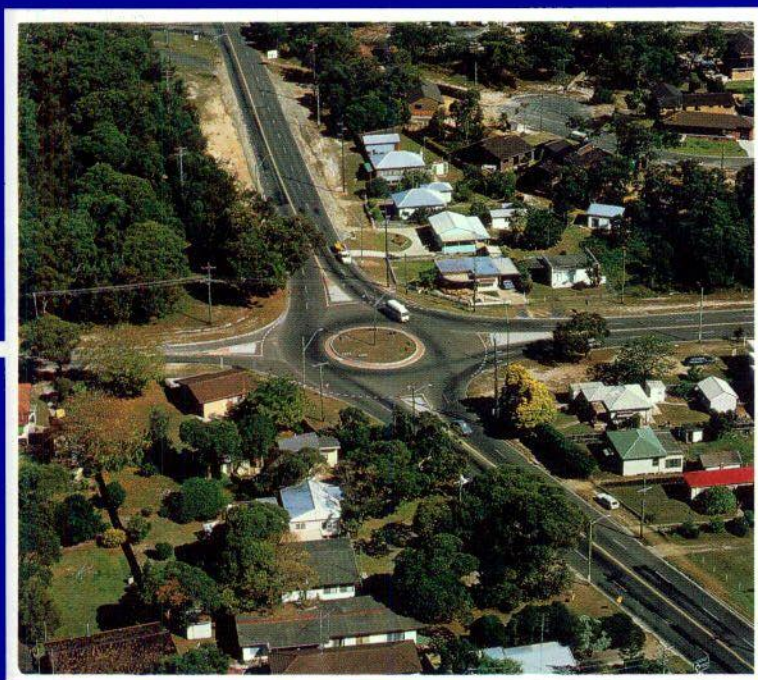


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Traffic Authority of New South Wales



ANNUAL REPORT 1984/85

THE AUTHORITY'S CHARTER

The Traffic Authority of New South Wales is a statutory corporation empowered under the Traffic Authority Act, 1976 to act as the State Government agency responsible for traffic safety and traffic management measures.

The Traffic Authority Act 1976 in effect requires the Authority to set policies, standards and priorities for implementing traffic measures and charges it with the responsibility for promoting traffic safety generally.

To enable the Authority to be effective it is responsible, under the Act, for directing and co-ordinating the activities of other public authorities involved with traffic related matters in their day-to-day work.

In the exercise of its responsibilities the Authority works towards the general goals of improving safety and efficiency in the use of the State's roads having regard to traffic, social and environmental factors.

Its activities include investigation of such factors as traffic accident research, road engineering and environment, vehicle, equipment and human behaviour, traffic movement, environment and amenity.

06.055.5
TA 84/85**Traffic Authority of New South Wales**

The Hon. B.J. Unsworth, M.L.C.,
Minister for Transport,
Parliament House,
SYDNEY. N.S.W., 2000.

56-58 Rothschild Ave.,
Rosebery,
Box 110, P.O. Rosebery,
N.S.W. 2018

Our reference:

Your reference:

Telephone: 663 8222

Dear Mr. Unsworth,

I am pleased to submit the Annual Report of the Traffic Authority of New South Wales for the year ended 30 June, 1985.

The report describes the responsibilities and functions of the Authority, records operations and achievements during the report year and outlines present programmes and future projects.

In the twelve months to 30 June 1985, there has been a notable change in community acceptance of Random Breath Testing (RBT). Two independent studies have shown increasing community support for RBT. June 1985 recorded the lowest number of crash fatalities for 23 years, and for the six month period to 30 June 1985 there were fewer fatalities than for the same period in 1984.

The \$5,000,000 package of Special Road Safety Initiatives introduced by the Government late in 1984 is already having an effect in areas additional to Random Breath Testing - particularly in increased seat belt wearing and use of child restraints.

The achievement of the Authority's objectives this year is the end result of the efforts of the Authority's Secretariat, advisory committees and working parties, and officers of other Departments and organisations, the Department of Main Roads and Police in particular. I should like to record my appreciation of the work they have done.

Yours faithfully,

M. Butler,
Chairman.

MEMBERS OF THE TRAFFIC AUTHORITY AT 30TH JUNE 1985

OFFICIAL MEMBERS:

M.J. Butler, B.Sc., M.B.A., M.A.C.S., M.R.A.I.P.A., M.C.I.T.

Commissioner for Motor Transport, N.S.W., Chairman.

J.K. Avery, R.M.A. Dip. Crim. Commissioner of Police, N.S.W.

K. Edgar, B.E., M.I.E. Aust., F.C.I.T.,

Managing Director, Urban Transit Authority, N.S.W.

B.N. Loder, B.E., Dip. T. & C.P., F.I.E. Aust., F.C.I.T.,

Commissioner for Main Roads, N.S.W.

R.B. Smyth, B.Sc. (Econ.) Hons. (London), Dip. T.P. (Auckland), M.R.P.I., M.I.E. Aust.,
M.I.C.E. (London), Director, Department of Environment and Planning, N.S.W.

APPOINTED MEMBERS:

J.N. Calpis, Alderman, Council of the City of Sydney.

Mrs. P.A. Gould,

Alderman, Albury City Council. Representing Local
Government and Shires Associations of N.S.W.

G.F. Messiter, B.Sc. (Tech.), M.Eng. Sc., M.I.E. Aust., F.C.I.T.,

Secretary, Ministry of Transport, N.S.W.

H.F. Quinn, Federal President, Transport Workers' Union of Australia

APPOINTMENT PENDING:

R. Saunders, Representing employers in the Road Transport Industry.

ADVISER:

Professor R.L. Huckstep, C.M.G., M.A., M.D., F.R.C.S., F.R.A.C.S., F.T.S.,

The University of New South Wales – Ministry of Health Adviser

PRINCIPAL OFFICERS OF THE TRAFFIC AUTHORITY SECRETARIAT

DIRECTOR:

H.L. Camkin, B.E., Dip. T. & C.P., M.I.E. Aust., F.C.I.T., F.R.A.I.P.A.

DEPUTY DIRECTOR:

B.J. Hazel, B.E., M.S.C.E., M.I.E. Aust., M.I.T.E.

SECRETARY:

J.G. Breadner.

RETIREMENTS:

J.W. Davies, I.S.O., B.Ec., F.C.I.T. Chairman, Retired April 1985.

C.R. Abbott, Q.P.M., Commissioner of Police, N.S.W. Retired August 1984.

W.A. Levitt, F.A.S.A., C.P.A., F.C.I.T., Secretary. Retired August 1984.

D.C. Herbert, B.Sc. (Eng.), M.I.E. Aust., M.I.T.E.,

Special Consultant on Traffic Safety. Retired January 1985.

MEMBERSHIP



M. BUTLER
Chairman



W. FLEMING
Deputy Member



B.N. LODER
Official Member



R.B. SMYTH
Official Member



K. EDGAR
Official Member



J.N. CALPIS
Appointed Member



P.A. GOULD
Appointed Member



G.F. MESSITER
Appointed Member



H.F. QUINN
Appointed Member



R. SAUNDERS
Appointment Pending



H.L. CAMKIN
Director



J.G. BREADNER
Secretary



PROF R.L. HUCKSTEP
Adviser



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THE TRAFFIC AUTHORITY

BACKGROUND

The Traffic Authority of New South Wales is a statutory corporation empowered under the Traffic Authority Act, 1976 to act as the State Government agency responsible for road safety and traffic management.

The Traffic Authority Act, 1976 requires the Authority to set policies, standards and priorities for implementing traffic measures and charges it with the responsibility for promoting traffic safety generally.

The Authority is responsible, under the Act, for directing and co-ordinating the activities of other public authorities involved with traffic related matters.

In the exercise of its responsibilities the Authority works towards the general goals of improving safety and efficiency in the use of the State's roads having regard to traffic, social and environmental factors.

In so doing, its activities involve such matters as traffic accident research; traffic engineering and management; the road environment and local amenity; human behaviour; and vehicle and equipment performance.

The legislation under which the Authority operates is described in Appendix 1.

MEMBERSHIP

The Traffic Authority Act, 1976 directs that membership be made up of five officials and four appointees.

Official members are –

- The Commissioner for Motor Transport (Chairman)
- The Commissioner for Main Roads
- The Commissioner of Police
- The Director of the Department of Environment and Planning
- The Managing Director of the Urban Transit Authority

The appointed members are –

- A member or officer of the Council of the City of Sydney
- A nominee from the Local Government and Shires Associations of NSW
- A nominee of the Executive Committee of the Transport Workers' Union of Australia (NSW Branch)
- A person appointed by the Minister for Transport as his personal representative.

Official members of the Authority remain so for the duration of their tenure of office as a Departmental Head. Appointed members have tenure for three years and are eligible for reappointment. Additionally, a person representing employers in the road transport industry attends meetings and a representative of the Minister for Health attends in an advisory capacity.

Meetings

The Traffic Authority met 11 times during 1984/85. For the first time, meetings were held in rural centres – Albury and Bathurst. Attendance details are shown in Appendix 9.

THE AUTHORITY'S CHARTER AND GOALS

The Traffic Authority Act, 1976 requires the Authority to monitor and review traffic facilities and safety in the State and make recommendations for their improvement.

In the exercise of its responsibilities the Authority works toward the general goals of improving safety and efficiency in the use of the State's roads, having regard to traffic, social and environmental factors.

Currently the Authority is reviewing its strategies for further improvements in road safety and road efficiency.

ROAD SAFETY

In pursuing its road safety goal the Authority is active in the following main areas:

Traffic Accident Research involves the recording and analysis of traffic crash data, evaluating local and overseas investigations and making recommendations for the implementation of engineering, educational or enforcement measures likely to be effective in reducing crashes and their consequences.

Road Engineering and Environment involves activities which include traffic engineering and minor structural improvements at and between intersections and removing dangerous roadside objects to improve the safety of the road itself.

