.1-72.7 km north of Coffs Harbour.

Cowper Deviation
Final Cost: $6.2M
1992-93: $4.5M
❖ **COMPLETED:** May 1993
Divided dual carriageway, 20.2-22.4 km north of Grafton, deviates the highway from the village of Cowper, and provides additional overtaking opportunities.

Cowper
Final Cost: $2.5M
1992-93: $0.5M
❖ **COMPLETED:** August 1992
Reconstruction and widening 22.4-26.2 km north of Grafton, from Cowper to Coldstream River.

Byrons Lane
Final Cost: $0.6M
1992-93: $0.6M
❖ **COMPLETED:** May 1993
Widening and strengthening of the highway, 31.6-32.6 km north of Grafton, including school bus bays.

Maclean
Final Cost: $0.2M
1992-93: $0.2M
❖ **COMPLETED:** July 1992
A southbound overtaking lane on the Maclean Bypass, 44.6-46.1 km north of Grafton.

Mororo Bridge and Approaches
Estimated Cost: $10M
Cost to Date: $6.6M
1992-93: $4.5M
Estimated Completion: November 1993
A new bridge and approaches over the north arm of the Clarence River at Mororo, 58.0-60.2 km north of Grafton, will eliminate a narrow bridge and a section of poorly aligned highway.

North Tabbimoble (3x3)
Final Cost: $1.4M
1992-93: $1.4M
❖ **COMPLETED:** May 1993
A southbound overtaking lane at North Tabbimoble, 69.5-70.8 km north of Grafton, included removal of a sharp crest/curve combination.

New Italy
Final Cost: $1.8M
1992-93: $1.1M
❖ **COMPLETED:** February 1993
A southbound overtaking lane at New Italy, 82.4-83.7 km north of Grafton, included intersection upgrading and an improved rest area.

West Ballina (3x3)
Estimated Cost: $1.5M
Cost to Date: $0.3M
1992-93: $0.3M
Estimated Completion: July 1994
Reconstruction of existing road using a continuous reinforced concrete pavement between Brampton Avenue and Keys Drive, West Ballina, including a roundabout at Barlows Road.

Newrybar Intersection
Estimated Cost: $0.5M
Cost to Date: $0.13M
1992-93: $0.13M
❖ **COMPLETED:** August 1993
Intersection improvements at Newrybar, 20.2 -20.8 km north of Ballina.

Bangalow Bypass (3x3)
Estimated Cost: $25M
Cost to Date: $12M
1992-93: $4.9M
Estimated Completion: December 1994
A 2.7 km bypass to the east of Bangalow, including overtaking lanes for northbound and southbound vehicles, 23.4-26.1 km north of Ballina.

Tyagarah
Final Cost: $0.9M
1992-93: $0.9M
❖ **COMPLETED:** February 1993
A southbound overtaking lane at Tyagarah, 35.2-36.0 km north of Ballina, included right turn bays at Grays Lane and the road to Tyagarah Airport.

Dunbible Creek
Final Cost: $1.9M
1992-93: $1.1M
❖ **COMPLETED:** October 1992
Lengthening of an overtaking lane, together with wider approaches and bridge over Dunbible Creek, 69.0-69.6 km north of Ballina.

Murwillumbah
Final Cost: $0.4M
1992-93: $0.3M
❖ **COMPLETED:** September 1992
A roundabout at the intersection with Alma Street, Murwillumbah improved safety and traffic flow.

Chinderah Bypass
Estimated Cost: $54M
Cost To Date: $8.1M
1992-93: $5.67M
Estimated Completion: December 1996
Construction of 5.8 km of dual carriageway, 95.8-101.6 km north of Ballina. This work includes a new bridge over the Tweed River at Barneys Point, bridges at Wommin Bay Road and a major interchange at Cudgen Road. It will separate through and local traffic, reduce travel times, and improve community and tourist amenity.

Tweed Heads Bypass
Final Cost: $46M
1992-93: $4.6M
❖ **COMPLETED:** December 1992
A 5.7 km dual carriageway bypass of Tweed Heads, including major twin bridges over Terranora Creek, has resulted in improved and safer travelling conditions, for through traffic. The local community has benefited from the removal of through traffic from local streets and a consequent improvement in safety.

Asphaltic Concrete Overlays
Estimated Cost: $5.6M
Cost to Date: $4.4M
1992-93: $4.4M
Estimated Completion:
December 1993
Laying of a new asphaltic concrete surface over cement stabilised sections of the Pacific Highway between Kempsey and Tweed Heads. Benefits to motorists are a smoother ride, better travelling conditions and reduced vehicle running costs.

New England Highway

Hexham
Estimated Cost: $1.8M
Cost to Date: $1.2M
1992-93: $1.2M
❖ **COMPLETED:** October 1993
Rehabilitation of pavement from Hexham to Tarro Railway Overbridge.

East Maitland
Estimated Cost: $1.9M
Cost to Date: $1.6M
1992-93: $1.5M
Estimated Completion:
December 1993
Restoration work on sections of dual carriageway from the Greenhills traffic control signals, through Metford and on to Thornton Road.

Aberdeen North
Final Cost: $0.8M
1992-93: $0.5M
❖ **COMPLETED:** October 1992
Improved pavement quality, rideability and widening, 13.0-16.3 km north of Muswellbrook.

Blandford
Final Cost: $1.4M
1992-93: $0.6M
❖ **COMPLETED:** June 1993
Improved pavement quality, rideability, widening and intersection traffic flow
33.0-37.0 km north of Scone.

Liverpool Range
Estimated Cost: $35M
Cost to Date: $7.2M
1992-93: $4.2M
Estimated completion: 1997
Reconstruction of a winding, two-lane section of road to provide four lanes and an improved alignment, 41.0-50.0 km north of Scone. Section A, from 47.5-49.5 km, is under construction.

Gaspard
Final Cost: $1M
1992-93: $1M
❖ **COMPLETED:** June 1993
Improved pavement quality, rideability and widening, 44.0-45.5 km south of Tamworth.

Roberts Lane
Final Cost: $1.4M
1992-93: $0.4M
❖ **COMPLETED:** September 1992
Improved pavement quality and rideability, 8.0-9.0 km south of Tamworth.

Tamworth Inner City Bypass
Estimated Cost: $3.6M
Cost to Date: $1.8M
1992-93: $1M
❖ **COMPLETED:** September 1993
Provision of a National Highway standard route to remove heavy vehicles from the Central Business District of Tamworth.

Moonbi Range
Final Cost: $0.9M
1992-93: $0.1M
❖ **COMPLETED:** June 1993
Provision of crash barrier protection modules on divided carriageway to improve road safety 25.0-26.0 km north of Tamworth.

Armidale Bypass
Estimated Cost: $24M
Cost to Date: $8M
1992-93: $2M
Estimated completion:
December 1994
The last of six bridges along the route is under construction and major earthworks will commence in the second half of 1993.

Ryanda Hill
Estimated Cost: $1.7M
Cost to Date: $0.4M
Estimated Completion:
December 1993
Pavement restoration, 49.5-51.5 km north of Armidale.

Marowan Creek
Estimated Cost: $1M
Cost to Date: $0.5M
Estimated Completion:
December 1993
Pavement restoration 73.0-75.6 km north of Armidale.

Glencoe
Final Cost: $0.9M
❖ **COMPLETED:** June 1993
Restoration 75.15-76.31 km north of Armidale.

North Glencoe
Final Cost: $2.2M
1991-92: $1.5M
❖ **COMPLETED:** November 1992
Restoration 76.6-77.8 km north of Armidale.

Tutts Gully Stage 1
Estimated Cost: $1M
Cost to Date: $1.3M
❖ **COMPLETED:** September 1993
Restoration 7.0-9.0 km south of Glen Innes, including a 1.0 km climbing lane.

University Farm Stage 3
Final Cost: $1.4M
1991-92: $1.4M
❖ **COMPLETED:** November 1992
Restoration 31.7-34.2 km north of Glen Innes, including an 800 m climbing lane for southbound traffic.

Bruxner Highway

Perrys Hill Deviation (3x3)
Estimated Cost: $4.7M
Cost to Date: $4.4M
1992-93: $2.3M
❖ **COMPLETED:** August 1993
Reconstruction to remove substandard curves, provide both eastbound and westbound overtaking lanes and improve an intersection, 8.5-11.0 km west of Ballina.

Goonellabah Stage 1 (3x3)
Final Cost: $3.6M
1992-93: $0.5M
❖ **COMPLETED:** September 1992
Reconstruction to provide dual carriageways between Rous Road and Lombardos Corner, Goonellabah, 25.4-27.8 km west of Ballina.

Newell Highway

North of Narrabri (3x3)
Final Cost: $2.5M
❖ **COMPLETED:** June 1993
Rehabilitation 37.0-43.3 km north of Narrabri.

North of Moree (3x3)
Final Cost: $5.5M
❖ **COMPLETED:** June 1993
Rehabilitation, 39.5-48.7 km north of Moree.

(See Appendixes 2 & 4)

Gwydir Highway

Moree to Collarenebri (3x3)
Final Cost: $23.5M
1992-93: $3.7M
❖ **COMPLETED:** December 1992
Provision of sealed access from Collarenebri to Moree.

Other Works

Newcastle Inner City Bypass (State Highway 23) (3x3)
Estimated Cost: $165M
Cost to Date: $55M
1992-93: $12.4M
Estimated Completion:
(Dependent on funding)
Dual carriageways and interchanges at Newcastle Road, Rankin Drive and Sandgate Road form part of a high capacity ring road, 10.0 km west of Newcastle. The section between Newcastle Road and Sandgate Road was opened to traffic in June 1993.

Awaba (Main Road No 220) (3x3)
Final Cost: $1.7M
1992-93: $0.2M
❖ **COMPLETED:** July 1993
Approaches to new bridges over Stoney Creek and the Great Northern Railway Line at Awaba improve the alignment of MR 220.

Broke Road to McDonald Road (Main Road No 220) (Stage 1) (3x3)
Estimated Cost: $3M
Cost to Date: $2.7M
1992-93: $1.2M
❖ **COMPLETED:** April 1993
Rehabilitation and intersection and alignment improvements at McDonalds Road.

George Booth Drive (Main Road No 223)
Estimated Cost: $10M
Cost to Date: $4M
Estimated Completion: June 1994
Upgrading and realignment between Northville Drive and Cameron Park Drive, including a roundabout.

Leneghans Drive - F3 Link
Estimated Cost: $60M
Cost to Date: (Stage 1) $6M
Estimated Completion:
(Stages 1 & 2): 1995
Upgrading of Leneghans Drive to provide an interim link between the Sydney Newcastle Freeway and John Renshaw Drive.