Vehicle and Equipment investigations and activities include research into the provision of safer surroundings for vehicle occupants, better crash-worthiness of vehicles and systems for protecting vehicle occupants.

Human Behaviour activities include research and action which has resulted in measures such as Random Breath Testing. Other activities are in the areas of student and driver education and research into attitudes as they relate to road safety.

Special Road Safety Programme – to complement the continuing activities of the Authority, a special programme was introduced in 1984/85. The Programme consisted of promotional, constructional and research activities dealing with a wide variety of countermeasures to road crashes. It aimed at attaining both short and longer term benefits for the community.

ROAD EFFICIENCY

In promoting an efficient traffic system, the Authority's activities stem from consideration of traffic movement and the amenity of residential and commercial functions.

- **Traffic Flow Efficiency** – area-wide improvements including traffic control signals systems, transit lanes, signposting, roadmarking and clearways.
- **Traffic Efficiency for Road Safety** – localised treatments to eliminate roadside hazards and blackspots by means of minor structural improvements and traffic control measures.
- **Environment and Amenity** – promotion of road design features and traffic control devices which are sympathetic to their immediate environment and the exclusion of heavy vehicular and non-essential traffic from residential and commercial areas through the application of appropriate traffic management techniques.

ROAD SAFETY

The Problem

During the year under review there were 899 fatal traffic crashes in N.S.W. which resulted in 995 persons being killed. This is 29 less than occurred in 1983/84 and about 300 less than would have occurred if trends over the six years prior to the introduction of Random Breath Testing had persisted. Random Breath Testing was introduced on 17 December, 1982.

The period 3 p.m. to midnight remained the critical period for weekday fatalities, with nearly half occurring in this period.

Late evening and early mornings on Saturday and Sunday accounted for almost one third of all fatal crashes.

This pattern again confirms the results of independent research concerning the dangers of "social drinking", and the link between late night, weekend and alcohol-related crashes.

Vulnerable road user groups, pedestrians, cyclists and motor cyclists, account for 35 per cent of the year's fatalities.

The 17 to 24 year old age groups again represented one third of all fatalities. Sixty six per cent of all motorcyclists killed were in this age group.

Twenty two per cent of the total fatalities were pedestrians. Over half of these were aged over fifty years and almost one quarter were 16 years of age or less.

The statistics substantiate various research findings which show that young male drivers and motorcycle riders are relatively high risk road users, as are elderly pedestrians.

The trend in the number of fatalities per year may be seen in Figure 1 (at the end of the report). The graph illustrates the rising trend for New South Wales in the total number of fatalities over the past two decades. This rise was interrupted around 1971 to 1972, coinciding with the introduction of legislation making it mandatory for motorcyclists to wear helmets and car occupants to wear available seat belts. The trend then resumed but from a lower level.

The introduction of Random Breath Testing in December 1982 has seen that trend interrupted noticeably once again. It is too early yet to see what the long term effect of RBT will be.

Fatality rates (i.e., the numbers of deaths per 10,000 population or per 10,000 registered motor vehicles) indicate the potential for traffic crashes and deaths to occur with increasing motor vehicle ownership and traffic on the roads. The numbers of deaths per 10,000 registered motor vehicles has fallen from 8.3 in 1964 through 6.1 in 1974 to 3.6 in 1984. The numbers of fatalities per 10,000 population for the same years were 2.5, 2.6 and 1.9, respectively.

A comprehensive statistical statement of road traffic crashes in N.S.W. is available from the Authority.

The Authority's approach to the road safety problem and its performance within specific areas of responsibility is reviewed under the various headings which follow. The Authority's involvement in the activities of other organisations is also described.

Traffic Accident Research

Traffic accident research and development activities focus on a matrix of three factors – human, vehicle and environmental and how these relate to situations before, during and after a crash. Many elements are likely to be involved in crashes and some are shown below:

	BEFORE THE CRASH	IN THE CRASH	AFTER THE CRASH
HUMAN FACTORS	Alcohol Education Enforcement	Seat belt use Crash helmet use	Medical care
VEHICLE FACTORS	Brakes Tyres	Steering columns Vehicle interiors	Entrapment
ENVIRONMENTAL FACTORS	Road alignment Traffic density	Roadside furniture Natural hazards	Accessibility

Collection and Processing of Crash Data

The Authority is responsible for maintaining the State's mass crash database, and for the publication of the official road traffic crash statistics.

These publications range from a daily record of fatalities which is available within eight hours, to a comprehensive Annual Statistical Statement.

The Authority provides recommendations and advice from an analysis of traffic crash data in reports supplied by the Police, the Department of Health and the New South Wales Ambulance Service. The Australian Bureau of Statistics provides comparative data.

Information from police traffic crash reports is entered into computers to provide the Authority's mass crash database. The bulk of the coding work was carried out again this year by the Australian Quadriplegic Association under contract to the Authority.

ROAD ENGINEERING AND ENVIRONMENT

Research Projects

The Traffic Authority has undertaken research projects, aimed at short and long term solutions to road safety issues, including road conditions, driver attitudes and vehicle construction.

These research projects included –

Pedestrian Safety

To combat hazards to pedestrians, traffic engineering countermeasures are being examined and developed. These include the special Children's Crossings that are now being implemented. A trial of mid-block Pelican Crossings is scheduled for 1985-86.

At the same time, monitoring continues to identify pedestrian problem areas for treatment with traffic signals and other measures.

Motorcycle Helmet Standards

A study to provide information to assist in upgrading the Australian Standard for motorcycle helmets is being undertaken by the Medical and Engineering Section. Damaged helmets that were worn by motorcyclists in crashes are being examined with a view to design improvements to afford better protection.

Seat Belts

A programme of statewide surveys of seat belt and child restraint use has resulted in specific educational and promotional assistance being concentrated on problem areas where wearing rates are low.

It has also given members of the Engineering team valuable information to develop new solutions to restraint fitment.

An advertising and publicity campaign, 'Click-Clack, Front'n'Back' was undertaken during the year at a cost of \$400,000 to promote the use of seat belts and child restraints.

Blackspots

Refined analytical methods have led to faster recognition and rectification of blackspots.

New computer techniques can provide maps and listings of crashes on highway sections with greater speed and accuracy.

This enables quick and efficient extraction of comprehensive data on highway crash patterns. This is an invaluable support to the Blackspot Programme which is being given a high priority.

Crash Evaluations

The heart of the Blackspot computer system is a new programme of systematic statistical analysis of the mass crash database.

It enables the Authority to utilise the latest techniques available to formulate and evaluate traffic safety initiatives.

Intersection Crashes Involving Particular Vehicle Types

A working party of the Authority, Police Department and Department of Main Roads has been investigating intersection crashes with an over involvement of particular road user types.

A pilot study used Blackspot listings to identify the five worst sites in Sydney in the four categories of heavy vehicles, pedestrians, motor cycles and pedal cycles.

Specific site treatment recommendations have been made to appropriate Local Council Traffic Committees for remedial action.

Drink Driving

The Traffic Authority was responsible for co-ordinating the evaluation of the effectiveness of Random Breath Testing.

The evaluation weighed all measurable costs and benefits resulting from this road safety initiative in which New South Wales is a world leader, with a reduction in road fatalities of 22 per cent.

Research work was undertaken by the Authority and by the Bureau of Crime Statistics and Research.

A major element of the Authority's research was the regular, comprehensive survey of community knowledge, attitudes and behaviour in which 1,000 respondents are interviewed. These surveys have revealed a marked improvement in behaviour and attitude towards drinking and driving.

Forward Control Vans

Forward control vans are increasingly used to transport passengers.

Although legislation has been introduced to ensure that seat belt and child restraint anchorage points are mandatory in vans, concern still exists regarding the effect of side and frontal impact intrusion on occupants.

Medication/Alcohol Research

The impairing effect of some medications and illicit drugs on driving, especially combined with alcohol, is becoming increasingly recognised by traffic and health authorities.

The Authority has granted \$50,000 to The University of Sydney to initiate comprehensive research which will be co-ordinated with the World Health Organisation's programme.

VEHICLE AND EQUIPMENT

Laboratory Facilities

The Traffic Authority has Australia's only independent laboratory capable of research into the potential problems of vehicle occupant protection and secondary safety in vehicles. Specialist staff have been recruited to allow full use of the laboratory facilities and junior staff have been employed and trained to ensure a continuity of specialist skills. The laboratory aims to have a programme of applied research that leads to development of usable products so that the period between research results and implementation can be shortened.

HUMAN FACTORS

Random Breath Testing Creates Attitude Change

In New South Wales, Random Breath Testing (RBT) has proved to be the greatest single factor in road safety improvements since the introduction of compulsory seat belt wearing in 1971. The State is a world leader in this regard with fatalities in 1984/85 down 22 per cent compared to the pre-RBT average, a saving of around 300 lives each year.

Studies undertaken by the Traffic Authority showed a marked attitude change towards drinking and driving and almost total community acceptance of RBT. There were several programmes of publicity and advertising for RBT designed to achieve and maintain these positive attitudes.

In the year under review, the Police conducted 1,080,200 Random Breath Tests with 4,755 offenders being detected and charged, a charge rate of .44 per cent. Equally important in achieving community support for RBT was the efficient and courteous manner in which the tests were conducted, as revealed by the Authority's market research.

In the advertising campaign for the 1984-85 Christmas-New Year Holiday period, the television commercials were seen more than 15 times by an estimated 90 per cent of viewers. The radio commercials were heard five times by over 70 per cent of listeners.

In the shorter Easter 1985 campaign an estimated 75 per cent of viewers saw the television commercials an average of almost four times. Sixty-five per cent of radio listeners heard the commercials an average of six times.

Supportive Activities

As in previous years, the functions of other organisations led to the Authority being involved in a variety of activities.