Testers Hollow to Kurri Kurri (Main Road No 218)
Estimated Cost: $5.7M
Cost to Date: $4M
1992-93: $2M
Estimated Completion: June 1994
Funded by the One Nation & Job Creation Program, rehabilitation works commenced in 1991 at Heddon Greta and will proceed to the eastern side of Kurri Kurri.

Tomago Road (Main Road No 302)
Estimated Cost: $1M
Estimated Completion:
November 1993
A roundabout at Old Punt Road and pavement rehabilitation and widening, 1.4-2.0 km from Nelson Bay Road.

Nelson Bay Road (Main Road No 108) (3x3)
Estimated Cost: $1.8M
Estimated Completion:
December 1993
Pavement rehabilitation and widening on selected sections between Fern Bay and Nelson Bay.

South West Rocks Road (Main Road No 198) (3x3)
Estimated Cost: $1M
Cost to Date: $1M
1992-93: $0.8M
❖ **COMPLETED:** August 1993
A new bridge and approaches at Spencers Creek, 32.7 km north of Kempsey, to replace a narrow bridge with no footway.

Summerland Way (Main Road No 83) (3x3)
Estimated Cost: $1.5M
Cost to Date: $0.8M
1992-93: $0.8M
Estimated Completion: June 1994
Improve alignment of sections 19.0-23.4 km north of Kyogle.

Fawcetts Creek Bridge (3x3)
Estimated Cost: $1.5M
Cost to Date: $1.5M
1992-93: $1.3M
❖ **COMPLETED:** July 1993
A new bridge and approaches at Fawcetts Creek, Kyogle.

Gundy Bridge, Scone (Main Road No 105)
Estimated Cost: $1.2M
Cost to Date: $0.6M
1992-93: $0.6M
Estimated Completion:
December 1993
A new bridge to replace a timber bridge which was washed away by floodwaters in 1992.

Appendix 4

Major Works - Southern Region

(3x3) denotes projects partly or wholly funded by the 3x3 fuel levy.

Hume Highway

This is the major route between Sydney, Canberra and Melbourne.

Mittagong Bypass

Final Cost: $83M
1992-93: $7M
❖ **COMPLETED:** August 1992
This 8.5 km project was completed four months ahead of schedule and $14M under budget, reducing travel time and enhancing road safety.

Pavement Restoration - Menangle to Marulen

Final Cost: $10.4M
1992-93: $10.4M
❖ **COMPLETED:** June 1993
Pavement restoration works were completed on various sections of the highway to preserve the road asset and improve ride quality.

Goulburn Bypass

Final Cost: $84M
1992-93: $12.3M
❖ **COMPLETED:** December 1992
This 12.0 km project was opened seven months ahead of schedule and $15M under budget. The new bypass reduces travel times, improves road safety and the environment of Goulburn by removing through traffic, particularly heavy vehicles, from the busy commercial centre.

Cullerin Range Deviation

Final Cost: $120M
1992-93: $41.6M
❖ **COMPLETED:** April 1993
This 34.0 km project was opened 14 months ahead of schedule and more than $20M under budget. The new deviation cuts 3.5 km from the old route, significantly reducing travel time, while ensuring a safer journey for the 7,500 vehicles that use this section of the Hume Highway every day. Dual carriageways now extend some 230.0 km between Liverpool and Gunning.

Cullerin Range Deviation to Yass Bypass

Estimated Cost: $98.2M
Cost to Date: $11.7M
1992-93: $10.7M
Estimated Completion: June 1996
This 17.0 km project is the final stage in the duplication of the Hume Highway between Sydney and Yass, ensuring greater road safety and reduced travelling times.

Yass Bypass and Barton Highway Connection

Estimated Cost: $169M
Cost to Date: $75.7M
1992-93: $46.5M
Estimated Completion: June 1994 (Hume Highway Bypass)
June 1995 (Barton Highway Connector)
The 16.0 km bypass will alleviate traffic congestion through the centre of Yass, improve safety, travel time and vehicle operating costs.
The 10.0 km Barton Highway connection, to the east of Yass, will provide grade separated access to the highway for Yass and Canberra motorists.

Bowning Overlay

Estimated Cost: $7.2M
Cost to Date: $0.6M
1992-93: $0.6M
Estimated Completion: May 1994
This 4.1 km concrete overlay on the southbound carriageway of the Hume Highway, 86.9-91.9 km south of Goulburn, will reduce future maintenance costs, provide a better riding quality and enhance road safety.

Bowning Deviation Restoration

Final Cost: $1.2M
1992-93: $1.2M
Restoration of various lengths of northbound carriageway, 12.0-15.8 km south of Yass, was completed in December 1992.

Muttama Straight Restoration at Coolac

Final Cost: $3.5M
1992-93: $3.5M
❖ **COMPLETED:** June 1993
Restoration of 5.5 km of single carriageway, 82.0 km south of Yass.

Jugiong Bypass

Estimated Cost: $81M
Cost to Date: $7.1M
1992-93: $5.8M
Estimated Completion: December 1995
The 13.0 km bypass will provide improved road safety, travel times and vehicle operating costs, as well as eliminating the steep climb at Jugiong Hill and the last remaining section of the Hume Highway subject to major flooding.

Tarcutta Range Deviation

Estimated Cost: $73M
Cost to Date: $5.3M
1992-93: $4.9M
Estimated Completion: June 1996
This work will provide a 9.4 km extension of the existing dual carriageways south of Gundagai and grade separation at the intersection with the Sturt Highway. Major benefits include improved road safety and travel conditions.

Comatawa - Pavement Restoration

Estimated Cost: $5.1 M
Cost to Date: $1M
1992-93 (predicted): $1M
Estimated Completion: December 1993
This 4.0 km section involves replacement of the northbound carriageway, south of Tarcutta, with a new concrete pavement. The completed work will restore pavement condition, reduce maintenance costs and enhance road safety.

Kilgowla - Pavement Restoration

Estimated Cost: $16.6M
Cost to Date: $2.8M
1992-93: $2.8M
Estimated Completion: December 1993
An 11.0 km restoration of the northbound carriageway, south of Tarcutta, will provide a new concrete pavement. When completed, this will reduce ongoing maintenance costs and enhance road safety.

Albury Internal Traffic Relief Route

Estimated Cost: $52.9M
Cost to Date: $11.9M
1992-93: $0.4M
Estimated Completion: June 2001
Works in progress include further design and acquisitions. Completion of initial works will remove through traffic, particularly heavy vehicles, from some of the northern residential and commercial areas of Albury.

Federal Highway

Rose Lagoon to Willow Tree Creek

Estimated Cost: $4M
Cost to Date: $0.4M
1992-93: $0.4M
Estimated Completion: December 1993
Realignment of the southbound carriageway, 26.2-28.4 km south of Goulburn, on the Federal Highway, will reduce maintenance costs, provide a better riding quality and enhance road safety.

Princes Highway

This southern coastal route links Sydney and Melbourne and includes sections of the F6 Southern Freeway.

Bomaderry (3x3)

Estimated Cost: $12.8M
Cost to Date: $6.3M
1992-93: $3.6M
Estimated Completion: December 1993
Upgrading to dual carriageway conditions between Cambewarra Road and Bolong Road to improve traffic flow and safety. The first stage, between Cambewarra Road and Lynburn Avenue, was opened to traffic in October 1991.

Nowra (3x3)

Final Cost: $1.1M
1992-93: $0.7M
❖ **COMPLETED:** October 1992
Improvements to the Kalender Street intersection will improve traffic flow.

Tomerong Bypass (3x3)

Estimated Cost: $22M
1992-93: $1.5M
Estimated Completion: December 1994
Work commenced on the bypass of Tomerong which will improve travel conditions, reduce travel time, enhance road safety and improve traffic conditions for the residents of Tomerong.

Wolumla To Yellowpinch (3x3)

Estimated Cost: $10M
Cost to Date: $7.6M
1992-93: $4.7M
Estimated Completion: December 1993
This project will eliminate a narrow, substandard section of highway north of the Merimbula Bypass, and include a new bridge over Yellow Pinch Creek. Major benefits include enhancement of road safety and provision of overtaking opportunities for motorists. Stage 1 was completed in December in 1992.

Merimbula Bypass Stage 3 (3x3)

Final Cost: $2.2M
1992-93: $1.9M
❖ **COMPLETED:** December 1992
Upgrading south from Bald Hills Creek to Pambula, including a southbound overtaking lane, to improve travel conditions and enhance road safety.

Monaro Highway

Bobingah (3x3)

Final Cost: $1.1M
1992-93: $1.1M
❖ **COMPLETED:** June 1993
Elimination of sharp curves on the approaches to a former railway level crossing, 5.0 km north of Nimmitabel.

Sturt Highway

Hay

Estimated Cost: $1.15M
1992-93: $0.5M
Estimated Completion: August 1994
Shoulder widening, 134.4-149.7 km west of Narrandera, will improve travel conditions and enhance road safety.

Riverina Highway

Albury (3x3)

Estimated Cost: $4.5M
Cost to Date: $3.4M
1992-93: $1.6M
Estimated Completion: June 1994
Construction of new bridges and approaches and restoration of pavement at Woolshed and Sandy Creeks, east of Albury. The new bridges are open to traffic and current works involve road reconstruction and widening.

Cobb Highway

Booligal, north of Jumping Sandhills (3x3)

Estimated Cost: $8.4M
Cost to Date: $3.4M
1992-93: $0.33M
Estimated Completion: March 1996
Restoration and sealing to provide an all-weather road extended to 23.9 km north of the bridge over the Lachlan River at Booligal.

Newell Highway

Floodways north of West Wyalong

Estimated Cost: $10.6M
Cost to Date: $0.2M
1992-93: $0.2M
Estimated Completion: June 1994
This work will restore 6.0 km of deteriorating pavement and replace existing causeways.

Tocumwal to Finley

Estimated Cost: $7.4M
1992-93 : $0.4M
Estimated Completion: June 1995
This ongoing pavement restoration work, 6.1-16.9 km north of Tocumwal, will improve travel conditions, particularly for heavy vehicles.
(See Appendixes 2 & 3)

Olympic Way

Wagga Wagga Gobba Deviation (3x3)

Estimated Cost: $62.8M
Cost to Date: $3M
1992-93: $1.1M
Estimated Completion: July 1999
The Gobba Deviation, including the new bridge over the Murrumbidgee River, will provide flood-free access to Wagga Wagga from the north.

The Kings Highway

Major route between Canberra and the South Coast at Batemans Bay.

Pooh Bear Corner (3x3)

Final Cost: $1.4M
1992-93: $0.48M
❖ **COMPLETED:** April 1993
Reconstruction and widening of a narrow, substandard section of mountainous road, west of Nelligen, to enhance safety and reduce travel time.