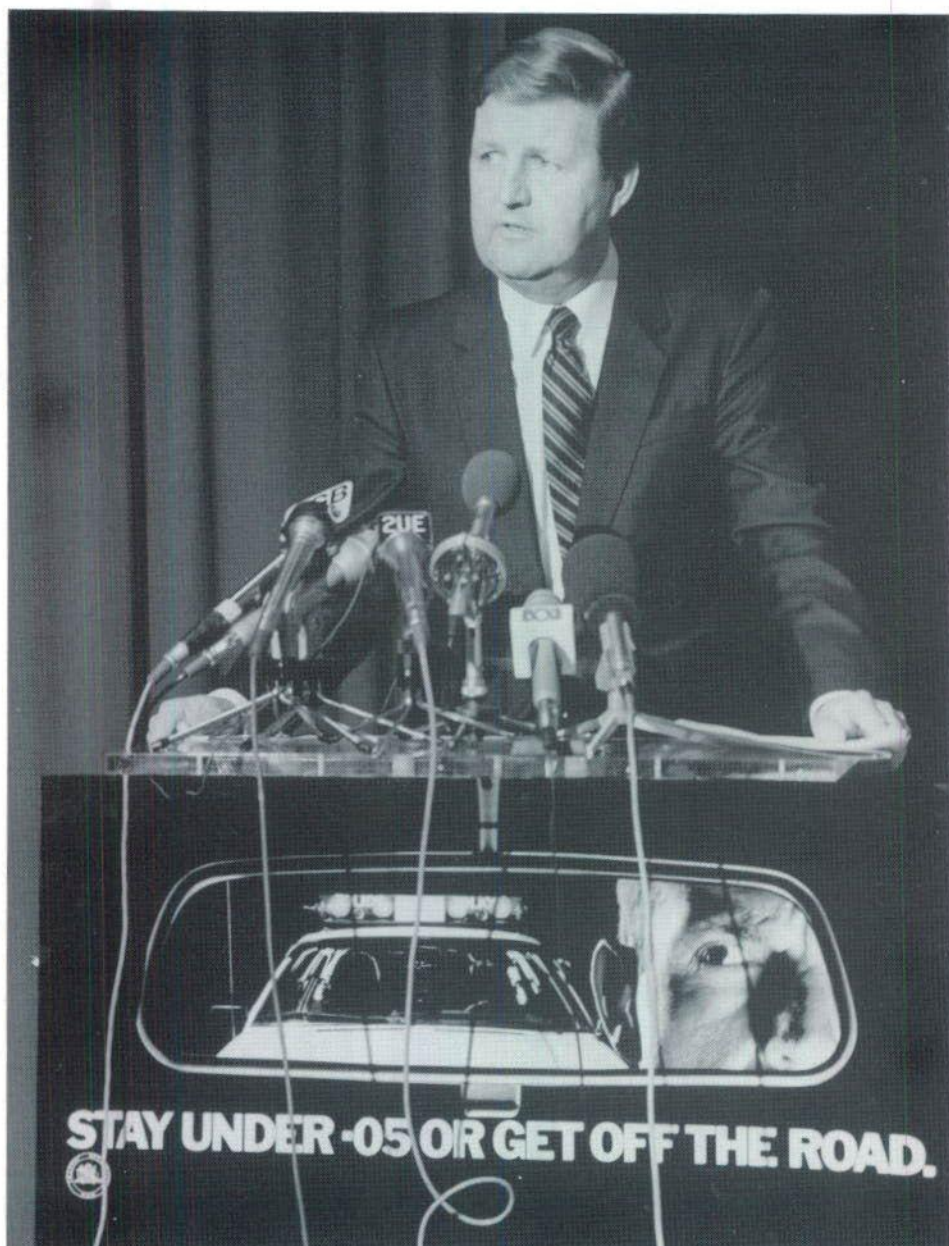
Staysafe

The Parliamentary Joint Standing Committee on Road Safety (Staysafe) carries out investigations and public hearings, and reports on various aspects of road safety.

"Staysafe" reports entitled "Motorcycling Safety" and "Traffic Law Enforcement and Road Safety - Is There a Quota System?" were presented to the Government on 2 October, 1984 and 20 March, 1985 respectively.

Mr. D.C. Herbert, the Authority's Special Consultant on Traffic Safety until his retirement in January, 1985 assisted the Staysafe Committee and maintained a close association with the Committee by attending meetings, inspections and hearings.

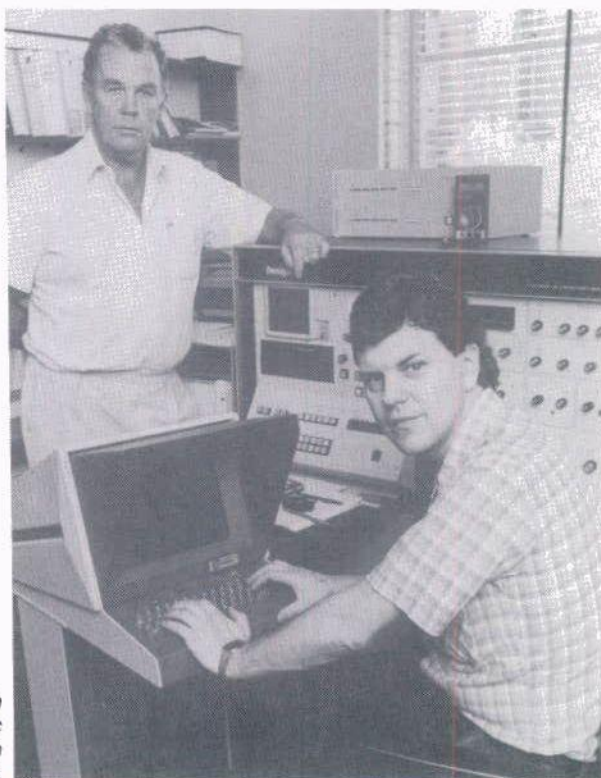
The Traffic Authority is continuing its association with the Committee by providing an extensive range of statistical data, analyses and other information.



*Ministerial announcement signalled continued emphasis on
Random Breath Testing as a road safety measure.*



ABOVE: Media functions such as this one staged at the Police Driver Training School at St. Ives highlighted the human factor in road safety.



RIGHT: A joint programme is underway with Sydney University to research the specific effects of both prescribed and illicit drugs on driver performance.

Advisory Committee on Road Safety Education

The Authority again funded the Advisory Committee on Road Safety Education (ACORSE), within the Department of Education.

ACORSE includes the Department of Education, N.R.M.A., Police, parent bodies, Government and non-Government representatives, in the development of road safety material within the curricula of infants, primary and secondary school levels.

Road Safety Education

Education consultants have been retained by the Authority to evaluate existing pre-school programmes for future development of a package for production and implementation in schools in 1986.

Integrated Primary School material is being prepared on occupant restraint, bicycle and pedestrian safety.

Secondary school material deals with the problems of occupant restraint and protection, drinking and driving, bicycles and driver education.

Through the Special Road Safety Programme, the Traffic Authority supported the New England Traffic Education Centre in co-ordinating education programmes at twelve local schools. The results will be a valuable input to ACORSE'S programmes and their extension throughout the State.

Cyclist Safety

The Traffic Authority is carrying out six bicycle programmes concentrating on education and safe riding habits.

These programmes are part of a campaign undertaken by the State Bicycle Advisory Committee with a \$1m grant administered by the Ministry of Transport.

The Authority also provides the Committee with technical advice on the planning and design of bicycle facilities.

Social Marketing and Community Support

Following from the Authority's market research, a strategy of social marketing is being developed for promotional and community education projects. That is, the use of commercial marketing techniques in a social context to obtain attitude change through the promotion of road safety and traffic management.

An important element of this strategy is the development of a network of Community Support Groups. These are small, strategically located committees of locally prominent citizens who are briefed and can speak on behalf of the Authority, keep road safety issues alive and relevant at community level and extend the effectiveness of the Authority's promotional budget.

Invitations to join such groups are being issued to representatives of Local Government, Police, N.R.M.A., the health and education professions and others as appropriate. Initial pilot groups were formed in Coffs Harbour and Taree in May, 1985 and the network will be developed progressively in the light of their experience.

SPECIAL ROAD SAFETY PROGRAMME

A special allocation of \$5 million was made by the Government for the development of a Special Road Safety Programme during the 1984/85 fiscal period. The programme proposed by the Traffic Authority, for implementation in conjunction with the Department of Main Roads and the Police Department, provided an opportunity for:

- (a) immediate and short term benefits;
- (b) a major contribution to benefits attainable in the mid-term (two to three years); and
- (c) assistance with the strategy for long term benefits through education.

Major elements of the programme included:

- an extended accident "blackspot" treatment programme, including the removal of hazardous streetlighting and power poles
- introduction of a new form of pedestrian crossing designed specifically for school children
- introduction of violation-recording cameras at traffic signals to identify drivers "running" red lights
- a major media safety campaign to cover, inter alia, random breath testing, seat belts and child restraints, driving under medication, heavy vehicles, and road safety in residential areas
- a joint project with The University of Sydney to purchase new drug testing equipment and research the specific effects of both prescribed and illicit drugs on driver performance
- a pilot scheme to hire out child bassinet restraints at minimum cost to parents of new-born babies
- extension of traffic safety programmes into schools
- independent research on driver education programmes.

The Programme has resulted in the introduction of new traffic control facilities for vehicular and pedestrian traffic that have achieved immediate improvements in road safety.

Increased media attention and promotion efforts have reduced the incidence of driving vehicles while impaired by alcohol or medication.

Seat belt and child restraint usage have increased and drivers have become more aware of road rules and the needs of other road users.

School education has been used to foster correct attitudes and behaviour in-road usage, with particular emphasis on the dangers of driving while impaired by alcohol or illicit drugs.

ROAD EFFICIENCY

In pursuit of its second major goal, the promotion of an efficient road system, the Authority must take into account the needs of all road users and the social and environmental impacts of traffic movement.

Efficiency and safety are closely related in traffic operations, so that road safety benefits constitute a bonus from many traffic management activities designed specifically to improve traffic flow.

TRAFFIC FLOW EFFICIENCY

Sydney Road Hierarchy Plan

The Authority, in close consultation with council officers, has developed and published a Road Hierarchy Plan for the Sydney Metropolitan area.

The plan provides a rational road system for Sydney embodying safety, efficiency and environmental considerations.

It provides the framework necessary for planning land use and implementing local area traffic management schemes.

Guidelines give valuable help to developers and Councils

A new publication, "Policies, Guidelines and Procedures for Traffic Generating Developments" outlines procedures for consultation, and provides guidelines for assessing the traffic impact of developments, the layout of parking stations and subdivisions.

Written for councils, developers, engineers and architects, the Guidelines will assist in developing safer and more efficient road systems for all road users.

Guidelines have also been published on speed humps, angle parking and childrens' crossings.

The Authority, in a joint project with the Land Commission of N.S.W. and the Department of Environment and Planning, contributed to the book "The streets where we live" which introduces new concepts for the design of safe and "liveable" residential streets.

The SCATS Traffic Control System

The Sydney Co-ordinated Adaptive Traffic System (SCATS), developed and operated by the Department of Main Roads, is recognised as one of the world's most advanced traffic control systems.

Through this system, the operation of traffic signals is controlled and co-ordinated in response to traffic problems and conditions.

SCATS is operational in Sydney, Newcastle and Wollongong. In Sydney there are twelve regional computer systems and the Central Business District computer system incorporated into a network supervised by and reporting to the central computer at the Traffic Control and Emergency Centre.

Its effect has been to reduce the number of stops on typical journeys by up to 45 per cent, delays by 23 per cent, and fuel consumption by 12 per cent.

TRAFFIC EFFICIENCY FOR ROAD SAFETY

Blackspot Treatment a Success

The Authority has developed a programme of Blackspot identification and treatment which has prevented an estimated 800 crashes per annum from works completed up to the end of the report year.

The savings to the community are estimated at around \$4 million per annum from an estimated total expenditure of \$4.9 million on those works during the past four years.

The sum of \$2.7 million was allocated for additional Blackspot treatment works this year including a \$1.4 million allocation from the Special Road Safety Programme.

Typical treatments include the installation of signals and roundabouts, provision of channelisation and skid resistant pavements, improved line marking and sign posting.

Neighbourhood Road Safety

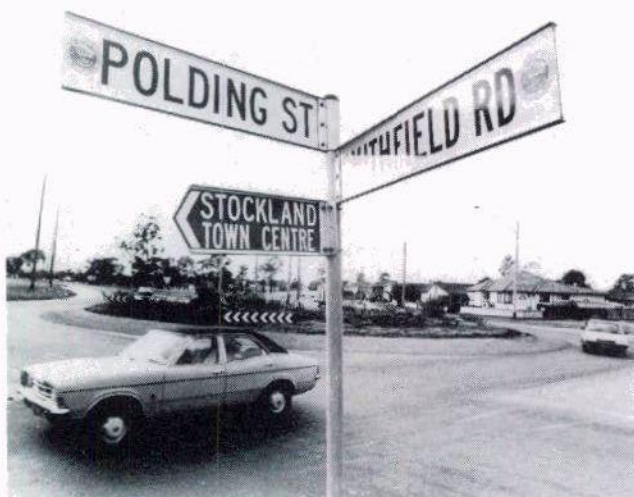
As part of the Special Road Safety Programme a major information and publicity campaign was developed to increase the public's awareness of local street safety problems and to promote safer driving habits in residential areas.

The pilot campaign will be conducted in ten local government areas in the last quarter of 1985 to test its effectiveness prior to possible State-wide introduction.

Hazardous Poles

Since 1982, the Traffic Authority in collaboration with road and electrical authorities has identified and treated 121 utility pole sites with high accident histories.

Typical treatments include the relocation of poles further back from the kerb-line, the elimination of poles altogether by placing the electricity supply underground and low cost localized road improvements.



This roundabout at Polding St. and Smithfield Rd., Fairfield is typical of the many now being used as an alternative to traffic lights.

Speed Humps

Properly engineered speed humps have been confirmed as a safe and effective speed reducing device. They are now a prescribed traffic facility and can be installed both in conjunction with comprehensive local area traffic management schemes and in appropriate locations where there are high levels of pedestrian activity such as near schools.

Roundabouts

Roundabouts are increasingly being used as an alternative to traffic signals on major roads and as a speed control device on local roads. A recent study conducted by the Traffic Authority showed that the installation of roundabouts at Blackspot locations averts an average of fourteen crashes per site per year. During the year the Traffic Authority funded the installation of 33 roundabouts and a further 49 were under construction at the end of the report year.

To bring about a better understanding of the use of roundabouts, brochures, posters, press advertisements and articles were distributed during the year.

Children's Crossings

"Children's Crossings", were introduced during the year for use outside schools located in lightly trafficked areas where conventional zebra crossings or traffic signals are not warranted but where protection beyond the normal warning signs is necessary. They operate during school hours and only when flags with the legend "Children Crossing" are displayed. They have no legal significance when the flags are not displayed. More than 500 are planned for installation in the near future.

ENVIRONMENT AND AMENITY

Local Area Traffic Management

The Traffic Authority encourages the adoption of a comprehensive approach to the management and control of local traffic.

Following the publication of the Authority's guidelines in June, 1983 a number of metropolitan councils have implemented local area traffic management schemes. These include schemes in Willoughby, Canterbury, Mosman, Hornsby, Auburn and Sutherland.

The Authority again sponsored a five day Local Area Traffic Management course conducted by the University of New South Wales in early 1985. This was attended by planners and engineers from councils and technical officers from the Traffic Authority's member organisations.

A short audio-visual and brochure on Local Area Traffic Management were produced and made available to councils and other organisations interested in introducing such schemes.

As an extension to Local Area Traffic Management, the Authority is currently exploring the potential for "shared zones" particularly in those residential areas where there is a shortage of parks and reserves. This concept, based on the Dutch "woonerf" is a zone in which pedestrians and motor vehicles have equal rights. The speed of vehicles travelling in a "shared zone" would be restricted to about 10 kilometres per hour.

ADMINISTRATION

LEGISLATIVE DEVELOPMENTS

During the year, the Traffic Authority sought changes to legislation dealing with various aspects of traffic safety and management. These proposals arose from representations to the Authority or initiatives from within the Authority itself.

Children's Crossing Scheme

The Children's Crossings scheme, previously described, was initiated throughout the State on May 28, 1985.

Itinerant Mobile Street Vending Machines

On the initiative of the Authority, the Department of Local Government proposed amendments to Ordinance 30 of the Local Government Act which will prevent street vending vehicles operating without a licence from local councils. The licence would prescribe the vendor's area of operation and would be conditional on the vehicle's displaying "Caution Children" signs front and rear.

Emergency Vehicles

Previously, Regulation 80 of the Motor Traffic Act required all drivers, on hearing the warning siren of an emergency vehicle, to pull over to the left and stop.

The Motor Traffic Regulations were amended on 28 June, 1985 and drivers must now make every reasonable effort to give a clear and uninterrupted passage to emergency vehicles without necessarily stopping or moving to the left.



The Traffic Authority of New South Wales' new headquarters at Rosebery.

NEW HEADQUARTERS

The Traffic Authority opened its new \$500,000 headquarters in July 1984.

This major addition to the building housing the Traffic Accident Research Unit at 56 Rothschild Avenue, Rosebery brought the Authority under one roof for the first time.

The centralisation of management, research, engineering and medical divisions has resulted in significant new efficiencies.

RESOURCES

In carrying out its responsibilities the Authority has available to it the facilities and staff of its member organisations and other bodies.

The Department of Main Roads is the Authority's principal operations and construction agency. In accordance with policy, the Authority has delegated to the Commissioner for Main Roads the power to authorise traffic facility devices on any public road throughout the State. These powers are exercised by the Department's Divisional Engineers.

The Department of Motor Transport provides staff, accommodation and services for the Authority's Secretariat. It acts in a consultative capacity on legislative and regulatory matters when the Authority considers changes to traffic laws.

The Police Department has responsibility for enforcing traffic laws and regulations and all decisions on traffic control must have regard to the need for the practicality of law enforcement.

The Local Government Authorities have the power to authorise minor traffic facilities on local roads (other than main and secondary roads). Councils also have delegated authority to consent to the closure of local roads and institute light traffic thoroughfares where these are seen to be in the public interest, provided that the Authority's guidelines are followed.

Advertising Branch, Premier's Department provides an advisory service, places advertising in print and electronic media on behalf of the Authority, and assists in co-ordinating media and creative advertising and publicity programmes.

The Traffic Authority Secretariat provides technical advice, conducts research and gives administrative support.

The Secretariat comprises:

- an Administrative Unit providing management services to the Authority.
- a Policy Development Unit giving technical service in the areas of policy development and programme implementation.
- a Traffic Accident Research Unit which supplies research-based advice on traffic safety matters. It maintains the State's mass crash database, conducts research into traffic safety matters, develops traffic safety information programmes and publishes traffic crash statistics.
- an Information Unit which provides resource information to the Authority's planning, technical and research areas from the technical library it maintains. The Unit also provides traffic safety courses and information to the public and assists other organisations in the production of traffic safety material.

Committee Structure

The Authority meets regularly to determine policies, priorities and programmes. It deals with matters submitted through its supporting committee structure, its Secretariat and member organisations and with other matters referred directly to it by other organisations and the public.

To assist in its deliberations the Authority maintains the following permanent committees, the composition of which are shown in Appendix 2.