Mulloon Creek Bridge (3x3)

Final Cost: $1.45M
1992-93: $0.5M
❖ **COMPLETED:** December 1992
Construction of a new bridge and approaches to replace the existing narrow timber structure, east of Bungendore.

Other Works

Picton Road, Wilton Bypass

Final Cost: $14M
1992-93: $7.5M
❖ **COMPLETED:** July 1993
The 5.3 km deviation bypasses Wilton and eliminates a hazardous road junction, the scene of a number of heavy vehicle accidents on this coal haulage route.

Southern Freeway (3x3)

Final Cost: $0.54M
1992-93: $0.54M
❖ **COMPLETED:** February 1993
A pedestrian/cycle bridge provides a safe link between the University of Wollongong and its Campus East at Fairy Meadow.

Tumut-Wee Jasper Road (3x3)

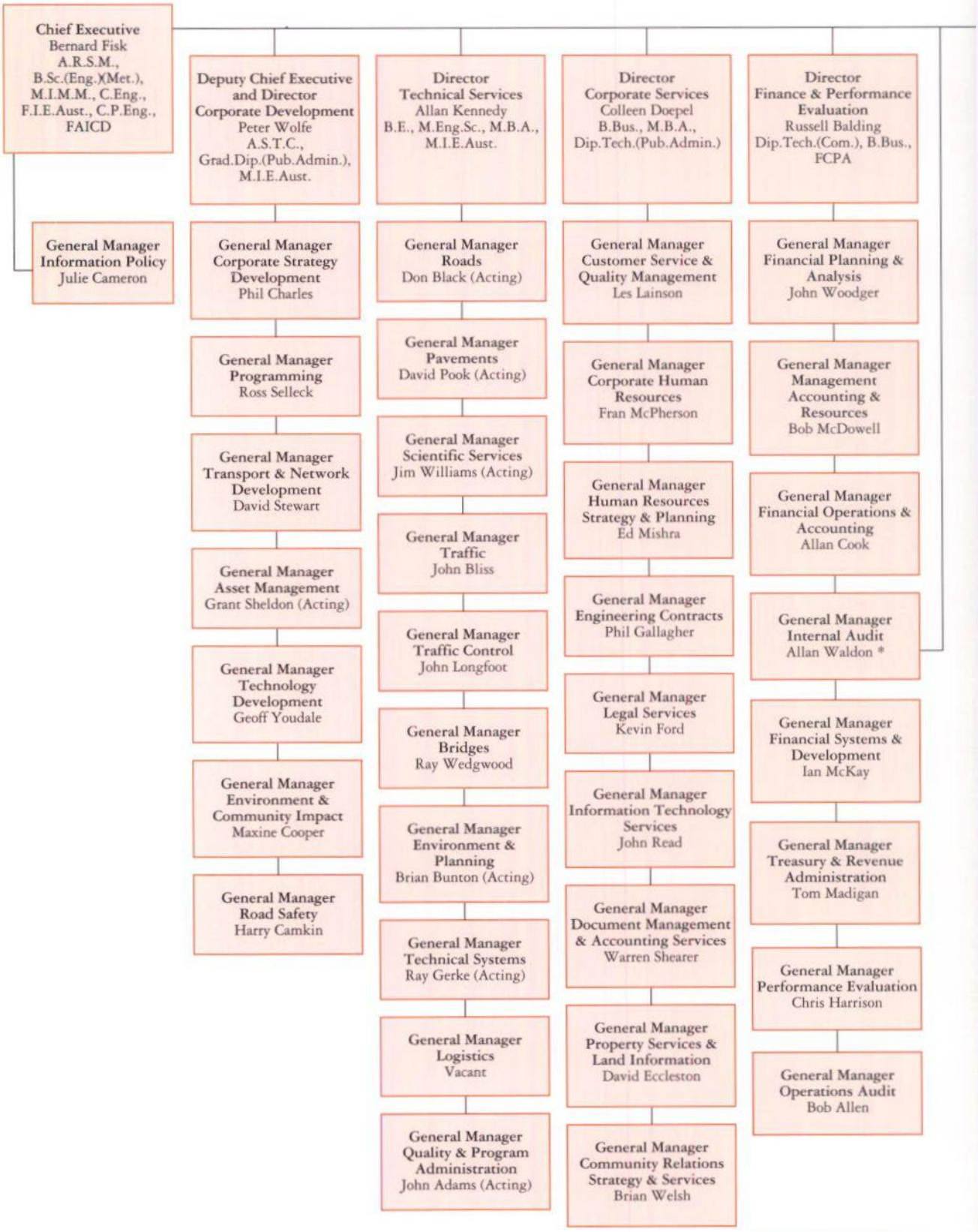
Estimated Cost: $3.3M
Cost to Date: $3.6M
1992-93: $1.3M
❖ **COMPLETED:** May 1993
Construction of a new bridge and approaches over the Tumut River at Tumut is part of an upgrading of timber haulage routes.

Wollongong Northern Distributor (3x3)

Final Cost: $46.6M
1992-93: $9.4M
❖ **COMPLETED:** May 1993
The section from North Wollongong to Towradgi Road was opened in October 1990. Now completed to Bellambi Lane, the Distributor provides additional capacity to the road network north of Wollongong and removes through traffic, particularly coal trucks, from the busy commercial centres of Corrimal and Fairy Meadow.

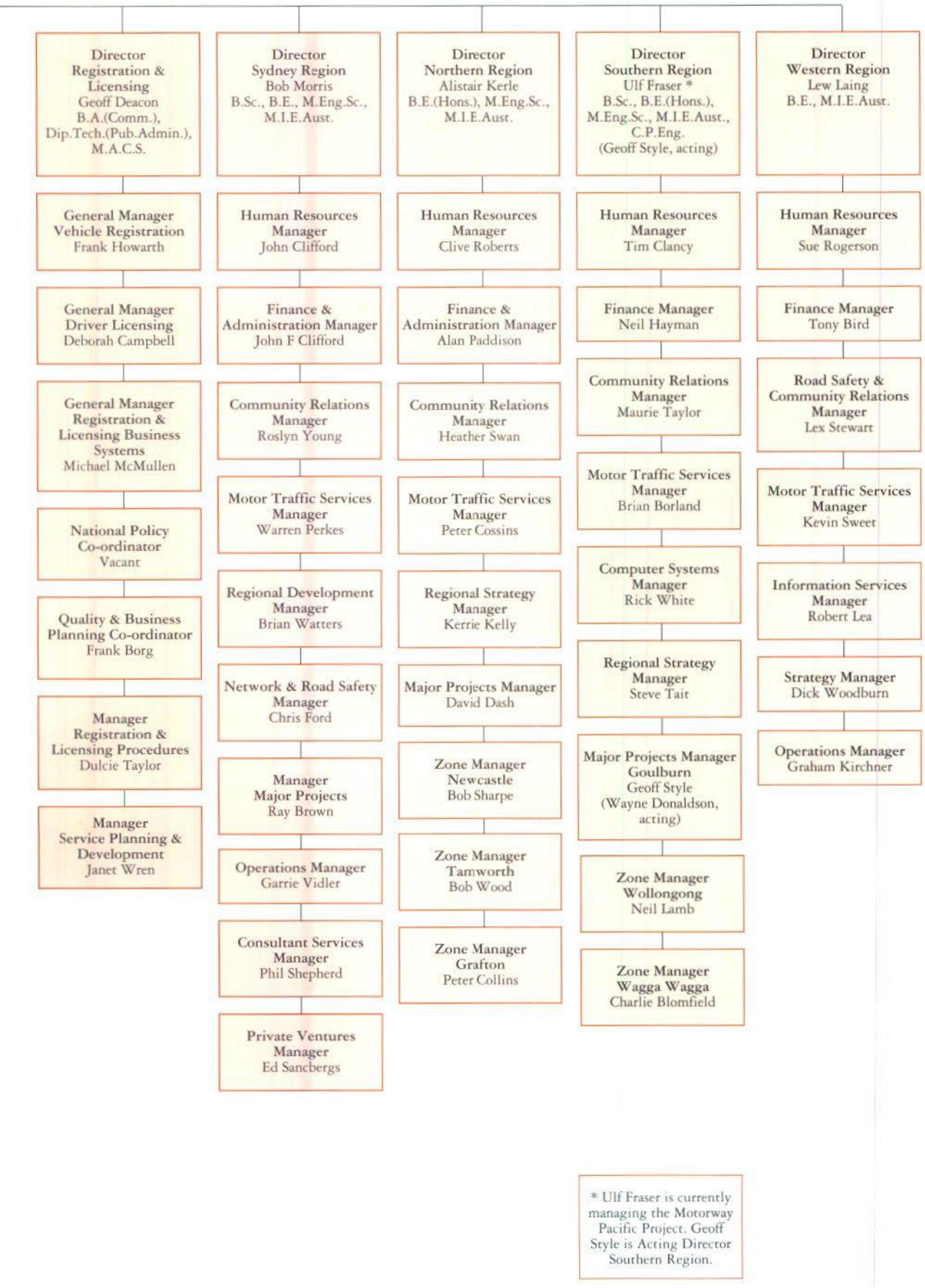
Appendix 5

Organisation Chart and Senior Officers



* General Manager Internal Audit has a direct reporting function to the Chief Executive.

as at 30 August 1993



* Ulf Fraser is currently managing the Motorway Pacific Project. Geoff Style is Acting Director Southern Region.

Appendix 6

Advisory Bodies

Roads and Traffic Advisory Council

Established under the *Transport Administration Act 1988*, the council advises the RTA and the Minister for Roads on the promotion of traffic safety; improvements in the movement of traffic and freight; the requirements of vehicle drivers; requirements for roads and vehicles; the promotion of industrial development, primary production and tourism in relation to roads and traffic; protection of the environment in relation to roads and traffic; roads and traffic legislation and other matters relating to roads and traffic that the council considers appropriate.

Mr Richard Cox
General Manager, Association NRMA
(Chair)

Mr Bernard Fisk
Chief Executive, RTA

Mr Phillip Clarkson
Chairman, Road Freight Advisory Council, representing the road freight industry

Cr Austin Mack
Representing the Local Government and Shires Association

Mr Trevor Thomas
Transport Workers Union

Mr Roger Elliot
Department of Planning

Mr Max Moore-Wilton
Director-General, Department of Transport

Supt Merv Lane
NSW Police Service

Prof Ron Huckstep
Representing the medical profession

Environment Council

The role of the Environment Council is to ensure that the views and interests of the community are communicated to the RTA; to provide independent advice on existing RTA strategies and policies and assist in identifying new strategies and policies; to identify opportunities for the RTA to enhance its environmental performance; to assist in identifying ways of achieving Ecologically Sustainable Development (ESD) with respect to the roads and traffic system; to advise on key strategic environmental community consultation processes; and to assist in disseminating RTA environmental information.