The Principal Advisory Committee provides the major input to the Traffic Authority with advice and recommendations on matters such as policy, corporate planning, objectives and work programmes. The Committee also considers and makes recommendations on a wide range of matters prior to consideration by the Traffic Authority. The Committee broadly oversees the activities of the Development, Technical and Traffic Safety Committees. Twelve meetings were conducted during the year.

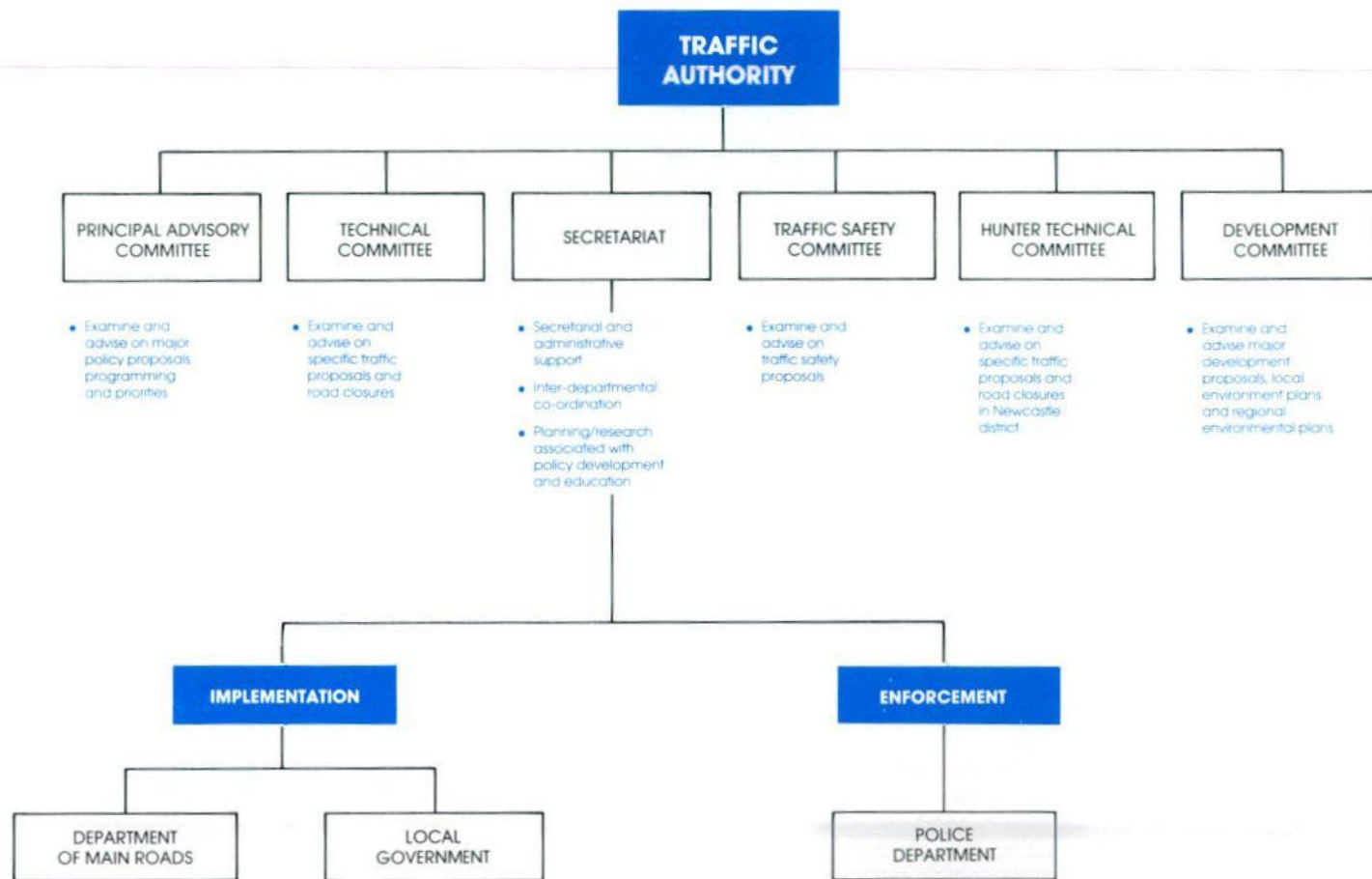
The Traffic Safety Committee provides a forum for discussion on the many facets of traffic safety and provides a means of co-ordinating the traffic safety-related activities of the Health, Education and Judicial authorities with those of the Transport, Roads and Police administrations. Nine meetings were conducted during the year.

The Technical Committee advises and assists the Authority on the implementation of major traffic management schemes, policy changes, regulatory changes, examination of various matters involving traffic operation and safety, and adjudicates on appeal cases where agreement cannot be reached at local traffic committee level. Sixteen meetings were conducted during the year.

The Development Committee is a Standing Committee of the Traffic Authority and under the Traffic Authority Act has delegated powers. The line of communication is between the Development Committee and the Principal Advisory Committee which requests reports and other advice on any matter and deals with contentious matters referred to it.

The Development Committee gives advice to consent Authorities, generally councils, regarding land and building development proposals that will generate traffic. Generally, only matters of a major nature are referred to the Development Committee for comment. Minor matters are dealt with by councils' local traffic committees.

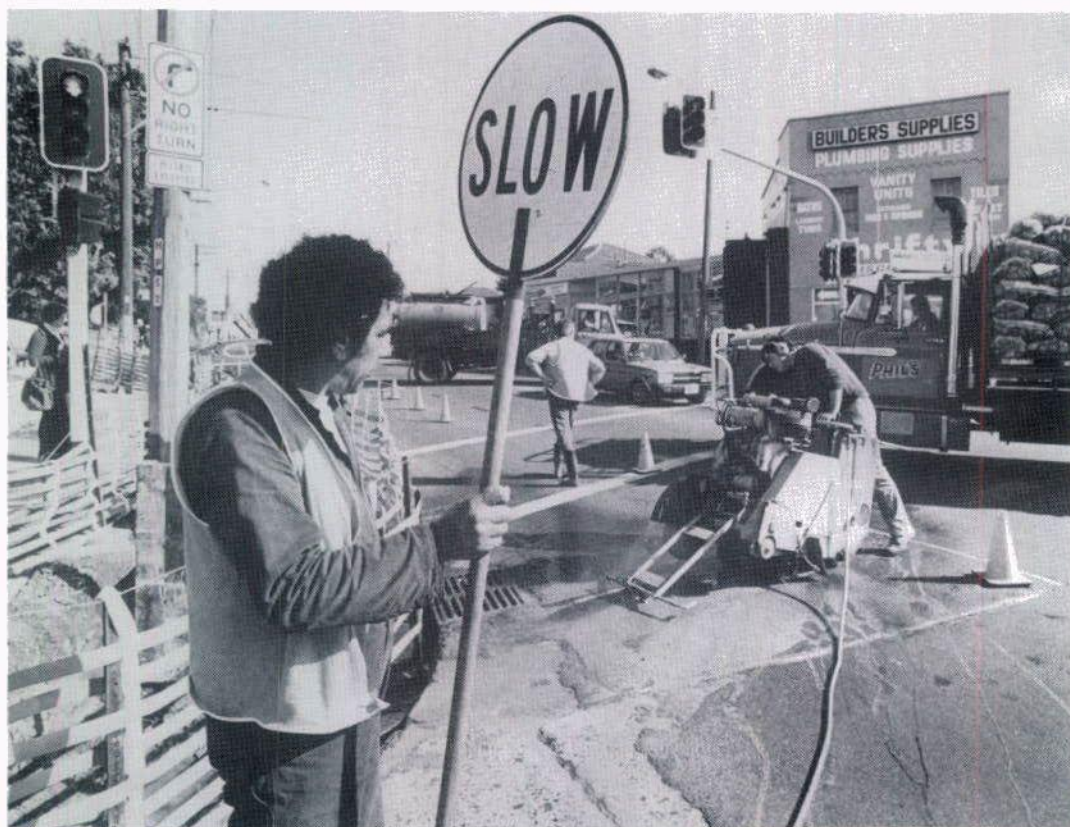
The Development Committee also considers parking station proposals for which the Local Government Act requires councils to obtain Traffic Authority concurrence. Twenty-seven meetings were conducted during the year. Appendix 3 gives the types and response times for applications to the Committee.



The Department of Main Roads

The Department handles day-to-day operational traffic matters on the Authority's behalf. The task of administering the annual works programme has been delegated to it. The Department prepares a detailed annual programme of works for the Authority's approval and implements the approved works using Departmental forces, contractors and Council resources.

The Authority acknowledges the contribution of the Department of Main Roads and its officers for the successful completion of these programmes and for the maintenance and operation of traffic facilities throughout the State. The scale of the Authority's programme and the Department's activities may be judged by the statistics given in Appendix 5 of this report. The works undertaken are diverse and range from the provision of signs and road markings in remote areas of the State to the implementation of sophisticated traffic management and surveillance schemes on the Sydney Harbour Bridge.



Intersection reconstruction work is carried out by the Department of Main Roads on the Authority's behalf as part of its "blackspot" treatment program.

In preparing the works programme, first priority is given to maintaining the facilities the Authority has already provided. Maintenance activities are considered to be most important having regard to the highest benefit to cost ratio associated with signs, road markings and traffic signals.

The Department of Main Roads' staff undertook all routine maintenance and emergency repair work of traffic facilities including traffic signals in the Sydney, Wollongong and Newcastle areas. In other areas, traffic signal maintenance was carried out by the local electricity supply authority while maintenance of other traffic facilities was undertaken by Departmental staff or by the local Council whichever was mutually convenient.

The Department of Main Roads re-marked approximately 58,500km of longitudinal traffic lines on classified roads. Raised pavement markers continued to be used to augment painted lines and to simulate traffic lines on freeways. One hundred and sixteen new sets of traffic signals were commissioned and 76 sets were reconstructed to improve safety and capacity.