Professor Hans Westerman
(Chair)

Mr Terry Dene
New South Wales Road Transport Association

Mr John Sherlock
World Wide Fund for Nature

Dr Colin Grant
Environment Protection Authority

Mr Peter Wolfe
RTA Deputy Chief Executive

Mr Ian Landon Smith
Australian Conservation Foundation

Mr Peter Smith
Environment Institute of Australia

Mr Patrick Ibbotson
Environmental Law Association of NSW

Mr Ross de la Motte
Australian Institute of Landscape Architects

Professor John Black
School of Civil Engineering, University of NSW

Mr Bruce Searles
NRMA

Road Safety Advisory Council

The Road Safety Advisory Council helps develop effective road safety programs throughout the public and private sectors.

Mr R G Cox
Roads and Traffic Advisory Council
(Chair)

Supt M Lane
NSW Police Service

Mr W Grant
Department of Attorney General

Cr P A Gould
Local Government and Shires Association

Mr B Searles
NRMA

Ms P Sayers
Department of Transport

Dr S Morey
Department of Health

Mr F Gennauoi
Australian Institute of Traffic Planning Management

Ms S Bushell
Department of School Education

Mr C Ford
RTA

Mr J McCurrich
Motor Accidents Authority

Mr A Porter
Insurance Council

Mr H L Camkin
RTA (Executive Advisor)

Mr D Whitton
RTA (Secretary)

Road Safety Forum

The Forum provides a link to organisations concerned with road safety. Participation is by invitation from the Chief Executive of the RTA and is extended to community/ professional organisations with a genuine interest in road safety. Membership for 1993-94 included:

Royal Australian College of Surgeons

Australian Consumers Association

Road Transport Industry Training Committee

Australian College of Surgeons

Child Accident Prevention Foundation of Australia

St Johns Ambulance

Insurance Council of Australia

NRMA

Australia Red Cross Society

NSW Police Service

Department of Health

3x3 Committee

Following the success of the initial 3x3 program, NSW Parliament extended the State's business franchise levy on fuel of three cents a litre for a further three years, from September 1992.

This will provide an estimated $200 million per year extra funding for road improvement and road safety. An independent Committee ensures that 3x3 funds are spent on projects which meet criteria in the legislation.

Mr Don Mackay
President, NRMA (Chair)

Mr Allan Fifield
Past President of the Shires Association of NSW and Chairman of NSW Grants Commission

Mrs Audrey Hardman
Past President of the Country Womens Association of New South Wales

Mr Neville Head
Chairman of Outboard Marine (Australia) Pty Ltd and Universal Press Pty Ltd

Mr Michael Sharpe
Partner, Coopers and Lybrand and Deputy Chairman of the International Accounting Standards Committee

Mr Rick Chaseling
RTA (Secretarial Support)

Road Freight Advisory Council

The council was created to represent the various groups constituting the road freight industry in providing policy advice to the RTA. It provides a consultative forum for industry and Government to consider matters related to the development, coordination, planning, regulation and operation of road freight transport services in NSW.

Members are appointed by the Minister for Roads. The council has a chairman, an independent member and representatives from the NSW Road Transport Association, the NSW Livestock Transporters Association, the Long Distance Road Transport Association of Australia and the Transport Workers Union.

Mr Phillip Clarkson
Owner and Managing Director Cronulla Carrying Company Pty Ltd, Chairman Chartered Institute of Transport, Trustee of the Committee for Economic Development of Australia (Chair)

Mr Noel Hoare
President Livestock Transporters Association of Australia, Director Stockmaster Transport

Mr John MacDougall
Transport Workers Union, NSW Branch

Mr John McPhee
President NSW Road Transport Association, Deputy Managing Director TNT Australia, Managing Director McPhee Transport

Mr David Pierce
Managing Director John L Pierce Pty Ltd

Mr Bill Wallace
State Manager Grace Express, Brambles Logistic Management, Container Wharf Services Transport (Independent Member)

Supt Merv Lane
NSW Police Service

Ms Geraldine Andrews
Department of Transport

Mr Frank Howarth
RTA General Manager Vehicle Registration

Mr Neil Walker
RTA Manager Freight Policy

Bicycle Advisory Council

The council was established to provide the RTA with advice and recommendations on all bicycle related matters.

Cr Patricia Gould
Local Government and Shires Association
(Chair)

Mr David Stewart
RTA General Manager Transport and Development Network

Ms Kirsten Berg
Transport Planning Advisor, Department of Transport

Mr Neil Watson
President, Bicycle Institute of NSW

Mr Ken Close
President, Newcastle Cycleways Movement

Insp John Mennie
Police Service

Mr Stephen Soelistio
RTA (Council Executive Officer)

Appendix 7

Senior Executive Positions and Performance

CES/SES Positions

Level	NUMBERS	
	End of Previous Year	End of Current Year
6	2	2
5	2	2
4	5	5
3	13	12
2	22	27
1	23	18
CEO under S.11A*	1	1
TOTAL	68	67

* CEO position listed under S.11A of the Statutory and Other Offices Remuneration Act 1975, not included in Schedule 3A of the Public Sector Management Act 1988.

Number of positions filled by women in the current year: 6. Previous year: 5.

Senior Executive Performance Statements (Level 5 and above)

Name: Bernard Fisk
Position: Chief Executive
Period in Position: 1992-93

The Hon Bruce Baird MP, Minister for Roads and Minister for Transport has indicated his satisfaction with the achievement of targets detailed in the Chief Executive's Performance Agreement. During the year many major projects were delivered, several well ahead of schedule and under budgeted cost, including the Goulburn Bypass and Cullerin Deviation on the Hume Highway, Swansea Bends and the Tweed Heads Bypass on the Pacific Highway and the Northern Suburbs Distributor at Wollongong. The Environmental Impact Statement for the Sydney North West Transport Link (M2) was determined. Many strategic initiatives have continued, particularly in the areas of Road Safety, Transport Planning, Environment and Vehicle Roadworthiness. Authority Management Reviews were completed and several implemented. As a consequence, an effective full-time staff reduction of 509 has occurred during the year. These matters are further detailed elsewhere in this report.

Name: Peter Wolfe
Position: Director Corporate Development
Level: 6
Period in Position: 1992-93

Initiatives implemented by Mr Wolfe focused upon areas critical to the success of the Authority and included the Capital Expenditure Strategic Plan, the Maintenance Plan for Road Assets and several Road Safety Initiatives, notably public education campaigns which were co-ordinated with the Police. Environmental initiatives were also addressed with Interim RTA Noise Guidelines being issued and an RTA Environmental Council being established to ensure community involvement. The North Coast Road Strategy was released in February 1993. The Directorate was also restructured during the year and significant changes made to senior management arrangements. The Chief Executive is satisfied with the strategies and initiatives implemented by Mr Wolfe.

Name: Robert Morris
Position: Director Sydney Region
Level: 6
Period in Position: 1992-93

Major initiatives completed by Mr Morris included the Environmental Impact Statement for the North West Transport Link (M2) and the finalisation of the RTA's input to the Parramatta Beyond 2000 strategy. Major works completed in the Sydney Region included the M4 extension to Lapstone and the Cumberland Highway grade separation at Smithfield Road and Polding Street. The continued trial of maintenance by contract, including a major evaluation report, has been another significant project completed during the year. The Chief Executive is satisfied with initiatives implemented by Mr Morris and his achievements against agreed targets.

Name: Colleen Doepel
Position: Director Corporate Services
Level: 5
Period in Position: 1992-93

The Chief Executive is satisfied with Mrs Doepel's achievements in meeting agreed performance targets. During the year she was responsible for initiatives and projects including implementation of the Human Resources Information System (HRMIS), the development of an Enterprise Agreement Strategy, the private sector property management pilot study, the drafting of the revised Roads Bill for Parliament and the development of a Customer Feedback Register as a key element of the Guarantee of Service. Substantial progress has been made in the development of key quality systems procedures throughout the Authority. Mrs Doepel also implemented significant organisational restructuring in her Directorate as a result of management reviews.

Name: Allan Kennedy
Position: Director Technical Services
Level: 5
Period in Position: 1 October 1992 - 30 June 1993

The Chief Executive is satisfied with the technical support provided to Regions and Corporate areas under the Directorship of Mr Kennedy, who assumed this particular role in October 1992 following the retirement of Mr J McKerral. Mr Kennedy ensured the continuation of reliable service to the Regions and Corporate areas during the extensive management review of the Technical Services Directorate which was determined in June 1993. Key quality systems procedures have been established, with an emphasis on the major areas of project management, road and bridge design and road construction and maintenance. Enhancements to the Authority's Pavement Management and Maintenance Management Systems continued. Mr Kennedy has made a significant contribution to the Works Program, as well as improving the procurement of materials and services by the development of corporate guidelines and specification management systems.

Appendix 8

Audit and Evalulation

Audit Committee

An Audit Committee chaired by the Chief Executive and comprising senior RTA executives, a non-public sector representative from the auditing profession and an observer from the Auditor-General's Office, has been operating for three years. The Committee meets every three months to provide advice to the Chief Executive, consider the Annual Audit Plan and generally oversee the direction of the auditing function and to consider the RTA's financial control and reporting systems. It takes a particularly keen interest in all matters relating to ethical conduct.

The Committee makes an effective contribution to internal control and ensures improved accountability through the review of audit recommendations and managerial response to those recommendations.

Internal Audit

To improve the efficiency and effectiveness of financial and management systems, comprehensive audits covering a wide range of Authority activities were conducted during 1992-93 in accordance with the Annual Audit Plan. Benefits flowing from these audits included:

- development of standard computer programs to ensure consistency and accuracy of redundancy payments,
- establishment of a policy and procedure manual to guide retention and disposal decisions, particularly in respect of accountable records,
- development of management guidelines to ensure improved quality assurance techniques in the management of projects, particularly research and development projects,
- development of a proposed comprehensive guide to facilitate training and compliance with general taxation liability requirements.

The audit program covered 52 of the State's 138 motor registries and revealed a satisfactory to high standard of internal control operating within those registries. The audits of 35 other offices concentrated on evaluating internal controls in offices which were reorganised following the rationalisation of field office activities. Numerous strategies to strengthen internal control were identified during the audits and agreed to by line management for implementation.

In addition, the Manager's Control Assurance Program for Motor Registries and Field Offices was upgraded to reflect current business functions. The program is essentially a listing of key controls which must be regularly performed at the workplace to ensure that objectives are achieved in an efficient and effective manner and that opportunity for fraud and corrupt conduct is minimised. Line management is responsible for certifying on a quarterly basis that key controls are being observed. The Internal Audit Branch reviews the effectiveness of the certification process as part of its continuing compliance audit program.

The involvement of EDP Audit in the Authority's major business computer systems has provided assurance of the adequacy of controls over the accounting for registration and licensing fees, integrity of driving and knowledge test results and the security of customers' personal data. In addition, user requirements and system specifications for the new Office Management System, for local office accounting and reporting, have been reviewed for adequacy of controls. Internal controls have also been strengthened in the Human Resources system.

The anti-corruption initiatives developed and implemented by the RTA continue to reduce the opportunity for corrupt conduct within the organisation. Reports of suspected corrupt conduct referred to the Authority's Anti-Corruption Co-ordinator were 34% less than the previous year. A video on 'Information Protection' was produced to enhance staff awareness of the importance of protecting confidential information entrusted to the RTA.

Operations (Engineering) Audit

In addition to the internal audit function, the RTA carries out engineering audits and reviews of engineering projects, maintenance operations, technical support areas, and Council administration. The Operations Audit Branch assesses the RTA's operational performance and conducts post completion reviews of projects in accordance with Government requirements. The branch monitors, audits, reviews and reports on the appropriateness, effectiveness and efficiency of the RTA's technical operations and initiates improvements in operations, policy and technical standards.

Audits and reviews conducted by the Branch are a systematic and independent assessment of the RTA's operations including planning, design, construction and operation of the road system with emphasis on quality and safety.

During the year, reviews were undertaken of four major engineering projects, three areas of maintenance operations and four technical support areas, as well as audits of eight projects or technical areas. Nine audits of Councils' administration of RTA grants were carried out in conjunction with the RTA's Internal Audit Branch.

As well as being forwarded to line management for action, the findings and recommendations arising from the audits and reviews are submitted to a Technical Review Committee, which monitors the effectiveness of the audit and review process and ensures follow-up action is completed.

Management and the State Government receive monthly reports on the physical progress of projects and performance of works management, particularly in meeting time and cost commitments.

Performance Evaluation

The RTA measures progress in meeting its objectives through

- corporate performance indicators listed in the Corporate Plan,
- achievement of critical initiatives, as specified in the Chief Executive's Performance Agreement and linked to the Corporate Plan, and
- evaluation of the appropriateness, effectiveness and efficiency of programs to ensure objectives are being optimally met.

Performance is monitored and reported in

- quarterly reports on critical initiatives in the Chief Executive's Performance Agreement,
- twice yearly reports on Corporate Performance Indicators,
- annual summary reports on the Corporate Schedule of Evaluations, and
- annual reports to central agencies such as Treasury and the Office of Public Management as part of the Ministerial review process.

Program Evaluation

To encourage the most effective use of its resources, the RTA is committed to program evaluation and maintains a Corporate Schedule of Evaluations. Program evaluation is a systematic process of assessing how well a program is doing. For this purpose a program can be any set of procedures, activities, resources and/or management strategies designed to achieve some common goals or objectives. Evaluation therefore need not be limited to the types of programs defined in program budgeting.

Program evaluations are relevant to the corporate objectives and are chosen to cover the broad spectrum of the RTA's activities. They are undertaken both by corporate staff and by individual program managers. Five Corporate Program Evaluations were undertaken during the year.

Evaluation of the Maintenance Program

This addressed all aspects of the asset management cycle and included a study of community expectations and awareness of maintenance matters. The evaluation confirmed that asset management monitoring systems are in place to facilitate portfolio management as required by the Government's total asset management initiatives.

The findings of the evaluation contribute to the RTA's improvement process for its maintenance planning tools and procedures. Clearer management responsibilities have been established by the regional management reviews and by the management review of technical services.

Evaluation of Key Result Areas in the 1992 Corporate Plan

Key Result Areas (KRA's) are specific areas in which it is vital to perform to achieve corporate goals.

The evaluation examined the appropriateness of the current set of KRA's in defining the major programs or areas of activity where the RTA must achieve if it is to be successful. It examined clear and appropriate linkage between KRA's and the corporate mission, objectives and strategies, and the usefulness of the KRA's as a management tool for business planning, resource allocation and performance review and reporting.

As a result of the evaluation, corporate objectives have been developed to provide better linkage between the RTA's mission and its strategies. These formed the basis of business planning for 1993-94.

Road Maintenance by Contract in Sydney

A pilot contract was established to trial and assess the feasibility of the private sector undertaking road maintenance. The trial was undertaken over 12 months to ensure a range of climatic and other conditions were considered.

The evaluation supported the development by Sydney Region of work methods and organisational structures based on those designed for the pilot contract. A plan has been initiated to deliver all maintenance in the Sydney Region using those contractual work methods.

Occupant Protection Program

The Occupant Protection Program aims to increase protection for occupants of motor vehicles in crashes. The Baby Restraint Rental Plan, Fitting Stations Network and promoting public awareness of correct restraint use, are all elements of the program.

A strategic occupant protection plan has been developed which set objectives and strategies for the program, linked the activities undertaken within the RTA and those undertaken by other agencies, specified roles and actions to be taken and derived appropriate performance indicators.

Study of Corporate Program Evaluations

An assessment of eight past evaluations confirmed that program evaluation has the potential for maximum impact and usefulness at the level of improving knowledge, attitudes, skills and motivation of program staff and management. This occurs through the evaluation process itself and it is through improvement to that process that evaluation usefulness will be enhanced. The study recommended ways to improve and strengthen the evaluation process and the management reviews have strengthened the management structure that implements it.

1993-94 Program Evaluations

The 1993-94 Evaluation Schedule includes the Road Safety Program, Road Haulage by the RTA, the Accident Blackspot Program and the Operational Services Program.

Management Reviews

The RTA has undergone substantial restructuring since the Authority Management Reviews began in mid-1991. All reviews except that of motor registries have been completed.

The aim of these reviews was to give the community best possible value for its money by enhancing the performance of the RTA. Efficiency and effectiveness were key criteria, as was clear management accountability. Greater use of the private sector was encouraged where appropriate and cost effective.

Reviews have led to the amalgamation of Central and Sydney Western regions into one Sydney Region based at Blacktown. This will provide consistency in managing Sydney's road network.

Southern Region relocated its headquarters from Wollongong to Goulburn and Northern Region relocated from Newcastle to Port Macquarie. These moves will provide greater focus on the Hume and Pacific corridors, respectively.

Corporate directorates have also undergone significant changes, with new management structures and streamlined staffing. Following a review of Technical Services Directorate, many activities formerly undertaken by Building, Mechanical and Engineering (BME) Services will be provided by the private sector. Except for the fleet management facility, the BME complex at Granville in Sydney will close.

As a result of management reviews, the implementation of DRIVES and funding changes, the RTA's effective full-time staff numbers have fallen from 10,290 in June 1991 to 7,970 in June 1993. These reductions have occurred at all levels of the organisation, including Senior Executive Service positions.

The review of motor registries will commence in 1993 and focus on improving customer service.

Appendix 9

Risk Management

The oversight and development of Risk Management throughout the Authority is the responsibility of the Corporate Risk Manager, who reports through the General Manager of Financial Operations and Accounting to the Director of Finance and Performance Evaluation. Line management is responsible for the day-by-day management of risks.

The development and implementation of Risk Management policies and practices are continuing with a number of significant achievements recorded in 1992-93.

The Authority's Security Manual, promulgating policies and standards for motor registries has been completed and will be disseminated throughout the State by the end of October 1993. In addition, the development of comprehensive guidelines encompassing the introduction of Risk Management practices throughout all areas of the Authority's operations is well advanced.

The Authority's performance within the Treasury Managed Fund for 1992-93 provides tangible evidence of continuing improvements in the management of Risk in the Workers' Compensation and Motor Vehicle Assets area. During 1992-93 the Authority earned a net refund of surplus contributions amounting to almost $2.5M from the Treasury Managed Fund.

The Authority will strive to remain at the forefront in the development and adoption of Risk Management and will contribute to the development of National Guidelines and Codes of Practice for Risk Management.

Appendix 10

Overseas Visits by RTA Officers

There continues to be world-wide interest in the Sydney Co-ordinated Adaptive Traffic System (SCATS) which has now been installed in cities in New Zealand, China, Malaysia, Singapore, the Philippines, Ireland, and the USA. Visits were made to **Hong Kong** by officers of the Traffic Control Section, John Longfoot, James Griffin, Peter Jacka and Peter Lowrie, in connection with the supply of SCATS for the Kowloon-Tsuen Wan Area Traffic Control System. John Longfoot, Peter Jacka, John Robert, Grahame Davis and Nick Rubbi also visited **Michigan USA** in connection with the installation of SCATS in Oakland County. While in the USA, the opportunity was taken by John Longfoot and Peter Jacka to further promote the sale of SCATS to other areas. Ken McCallum visited the **Philippines** to assist in the installation of SCATS in Cebu City and Peter Jacka made three visits to **New Zealand** to provide training and other assistance in connection with SCATS systems installed in various cities there.

At the request of TELARC, the New Zealand Accreditation Authority for Quality Assurance, Industrial Design and Environmental Certification, the Manager of the RTA's Scientific Services Group, Richard Horner, visited **New Zealand** to carry out laboratory assessments.

Canadian authorities recognise the RTA as a world leader in asset management. The RTA's state-of-the-art Pavement Management Systems (PMS) is marketed in Canada under licence by local consultants. Ray Gerke, Manager, Asset Control Technology, building on the success of an earlier visit to **Canada** to promote PMS, made a further two visits to take part in a series of seminars and to assist in the first implementation of PMS in the City of Saskatoon. There is a potential multi-million dollar market in North America for PMS and the opportunity is there for the RTA to receive significant income from further licences.

The RTA is involved in an exchange program between the NSW Government and the Tokyo Metropolitan Government. The Director Western Region, Lew Laing, the acting Chief Engineer Bridges, Brian Fredericks, and the General Manager, Technology Development, Geoff Youdale, formed a technical exchange team which visited **Japan** concentrating on bridge design and pavement technology.

Phil Walter, Manager Asphalt and Sprayed Surfacings, took part in a study tour of the **United Kingdom** and **Europe** conducted by the Australian Asphalt Pavement Association, of which the RTA is a member. Valuable information was gained from the conferences, technical discussions and inspections attended by Mr Walter during the study tour.

Greg Won, Manager of the RTA's Geotechnical Engineering Unit, attended an international conference and two related symposia on Earth Reinforcement Practice, held in Japan. Mr Won's attendance provided valuable insight into the latest ideas and technology in the field. Mr Won presented a paper titled 'Use of Soil Nailing in Stabilisation of a Freeway Embankment'.

Michael Griffiths, the RTA's Manager, Vehicle Equipment and Safety, visited **Kuala Lumpur** to introduce the services of the RTA's Crashlab facility to relevant Malaysian authorities and to discuss the implementation of Child Safety Restraints. Mr Griffiths paid a further visit to Kuala Lumpur to discuss Child Restraint Systems on his return from a meeting of the International Standards Organisation's Working Group on child restraints systems held in **Stockholm**.