There are now 1,138 signal controlled intersections connected to the Sydney Co-ordinated Adaptive Traffic System (SCATS).

Two additional clearways were established during the year.

Approximately 149,000 square metres of transverse line, foot crossings and road symbols were marked or remarked.

About 39,000 replacement signs were provided.

Funds remaining after maintenance needs have been met are devoted to new works according to the Authority's priorities and in a manner which firstly ensures an equitable spread of works across the State and secondly, complies with fiscal restraints for the application of certain funds to specific areas. Subject to these requirements, works are selected which have the potential to provide the highest benefit to cost ratio.

Local Traffic Committees

In keeping with its overall strategy of delegation and decentralisation of decision-making to the local level, the Authority from its inception delegated to Councils powers relating to the provision of certain traffic facilities. These powers are exercised by Councils following proposals made by Local Traffic Committees which comprise representatives of the Department of Main Roads, Council, Police and the local Member of Parliament.

Implementation of any proposal was originally conditional on its agreement by the Department of Main Roads and Police members. However, in order to simplify the decision making process regarding the installation of traffic control signs and line markings, the Authority has now varied the delegated powers of Councils.

Conditional upon the advice from the Local Traffic Committee being a majority view of its members, Councils may now put their decisions into effect without seeking further concurrence from the Department of Main Roads and the Police Department.

Community Contribution and External Guidance

The diversity of interests and expertise of individuals comprising the Authority together with that of persons involved in the Authority's formal and ad hoc committee structure encompasses a broad section of the public's interests.

Such a wide base of participation ensures an awareness of issues and an input beyond that available from traditional transport administrations.

The Authority has available to its decision-making process expertise or opinion from industry, unions, Local Government, education, medicine, public health, community and motoring organisations, the judiciary and from a variety of academic and technical disciplines. It maintains close liaison with other organisations and this provides the Authority with the contact it requires to respond to community needs and to changes in social attitudes and to maintain a continuing awareness of technical innovations. Particular value in this respect is obtained through the Local Traffic Committee structure and from the Forum of Road Safety Committees.

In development of its guidelines the Authority encourages formation of special committees to allow participation of appropriate interested parties to obtain their views before final policies are determined.

Where particular matters are of local concern the community is encouraged to place their views before Local Traffic Committees.

SECRETARIAT OPERATIONS

The Secretariat provides administrative and secretarial assistance to the Authority and its committee structure.

Other administrative work for the Secretariat includes preparation of agendas, business papers, minutes and correspondence arising from meetings of the Authority, standing and ad hoc committees.

During 1984/85, the Secretariat provided significantly increased administrative services and information to the public and to the Authority's committees. This included:

- Replies to 9,380 items of correspondence, more than 100 per cent increase on the previous year's figure of 4,407. Of these a record number of 1,632 items were received from the Ministry of Transport – a 25 per cent increase. The remaining 7748 items were received from the public, Government Departments, Councils and other organisations.
- Preparation of agendas, business papers, minutes and correspondence arising from eleven meetings of the Authority and 63 meetings of its Standing Committees.

The Secretariat also provided administrative assistance, advice or representation to some 63 external committees or working parties with which the Traffic Authority is associated.

During the year the Office of the Ombudsman required the Secretariat to provide information on four matters raised by the public. In each instance the circumstances were reported to the Ombudsman's Office but no further action was requested or required.

TRAINING AND DEVELOPMENT

Staff

In order to provide the Authority with technical advice, research knowledge and administrative support it employs people from a number of disciplines.

The Secretariat's total staff by category together with comparison for previous years is as follows:

	1984/85	1983/84	1982/83
Administrative (including Data Coding)	70	41	27
Public Relations, Information and Library Services	13	13	19
Analysis*	17	31	48
Policy Development	14	14	14
Behavioural	13	18	21
Engineering & Medical	14	15	22
	<u>141</u>	<u>142</u>	<u>151</u>

*Data coding staff were transferred from Analysis to Administrative during the report year.

The Secretariat's staff totalled 125 at the close of the report year with a number of vacancies to be filled. The staff have met the increased administrative, research and planning work by carrying extra work loads. Action is being taken to fill some vacancies to re-establish more efficient staff levels.

The participation of a number of staff in a wide spectrum of external seminars, conferences and working groups on traffic management and traffic safety related subjects has enhanced their effectiveness and at the same time has extended the influence and awareness of the Authority.

In addition about 80 employees have availed themselves of opportunities presented by training seminars mostly conducted in-house by the Authority's Secretariat and the Department of Motor Transport.

Secondment to Australian Road Research Board

The Authority has completed the second phase of an exchange programme between itself and the Australian Road Research Board in Melbourne.

A Principal Research Scientist from the Authority spent a year on secondment with the Board to work on projects of mutual concern.

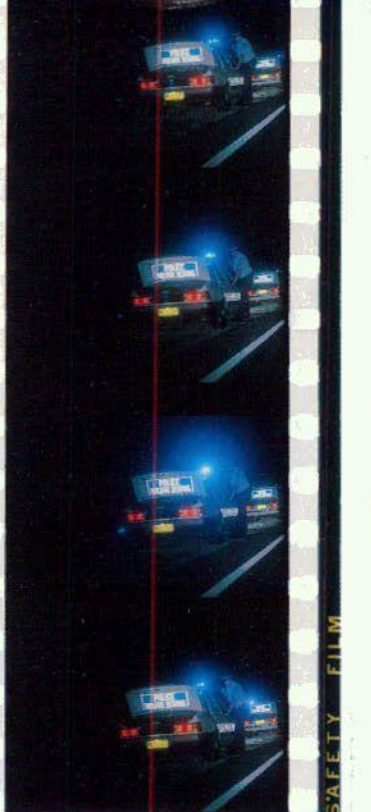
An officer of the Board had previously spent a year with the Authority.

1. A special "Children's Crossing" provides pedestrian protection outside schools during school hours only and in lightly trafficked areas.
2. Television and press advertising highlighted the social cost of drink-driving.
3. The Sydney Co-ordinated Adaptive Traffic System (SCATS) is recognised as one of the world's most advanced traffic control systems.
4. Random Breath Testing has proved to be the greatest single factor in road safety in New South Wales.
5. The Click Clack Front 'n' Back seatbelt message became part of the idiom - even featuring in this Ken Emerson Sun-Herald comic strip.
6. A pilot scheme to hire out child bassinet restraints at minimum cost to parents of newborn babies was launched during the year.
7. The victims of drink drivers and their families featured in a pre-Easter TV campaign to cut the road toll.
8. Line marking work carried out by the Department of Main Roads for the Traffic Authority adds to traffic flow efficiency.
9. Pedestrian footbridges such as this one on the Great Western Highway at Blaxland eliminate hazards in high traffic areas.

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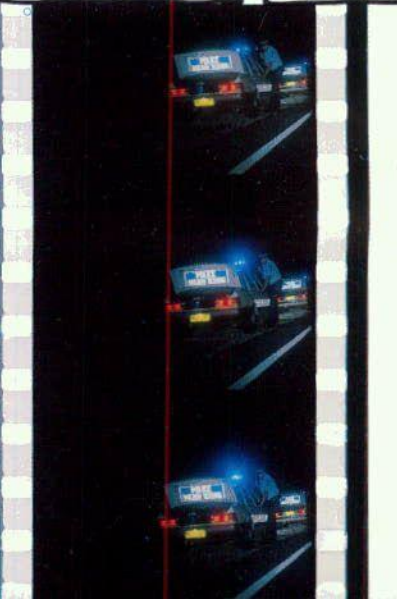


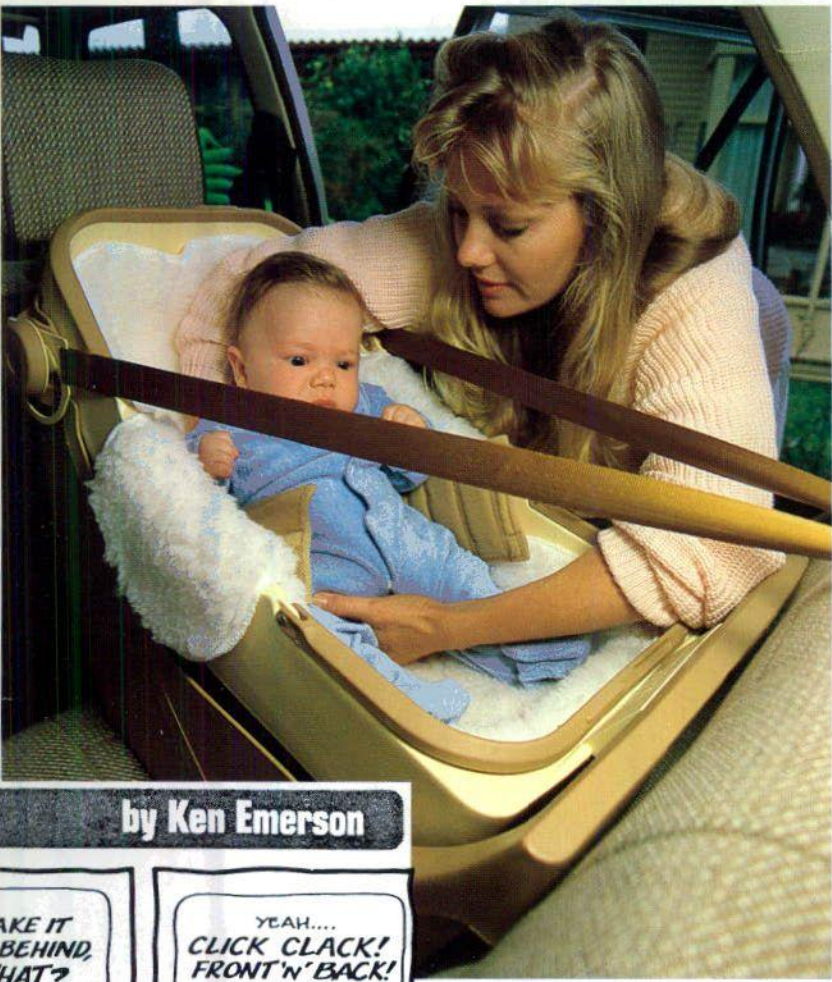
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ON THE ROCKS