The 12th International Conference on Alcohol, Drugs and Traffic Safety was held in **Cologne, Germany** in September-October 1992. It is the only major international conference on these topics and is held once every three years. Dr David Saffron, Manager of the RTA's Road User Safety Section, attended the conference and visited a number of road safety authorities and facilities in Germany.

The General Manager of the Road Safety Bureau, Harry Camkin, was guest speaker at a National Road Safety Seminar held in **Wellington, New Zealand**. Mr Camkin presented a paper on Road Safety 2000, including the RTA's role in developing the National Road Safety Strategy.

Road Transport Informatics (RTI) and Intelligent Vehicle and Highway Systems (IVHS) are terms used to describe the application of new technology for traveller information, traffic management, vehicle control, public transport and commercial vehicle operations. This is an emerging area of importance to road authorities because of the potential for new technologies to improve road safety and transport efficiency. Doug Quail, the RTA's Manager, Network Efficiency, travelled to **Washington DC** to attend meetings of the International Standards Organisation and a Committee on Road Transport Informatics. Mr Quail also attended a conference in **New Zealand** on passenger transport.

The Director, Corporate Development, Peter Wolfe, accepted an invitation to participate in the 72nd Annual Meeting of the Transportation Research Board (TRB) of the US National Research Council in **Washington DC**. Mr Wolfe presented a paper on Low Volume Rural Roads and the Environment which canvassed successful work in NSW on the use of geotextiles in pavement construction in blacksoil areas and a test program using the Accelerated Loading Facility (ALF). The visit provided an opportunity to promote ALF and its technology to the international audience attending the meeting.

The new $70M Glebe Island Bridge is being constructed using technically innovative methods. The critical item in the structure is the cables which hold the deck in position. The Senior Project Engineer, Flan Cleary, and the Resident Engineer for the project, Peter Wellings, travelled to **France**

and **Germany** to witness testing of cables for the new bridge and to inspect cable stayed bridges in those countries.

The RTA owns a number of local and international patents covering the Truckalyser (a mobile heavy vehicle checking system). Field trials were held in the USA and the Federal Highway Administration (FHA) has recommended its use to American States, and to Canada and Mexico. In light of the substantial financial and prestige benefits which are likely to accrue, the RTA's General Manager Logistic Services, Nik Viereckel, and Manager, Electrical Engineering Services, Peter Lardner-Smith accepted an invitation to visit the USA to discuss with senior US officials commercial and technical aspects of the Truckalyser. While in the **USA**, Mr Lardner-Smith took the opportunity to visit a number of manufacturers of electronic tolling equipment, and the Oklahoma Turnpike Authority.

The removal of aged lead paint from many bridges is essential to ensure the long term protective treatment of steelwork. However, abrasive blast cleaning procedures employed to remove aged coatings have evoked environmental and worker health concerns and resulted in various contractual difficulties. The Steel Structures Painting Council (SSPC) conducted a two-day Tutorial on Industrial Lead Paint Removal followed by the Sixth Annual SSPC Conference in **Cincinnati, USA**. These were attended by Howard Morris, the RTA's expert on lead paint and the officer responsible for the Ryde Bridge repainting tender documents and specification, and Jim Tolerton, the Works Engineer at Five Dock Works Office. While in the USA, they also viewed new equipment in operation and had discussions with experts in the field.

The General Manager, Driver Licensing, Dr Deborah Campbell, travelled to the **USA** to attend a card technology conference held in Arlington, Virginia. This conference provided invaluable information on card security and technology including smart cards, optical cards, magnetic stripe cards and their future applications. Following the conference, Dr Campbell visited other centres of expertise investigating specific areas of interest, including photo-licensing technology, aged driver initiatives, offending driver initiatives, Commercial Driver Licence (CDL) Program and young driver curfew.

Geoff Ayton, Manager of the Rigid Pavements and Concrete Technology Unit, attended the Fifth International Conference on Concrete Pavement Design and Rehabilitation held at Purdue University, **Indiana, USA**. A paper submitted by Mr Ayton, titled 'Construction of Concrete Highway Pavements in Australia' was selected as one of the two opening presentations. Mr Ayton also inspected paving works in progress in the USA.

The Director, Registration and Licensing, Geoff Deacon, visited **Florida, USA**, to attend an Information Engineering Faculty (IEF) conference. IEF is the development tool used in the Driver Licensing and Vehicle Registration (DRIVES) system. Mr Deacon presented a paper on: 'DRIVES - A Case Study in UNIX'. He also investigated licensing and registration matters in the USA, including photo licence technology, written-off vehicle register and vehicle inspection facilities.

The costs of some of these overseas trips were met by clients or organisations seeking RTA expertise.

Appendix 11

Human Resources

Strategy and Planning

Management reviews of human resources functions in the RTA resulted in the separation of strategic and operational functions. Human resources is now given direction and focus by a new corporate Strategy and Planning Branch the prime accountabilities of which are to develop strategies appropriate to the Authority's business objectives, ensure that these are integrated into the business planning process and to monitor their effectiveness.

The role of human resources teams in the Regions and Directorates is to provide the operational support to the various businesses of the Authority. The contribution of human resources management in the Authority and its effectiveness will be further enhanced by the introduction of best-practice and benchmarking techniques to monitor progress as well as by the implementation of quality management practices.

Policy Development

A review of all human resources policies and procedures commenced and will be completed by the end of 1993. The review will ensure that policies reflect the objectives of the Authority, its new organisational structure and its changing culture.

Year of the World's Indigenous People

In recognition of the Year of Indigenous People, the Authority has offered two high school scholarships and two scholarships for tertiary studies to Aboriginal students. In addition, an evaluation of the Aboriginal Employment Scheme has resulted in the development of a new strategy for the next three years which will offer further opportunities to Koories.

In September 1993, the RTA sponsored a Career and Personal Development Seminar for Year 9 Aboriginal students.

Occupational Health and Safety

Workers compensation claims have declined over the past three years.

No. of WC Claims

1990-91	1,370
1991-92	1,356
1992-93	1,047

Claims for workers compensation in 1992-93 resulted in payment of $1.56M as opposed to $1.389M in 1991-92. This was the result of a greater severity of work injuries and a corresponding increase in time lost while undergoing rehabilitation. As a consequence, emphasis is being placed on the development of accident and injury prevention programs. The target that total workers compensation payments would not exceed 0.36% of payroll was not achieved due to four fatalities. The actual figure was 0.39%.

New policies and procedures for Manual Handling, Hearing Conservation, Plant Safety and the Management of Hazardous Substances have been implemented along with training courses where relevant. Training programs were carried out for first aid attendants and rehabilitation co-ordinators.

Enterprise Bargaining

During the year, Enterprise Bargaining was designated as a major initiative for the RTA. A strategy was prepared for implementation in 1993-94.

Workforce Planning and Development

A task and skills analysis was completed and data from this will be used as input into job re-design as part of the Enterprise Bargaining strategy. A training needs survey was completed and a training strategy is being prepared.

Staff attended an average of 2.4 training days each over the year.

Industrial Relations

RTA staff represent 70 occupational groups and are employed under 74 Awards. Negotiations are held with 22 unions.

There has been a dramatic decrease in the number of days lost through industrial disputes. This might be attributed to successful consultation with staff associations throughout the conduct and implementation of management reviews.

Working Days Lost through Industrial Disputes

1990-91	505
1991-92	6,185
1992-93	149

Staff Numbers

The Authority employs full-time, part-time and casual staff. At 30 June 1993, the equivalent full-time staff was 7,970, or 6% less than 30 June 1992.

	30.6.91	30.6.92	30.6.93
Salaried Staff	5,458	4,818	4,636
Wages Staff	4,284	3,292	3,019
Casual Employees	548	369	315
	10,290	8,479	7,970

Employee separations totalled 850 (including full-time, part-time and casual staff) during the year, of which 583 accepted voluntary redundancy packages (69% of total separations) and 26 were dismissed (3%).

The most significant industrial relations matters during the year were:

- An application by the Transport Workers Unions for an Award providing for the payment of redundancy packages to Truck Owners/Drivers was dismissed by the Industrial Relations Commission.
- The introduction of the DRIVES registration system in June 1992 was the matter of a number of hearings before the Industrial Relations Commission. The Commission assisted in the implementation and the dispute is over.
- Implementation of Regional reviews took place with full consultation with the Labor Council of NSW.
- Successful negotiations for the contracting out of the maintenance of a significant number of traffic signal sites.
- Assistance in the Government's case in response to a 10% salary increase application by Public Sector Unions.
- Continued negotiations in relation to the contracting out of road maintenance.
- Discussions in relation to extended hours at motor registries.
- Discussion in relation to multiskilling of Inspectors - Vehicle Regulation.
- Negotiations on proposed new working arrangements for computer staff at the Data Centre, Flemington.
- Communications Officers at the Traffic Control Section were granted an interim increase for assuming duties previously performed by the Police.
- The Australian Industrial Relations Commission handed down a decision in a union demarcation dispute that the Australian Services Union should be excluded from industrial coverage of employees within the RTA.
- 8.5% loading, previously paid to 35 hour-a-week field staff who were required to work 38 hours per week, ceased on 26 February 1993.
- Grade 1 positions in Works Offices were replaced by multi-skilled Grade 1/2 positions in Administration Centres. Grade 1 staff who transferred from Works Offices were granted 12 months advancement incremental progression.
- The introduction of 24-hour heavy vehicle checking stations.
- There were 63 appeals finalised before GREAT. Of these, three were upheld or varied.

Equal Employment Opportunity

Key EEO Achievements for 1992-93

Three female staff were sponsored to participate in the Executive Development Program for Women, initiated by ODEOPE in association with the Graduate School of Business, Sydney University.

Two Aboriginal staff were sponsored to attend the World Indigenous Youth Conference, held in Darwin.

Eight trainees were recruited under the Training for Aboriginals Program and one under the RTA's Aboriginal Customer Service Training Program.

To identify the progress and integration of EEO within the RTA, two Directorate EEO Effectiveness Audits were completed.

A secondment position was created and $50,000 committed to implement childcare initiatives.

An EEO awareness module was developed as part of the Introduction to Motor Registry Business training package for motor registry staff.

Women's conferences throughout the State were attended by 429 women.

Key Strategies for 1993-94

Achieve recruitment equity by reinforcing the merit principle and improving recruitment initiatives.

Develop and implement systems and strategies to ensure equitable participation of all staff.

Establish comprehensive, non-discriminatory human resources policies and practices.

Promote management accountability for the development of the Equal Employment Opportunity Management Plans.

Implement policies aimed at creating a discrimination-free working environment where diversity is accepted and valued.

Representation & Recruitment of Aboriginal Staff and Staff with a Physical Disability

	1991-92			1992-93		
	Total*	Aboriginal+ Staff	PWPD** People	Total*	Aboriginal Staff	PWPD People
Total Employees	8,657	132 (1.5%)	NK	7,789	124 (1.6%)	302 (3.9%)
Recruited in the year	45	10++ (22.2%)	NK	277	9++ (3.2%)	NK

* Figures do not include casual staff and represent total head counts.
\+ Staff who are known (through voluntary self nomination) to be Aborigines or Torres Strait Islanders.
** Staff who are known (through voluntary self nomination) to have one or more physical disability.
++ The only known Aboriginal staff recruited (traineeships).

Representation of EEO Target Groups

	1991-92++			1992-93		
	Total* Staff	Women	NESB**	Total* Staff	Women	NESB
Below $19,354	271	36 (13.3%)	NK	255	41 (16.1%)	17 (6.7%)
$19,354 - $25,421	3,171	342 (10.8%)	NK	2,516	31 (1.2%)	298 (11.8%)
$25,422 - $28,417	1,324	416 (31.4%)	NK	1,386	803 (57.9%)	381 (27.5%)
$28,418 - $35,962	2,383	690 (29%)	NK	2,015	701 (34.8%)	273 (13.5%)
$35,963 - $46,505	752	66 (8.8%)	NK	790	80 (10.1%)	178 (22.5%)
$46,506 - $58,132	546	40 (7.3%)	NK	650	44 (6.8%)	193 (29.7%)
Above $58,132+	210	11 (5.2%)	NK	177	15 (8.5%)	5 (2.8%)
Total	8,657	1,601 (18.5%)	NK	7,789	1,715 (22.0%)	1,345 (17.3%)

* Figures do not include casual staff and represent total head counts.
** Staff who are known (through voluntary self nomination) to be from a non English speaking background.
\+ Includes SES staff.
++ Staff at grades equivalent to 1992-93 salary scales.

Appendix 12

Freedom of Information

The impact of the *Freedom of Information Act 1989* on the RTA has been varied. There are some areas where changes can be measured and attributed directly to the FOI Act, such as the publications which make up the Statement of Affairs, the increased awareness by management of the importance of documenting reasons for decisions, and the information which is released as a result of FOI applications.

Other changes are of a broader nature and the causes are harder to define. The increased commitment towards improved customer service may be partly due to FOI, as a result of staff training, but there is also the effect of the Government's Guarantee of Service and the introduction and acceptance of modern management principles.

The RTA's identification, computerised recording and the provision of policy documents is partly due to the statutory requirements of the FOI Act, as well as efforts to provide a better level of service to customers and improved resources to staff.

During 1992-93, the RTA received 58 requests for information under the Act, compared to 68 in 1991-92. Of the 50 requests completed, 23 were granted in full, 14 in part, 12 were refused and one request deferred.

Of those requests not granted in full, 10 applicants sought an internal review of the decision (compared to seven last year) and one took the matter to the Ombudsman (compared to two last year).

The applicant was an ex-employee who had applied for information following his dismissal. The RTA had withheld some information on the grounds that the release could endanger the lives or physical safety of people named in the documents, that the information was given and received under conditions of confidentiality and that the information related to the personal affairs of individuals. The Ombudsman upheld the RTA's determination.

There have been no District Court appeals in the last two years.

Twenty-five applications required consultation with parties outside the RTA (33 in 1991-92).

Processing FOI requests cost an estimated $4,620 ($7,690) and fees received totalled $3,760 ($6,890). One request for an amendment to personal records was received and agreed to. There have been no requests for notations to personal records and no Ministerial certificates have been issued in the last two years.

Further details, as required by the Act, are provided in the following tables, while policy documents issued under FOI are listed in Appendix 16 - Publications.

FOI requests	Personal		Other		Total	
	1991-92	1992-93	1991-92	1992-93	1991-92	1992-93
New (including transferred in)	20	21	48	37	68	58
Brought forward	0	0	3	4	3	4
Total to be processed	20	21	51	41	71	62
Completed	20	18	45	32	65	50
Transferred out	0	0	1	0	1	0
Withdrawn	0	2	1	4	1	6
Total processed	20	20	47	36	67	56
Unfinished (carried forward)	0	1	4	5	4	6

Result of FOI Requests	Personal		Other	
	1991-92	1992-93	1991-92	1992-93
Granted in full	9	9	23	14
Granted in part	9	7	9	7
Refused	2	2	12	10
Deferred	0	0	1	1
Completed	20	18	45	32

Basis of disallowing or restricting access	Personal		Other	
	1991-92	1992-93	1991-92	1992-93
Section 19 (application incomplete, wrongly directed)	0	0	0	0
Section 22 (deposit not paid)	0	0	0	4
Section 22 (unreasonable diversion of resources)	0	0	0	0
Section 25 (1) (a) (exempt)	16	16	20	15
Section 25 (1) (b), (c), (d) (otherwise available)	0	0	2	0
Section 25 (1) (e) (documents more than 5 years old)	0	0	0	0
Section 24 (2) - deemed refused, over 45 days	2	2	8	5
Totals	18	18	30	24

Days to Process	Personal		Other	
	1991-92	1992-93	1991-92	1992-93
0-30	15	15	35	22
31-45	4	2	4	4
Over 45	1	1	6	6
Totals	20	18	45	32

Hours to Process	Personal		Other	
	1991-92	1992-93	1991-92	1992-93
0-10	19	18	43	27
11-20	1	0	0	4
21-40	0	0	2	0
Over 40	0	0	0	1
Totals	20	18	45	32

Type of Discount Allowed	Personal		Other	
	1991-92	1992-93	1991-92	1992-93
Public interest	0	0	0	0
Financial hardship - Pensioner/Child	3	2	2	1
Financial hardship - Non profit organisation	3	4	4	6
Totals	6	6	6	7
Significant correction of personal records	0	0	0	0

Grounds on which Internal Review Requested	Personal				Other			
	Upheld		Varied		Upheld		Varied	
	1991-92	1992-93	1991-92	1992-93	1991-92	1992-93	1991-92	1992-93
Access refused	0	2	0	1	6	1	0	3
Deferred	0	0	0	0	1	1	0	0
Exempt matter	0	1	0	0	0	0	0	0
Unreasonable charges	0	0	0	0	0	0	0	0
Charge unreasonably incurred	0	0	0	0	0	1	0	0
Amendment refused	0	0	0	0	0	0	0	0
Totals	0	3	0	1	7	3	0	3

Appendix 13

Legal Change

The RTA administers the following Acts of Parliament:

Transport Administration Act 1988

Motor Vehicles Taxation Act 1988

Roads Act 1993

Traffic Act 1909

Motor Vehicle Driving Instructors Act 1992

Recreational Vehicles Act 1983

Sydney Harbour Tunnel (Private Joint Venture) Act 1987

New Acts

Traffic (Fine Default) Amendment Act 1992

This Act amends the *Traffic Act 1909* to enable the cancellation of drivers' licences and vehicle registrations for non-payment of fines imposed for illegal parking in council car parks.

Motor Vehicles Taxation (Amendment) Act 1992

This Act amends the *Motor Vehicles Taxation Act 1988* to increase the rates at which motor vehicle tax is payable.

Road Improvement (Special Funding) Amendment Act 1992

This Act makes amendments relating to the road improvement special 3x3 levy consequential on the amendments made by the *Business Franchise Licences (Petroleum Products) Amendment Act 1992*, which increase the fees to be paid for petroleum licences under the *Business Franchise Licences (Petroleum Products) Act 1987*.

Business Franchise Licences (Petroleum Products) Amendment Act 1992

This Act amends the *Business Franchise Licences (Petroleum Products) Act 1987* to increase the fees paid for licences under that Act.

Traffic (Offences) Amendment Act 1992

This Act amends the *Traffic Act 1909* in relation to the liability of owners of motor vehicles for designated offences committed in relation to motor vehicles.

Roads Act 1993

This Act, which received assent on 8 June 1993 to commence on 1 July 1993, makes provision with respect to the roads of NSW.

The Act consolidates and replaces Acts dealing with roads, road work and road management in NSW into a single modern Act which continues generally the effect of the repealed Acts. The repealed Acts include the *State Roads Act 1986*, Part 9 of the *Local Government Act 1919* and the *Crown and Other Roads Act 1990*.

Traffic (Parking Regulation) Amendment Act 1993

This Act, which received assent on 8 June 1993 to commence on 1 July 1993, amends the *Traffic Act 1909* to include provisions in respect of parking meters and the removal of obstructions and illegally parked vehicles from public streets. These provisions were previously under the *Local Government Act 1919* and the *State Roads Act 1986*, respectively.

New Regulations

Transfer from Commissioner of Police to the RTA of functions concerning schemes to assist children to cross public streets with safety.

Increases in fees and charges imposed by the RTA and the level of fixed penalties for traffic and parking offences.

Lower speed limits on roads near schools.

Use of bus lanes under certain conditions by RTA service vehicles.

Allowing bicycles to be ridden on tollways.

Authorising council officers to complement police enforcement of parking regulations.

Raising the maximim speed limit for learner drivers and riders from 70 km/h to 80 km/h.

Improvements to the disabled persons' parking authority scheme.

Allowing the crossing of bus lanes by drivers to gain access to adjacent lanes.

Removing the public vehicle provisions contained in the Motor Traffic Regulations consequent on their inclusion in the Passenger Transport Regulation.

Operation of 14.5 metre long buses on selected routes.

Introduction of a service charge for non-payment of tolls.

Change to limits of engine capacity and power-to-weight ratio of motor cycles ridden by novice riders.

Issue of penalty notices for parking offences committed in free council carparks in spaces designated for use by disabled persons.

Prohibition of the use of bicycles and toy vehicles which are not propelled by human power.

Transfer of administration of overdimension vehicle permits from the Police Service to the RTA.

Increased maximum dimension limits for heavy vehicles and trailers.

Increase in penalties imposed by penalty notice for unlicensed driving.

Increased penalties imposed by penalty notice for unregistered and uninsured vehicle offences.

Judicial Decisions Affecting the RTA

Symons Nominees & Anor v RTA

In Symons Nominees and Anor v RTA, the principle was established that it was not necessary for there to be an element of negligence in order for an authority to be liable in nuisance in circumstances where the defence of statutory authority was pleaded. On the facts, this case was nevertheless decided in the Supreme Court in favour of the RTA although an appeal to the Court of Appeal is pending.

RTA v Shellharbour Municipal Council and Kiama Municipal Council

The line of the proposed Kiama Bypass is through land partly zoned as estuarine wetlands and land partly zoned as extractive industrial. Both zones prohibit development of such land for main roads purposes.