3

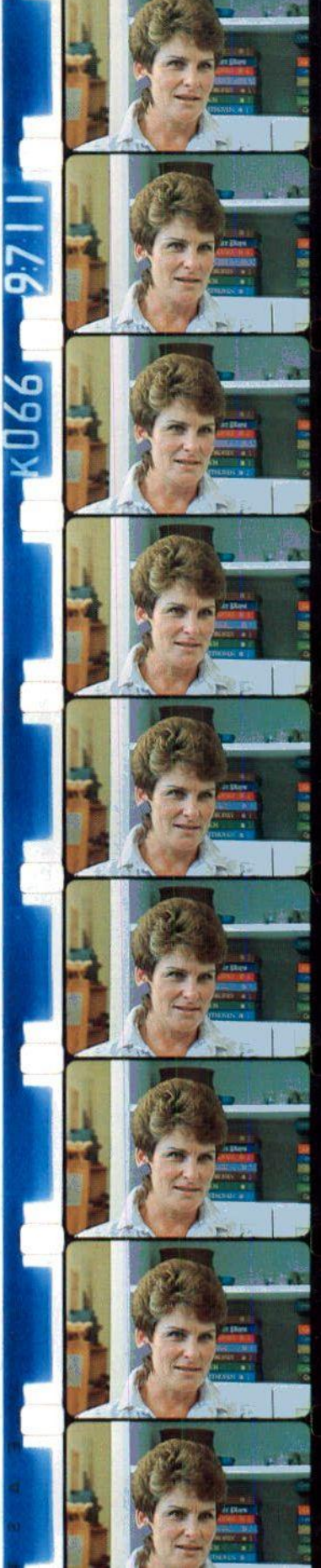
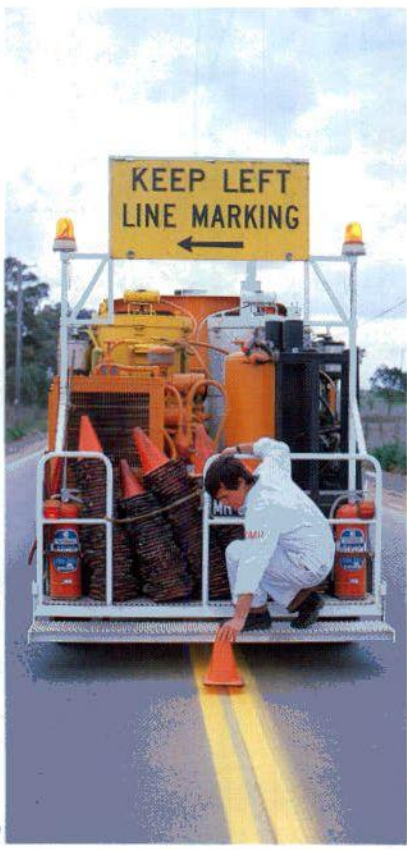


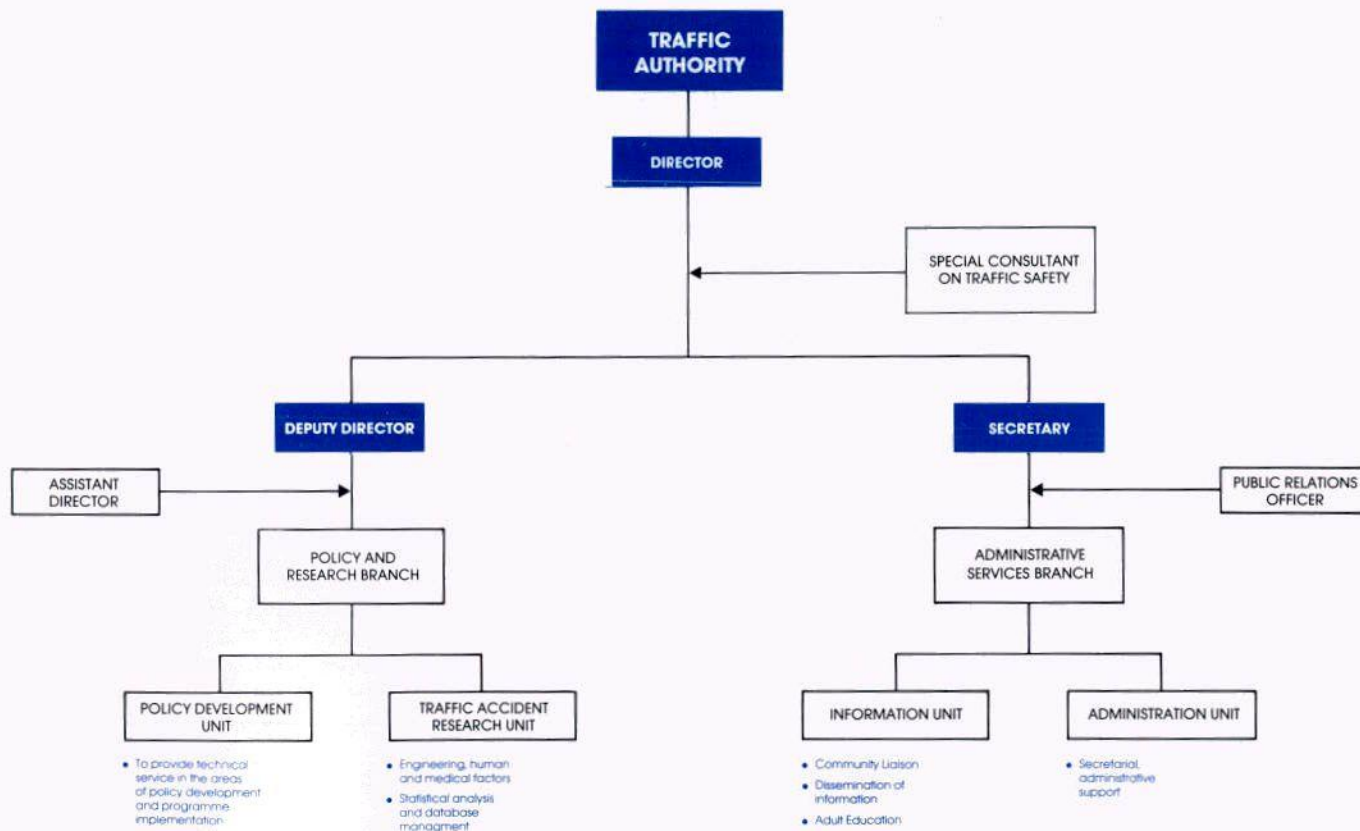


by Ken Emerson



43 THE SUN-HERALD, Apr 14, 1985 43





Traffic Authority Policy and Management Seminar

The Authority organised and conducted a seminar "Your views on the Traffic Authority – its functions, operation and performance" on 14 June 1985.

The objective of the seminar was to generate discussion and constructive criticism of the Authority by those affected by its policies and decisions.

Representatives from State and Local Government Authorities, consultants, developers and road safety bodies attended. Guest speakers addressed each session of the Seminar drawing discussion, comment and questions.

The management consultants, Price Waterhouse Urwick were engaged to monitor proceedings, survey the views of the participants, provide a report and make recommendations on how the Authority might improve its relationship with the community.

Its major recommendations were that the Traffic Authority should –

- immediately appoint a small task force of senior officers who would attend a cross section of Local Traffic Committee meetings to experience and identify problem areas and undertake remedial measures; and
- review its public relations and publications organisation to upgrade their importance, capability and capacity.

These recommendations are being implemented.

One of the principal conclusions of the Seminar was that the Authority was perceived by its interest groups as having significantly improved traffic management.

The major success factor was seen to be the formation of Local Traffic Committees. Benefits from specific research and from traffic innovations also contributed to the positive assessments.

The Authority's Guidelines were also commended.



The Authority employs people from a number of disciplines.

PUBLIC RELATIONS AND COMMUNITY PARTICIPATION

In the promotion of traffic safety measures, including the provision of a safer traffic environment for road users, the Authority generates community awareness of its activities through distribution of media announcements, leaflets, brochures, posters, guidelines and reports. It also employs information officers to convey educational information to common interest groups and utilises day-to-day opportunities for officers of Councils and the Department of Main Roads to convey an understanding of the Authority's functions, particularly matters at local level.

During the year under review the Authority continued to release monthly media bulletins providing details of road crash fatalities on a local government area basis. The bulletins attracted State-wide media interest.

In addition, "Road Traffic Crashes in New South Wales: Statistical Statement Year ended 31 December 1984", and the "Be Aware of Bike Riders Book" were published and distributed.

The Authority publishes discussion papers, research reports and guidelines which reflect the Authority's policies on a variety of topics. Some of the more important titles are:

- Interim Guidelines for Speed Humps
- Functional Classification of Roads
- Parking for the Disabled
- Provisional Guidelines for Local Area Traffic Management
- Provisional Guidelines for Tree Planting on Urban Roads
- Provisional Guidelines for the Installation of "Children's Crossings"
- Interim Guidelines for Planning and Implementation of Speed Humps
- Sydney Road Hierarchy Plan: Background Report, Truck Route Report and Summary Report
- Local Area Traffic Management: lessons to date
- Driver observance of traffic light signals; second report
- Policies, Guidelines and Procedures for Traffic Generating Developments (Available at cost: \$30.00 + postage)

A leaflet about shared zones was revised and "Spike's Bike Books" were reprinted.

Other material distributed included a range of traffic safety publications produced by the Australian Office of Road Safety with the assistance of the Authority and the Road Safety Authorities of other States and Territories.

Traffic Authority publications are available on request.