Roads are permitted development with the consent of the Council for the balance of the land required for the bypass.

Part of the relevant Local Environmental Plans adopt the Environmental Planning and Assessment Model Provisions 1980 which allows for development in connection with construction, reconstruction, improvement, maintenance or repairs of any road except the widening, realignment or relocation of a road.

The Court held that on the facts the model provisions do not exempt the RTA from obtaining council's consent for the road development in question.

The Local Environment Plan concerning the land zoned estuarine wetlands did not adopt the model provisions. That plan prohibits certain activities that are necessarily preparatory to road construction.

The Court held that the effect of a clause in the State Environmental Plan 'Development Without Consent' which permits all development for classified road purposes is that such clause only applied where development consent could be permitted by the consent authority, in this case, councils.

As road construction was a prohibited development applying to various parts of the land required for the bypass, Councils did not have the power to consent because the bypass was the relocation of a road.

An appeal to the Court of Appeal has been lodged and discussions with the Department of Planning as to the terms of the model provisions are continuing.

Appendix 14

Land Disposal

A total of 285 properties was disposed of for $29.7M.

Ten easements affecting RTA property were granted for a total consideration of $56,952.

No properties having a value of more than $5M were disposed of by means other than public auction or tender.

There was no family connection or business association between a person who acquired property from the RTA and the person responsible for approving the disposal of the property.

Properties disposed of were surplus to the RTA's requirements and disposed of in accordance with Government policy to realise surplus assets. Proceeds from disposals were applied to the further improvement of the State's roads and traffic system. An application for access to documents concerning details of properties disposed of during 1992-93 may be made in accordance with the *Freedom of Information Act 1989*.

Appendix 15

Consultants 1992-93

Consultancies Costing Over $30,000

Project	Consultant	$
Private Tollway Economic Advice	Capel Court Consultants	53,830
Business Plans	Doll Martin Associates	45,000
Private Tollway Legal Advice	Freehill Hollingdale & Page	53,747
Private Tollway Environment Advice	Freehill Hollingdale & Page	109,013
Northwest Transport Study	Maunsell & Partners Pty Ltd	424,625
Sydney Harbour Tunnel Monitoring	Pak-Poy & Kneebone	35,095
M5 Noise Impact Advice	Renzo Tonin and Assoc. Pty Ltd	76,329
Review of Future Directions of CAD	R J Cotton and Associates	36,770
Motorway Pacific Financial Assessment	ANZ Capel Court Corp. Services	56,516
Marketing Road Transport Future Directions	Coopers & Lybrand	31,765
Community Based Proficiency Scheme	DGR Consulting Pty Ltd	43,200
Pacific Tollroad Economic Evaluation	R J Nairn & Partners Pty Ltd	131,375
Economic Planning Forecasting	Travers Morgan Pty Ltd	119,641
Stress Laminated Timber Bridges R & D	Crews Consulting Pty Ltd	222,496
Urban Roads Environmental Impacts	Jackson Teece Chesterman	35,000
Sydney Region Amalgamation Management Review	Price Waterhouse Urwick	63,149
Technical Services Management Review	R J Cotton and Associates	177,486
Fleet Roadworthiness Level	Price Waterhouse Urwick	138,780
Customer Service Program	Australian Management Training Pty Ltd	36,215
Consultancies costing over $30,000		1,890,032
Consultancies costing $30,000 or less	49	478,837
Total		2,368,869

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

Appendix 16

Publications

The RTA produces a wide range of publications, many of which are available free of charge from motor registries, regional offices, and Community Relations Branch at Head Office, where AUSTROADS publications are also sold. The RTA's library carries a range of Acts of Parliament, Australian Standards, general reference books, technical journals and road safety publications. The library is open to the public. The following publications were produced during 1992-93.

Annual Report 1991-92

1992 Corporate Plan

Bicycles

NSW Bikeplan - Implementation Strategy

Construction

Cullerin Range Deviation

Glebe Island Bridge

Glebe Island Bridge and Approaches Stage 3 of the Glebe Island Arterial

Goulburn Bypass

Jugiong Bypass

M4 Motorway Extension from Emu Plains to Lapstone

Mittagong Bypass

New Cable-stayed Bridge over Johnstons Bay at Glebe Island Technical Details

New Flyover at Cumberland Highway/Polding Street Interchange, Smithfield

SH23 Newcastle Inner City Bypass

The New James Ruse Drive and Victoria Road Interchange

Tweed Heads Bypass

Yass Bypass

Customer Service

Guarantee of Service

Sydney Harbour Bridge Pylon Lookout

Driver Licensing

A Guide to DART - The Driving Ability Road Test for Class 1A Driver Licence Applicants

Demerit Points

Driver Assessment Program

Heavy Vehicle Drivers' Handbook

Licence to Drive

Motorcycle Pilot Brochure

Motorcycle Pilot Poster

Ready for the Road

Renewing Your Licence

So you want to be a Driving Instructor

Where are the knowledge test practice machines?

EEO

EEO (Put your best foot forward)

What is EEO all about?

Environmental

Environmental Impact Statements and assessments

Bangor Bypass Environmental Overview

Church Street Widening, Parramatta - Review of Environmental Factors

F3 Freeway to New England Highway (Lenaghans Drive) EIS

M5 Casula Link Clause 64 Report (Final Determination)

North West Transport Link Assessment Report

North West Transport Link Environmental Assessment Report - Appendices

North West Transport Link Clause 64

State Highway No 10 - Brunswick Heads Bypass EIS

State Highway 11 - Oxley Highway Improvement at Mooki River and Carroll Creek flood plain near Gunnedah

General

A Guide to the Use of Slag in Roads

F3 Freeway - Wahroonga to Berowra - Before and After Noise Study

Interim Traffic Noise Guidelines

Interim Traffic Noise Policy

North West Transport Link Community Newsletter

Proposed Road Changes - Southern Arterial (Henderson Road & Wyndham Street)

Proposed Urban Arterial Road (Tamworth) - Stages I and II

Roadside Corridors

Traffic Noise - What we're doing about it

Freedom of Information

Customer Information List 1993

Procedure for Handling FOI Applications

The Roads and Traffic Authority of NSW in 1993 - What Is It and How Does It Affect Me?

Policy Statements

Driver and Rider Skills Tests

Driver Licensing - Change of Name, Address or Sex

Driver's Log Book - Record of Driving Hours

Firearms Photo-Licensing Scheme

Knowledge Tests

Land Acquisitions

Payment of Parking and Traffic Fines in Default

Renewing Drivers' Licences

Local Government

Arrangements with Councils for Road Management

Review of State Road Funding Arrangements for Local Government - Bulletin 5

Maps

Main Roads Map of NSW

Road Freight

Road Freight Strategy

Vertical Clearances on Classified Roads in NSW

Road Safety

5 Good Reasons to Play It Safe

A Guide for New Young Drivers

A Guide for Professional Drivers

Bet you think the children are safe

Blackspot Intersections in NSW 1992

Buckle-Up Baby

Cycle Sense for Motorists

Defensive Driving Booklet

Headlights On

Here's 13 Good Reasons Why You Don't Drink Drive or Speed in Blacktown or Mt Druitt

Kids and Traffic Road Safety Festival Report

PC Crash News

Road Safety Bulletins (Newsletters)

Road Safety 2000 Action Plan

Road Safety in the Snow

Road Traffic Accidents NSW 1992

Road Whys and the Police can help your School

Rotary - RTA Road Safety 2000 Project

Research Notes

An Evaluation of Red Light Cameras in Sydney

A Survey of Knowledge, Attitudes and Reported Behaviour on the Topic of Drink Driving and Random Breath Testing

Draft Curriculum for Novice Class 1A Driving Training: Edition 2

Random Drug Testing for Heavy Vehicle Drivers - A Feasibility Study

Seat Belts and Child Restraint Usage in NSW, October-November 1992

Vehicle Speed Surveys - Urban/Rural NSW, July 1986 - May 1992

Consultants Reports

An Evaluation of the Impact and Outcomes of the Aboriginal Community Road Safety Project

Driver Fatigue - A Survey of Northern Region Drivers' Attitudes & Reported Accident Behaviour

Parental Strategies for Ensuring Child Compliance in the Use of Seatbelts and Child Restraints

Road Safety Strategy for Seniors

The Coach Driver Task: an ergonomics investigation - Consultant's Report

The effects of diazepam and diazepam/alcohol challenge on the performance in tests which examine aspects of driving ability of subjects who have been sub-chronically treated with a therapeutic dose of diazepam

The Effects of Single Acute Therapeutic Doses of Pentobarbitone, Alone and In Combination with Alcohol, on Human Performance in Driving-related Tests: Exploration of the Relationships between Performance Decrements and Blood Concentrations of Pentobarbitone and Alcohol

Technology

1992 Annual Report for Research and Development

Bitumen Sealing Safety Guide

Contact magazines - Issues 72 to 85

Guide to the Design, Construction, Maintenance and Management of Clay Pavements with Geotextile Reinforced Seals

Environment Technology Transfer Workshop - Summary Papers (Sydney, November 1992)

Proceedings of the Workshop on In-situ Recycling of Pavements using Cementitious Binders (Sydney, September 1992)

Road Design Guide (Section 8 Erosion and Sedimentation)

Technology Transfer Workshop - Summary Papers (Parramatta, April 1993)

Technology Transfer Workshop - Summary Papers (Wagga Wagga, September 1992)

Traffic

Guide to Traffic Generating Developments

Managing Arterial Traffic in Sydney

The Sydney Metroad System

Transport Planning

Future Directions Brochure

North Coast Road Strategy

Vehicle Registration

AIS Manual (Revised)

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So You Want to Take Your Vehicle on a Trip to Australia

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List of Abbreviations

AAPA: Australian Asphalt Pavement Association

ARRB: Australian Road Research Board

AUSTROADS: an association of Australian state road authorities

GREAT: Government and Related Employees Appeals Tribunal

EPA: Environment Protection Authority

NRTC: National Road Transport Commission

NRMA: National Roads and Motorists' Association

OECD: Organisation for Economic Co-operation and Development

ODEOPE: Office of the Director of Equal Opportunity in Public Employment

PC: Personal Computer

PIARC: Permanent International Association of Road Congresses

SCATS: Sydney Co-ordinated Adaptive Traffic System

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The RTA is always looking at ways of improving its annual reporting. Suggestions should be directed to the Publications Coordinator, Community Relations Strategy and Services, PO Box K198, Haymarket, 2000.

Classification of Main Roads in New South Wales

RTA OFFICES

- Regional Office
- Zone Office
- District Office/Administration Centre
- Works Depot/Maintenance Office

LEGEND

- National Highways 17
- State Highways 10
- Main Roads 52
- RTA Regional Boundaries