ACCOUNTABILITY

This Report has been structured to follow, as closely as possible, the format outlined in the Annual Reports (Statutory Bodies) Act, 1984. Performance measures or indicators have been included to present a better understanding of the Authority's activities.

PERFORMANCE INDICATORS

Performance Indicators illustrate quantitative information on the Authority's achievements in its principal areas of responsibility; e.g., traffic safety, traffic movement efficiency and resource management.

The illustrations shown, in the following figures 1 to 6 inclusive, provide some indication of the results achieved from the courses of action which have been implemented.

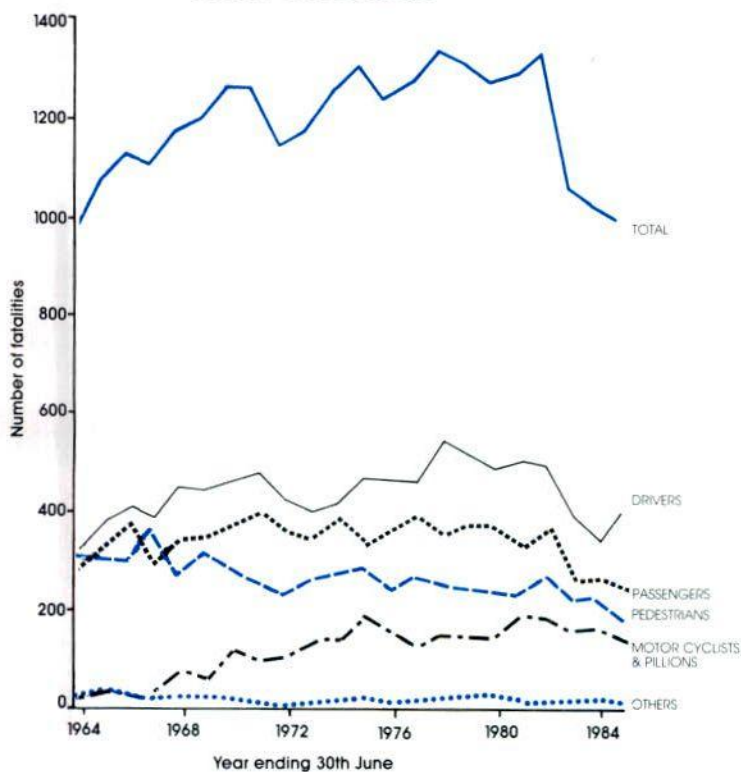
Traffic Safety

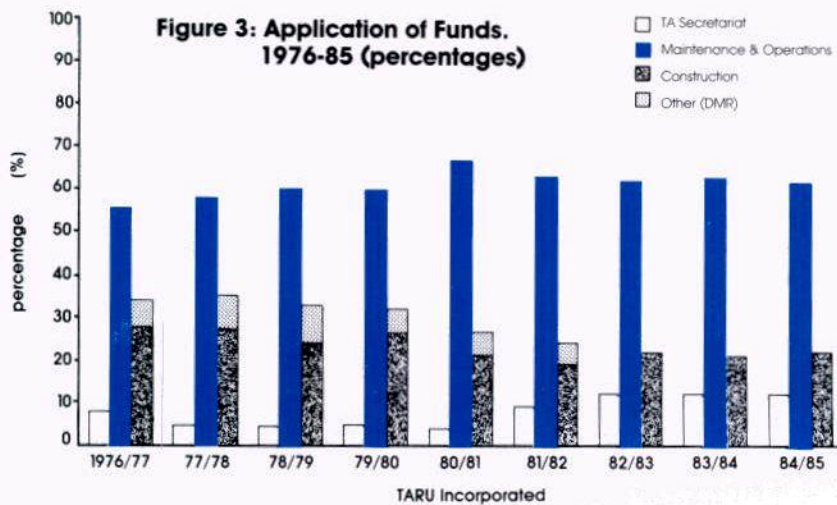
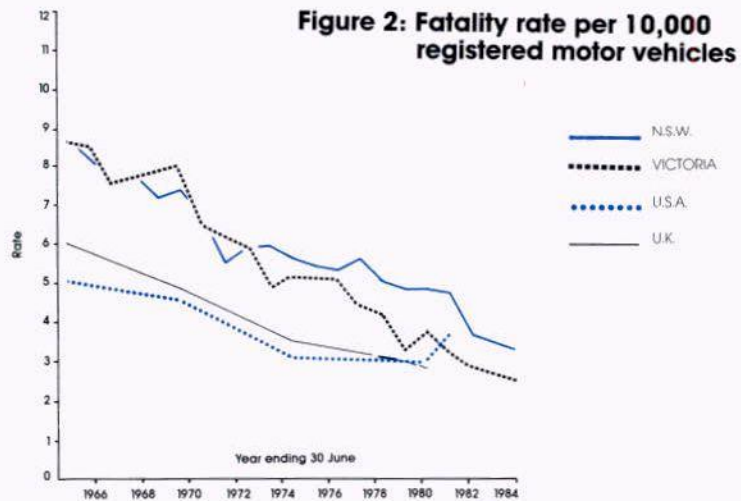
Figures 1 and 2, discussed in more detail elsewhere in this report, indicate an overall reduction in fatalities in 1984/85 compared with 1983/84. All road users, except drivers, shared in this decrease over the 12 month period.

The major factor contributing to the decrease in fatalities in 1984/85 was the continued influence of Random Breath Testing.

Crash rates for injury and non-injury crashes, though not shown here, reflect the same general downward trend of Figure 2.

Figure 1: Trends in fatalities for different classes of road users





Use of Resources

Figure 3 indicates the application of financial resources between 1976 and 1985. Expenditure of the Traffic Facilities Fund is distributed principally between the maintenance, operations and construction activities of the Department of Main Roads (DMR) and the policy development, research and promotional activities of the Authority's Secretariat.

There has been a relatively strong growth of expenditure towards maintenance and operations activities compared with constructional activities of the Department of Main Roads since 1976. This relative growth peaked in 1981/82 but in recent years has remained substantially above the levels experienced in 1976-78.

Traffic Movement

Over the last decade traffic on urban roads has increased by about 25 per cent. The application of traffic management techniques on Sydney's arterial roads has generally offset the adverse effects of this growth. In peak movement periods the average vehicle speed has increased by 5km/h. Further gains of 1km/h were achieved between 1983 and 1984. However, there has been a decline of a similar amount over the last twelve months. These trends are indicated in Figure 4.

It is important to note also that a greater proportion of traffic is moving faster than in the past. Between 1972 and 1983 the percentage of traffic travelling at a speed over 40km/h rose from 25 to 58. In the last twelve months this has declined by 5 percentage points – see Figure 5. The trends for selected radial routes of Sydney are indicated in Figure 6.

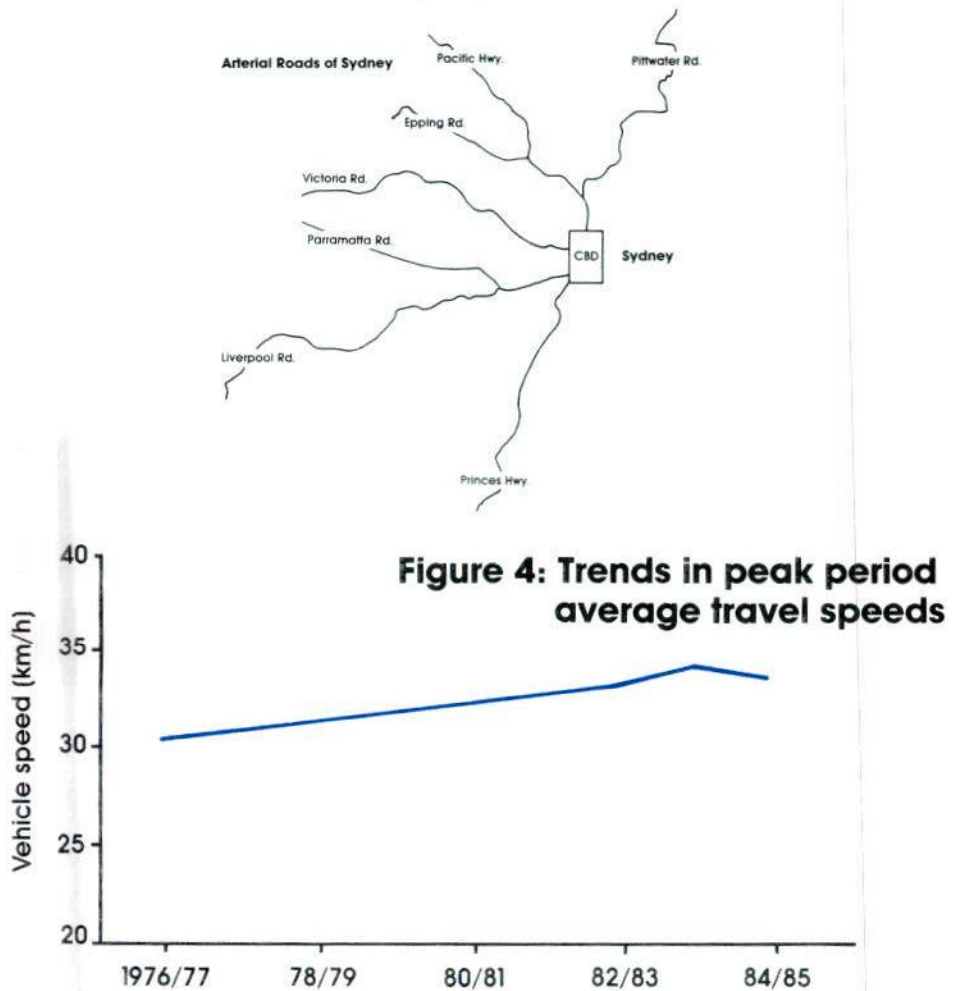


Figure 5: Traffic moving at speeds greater than 40 km/h

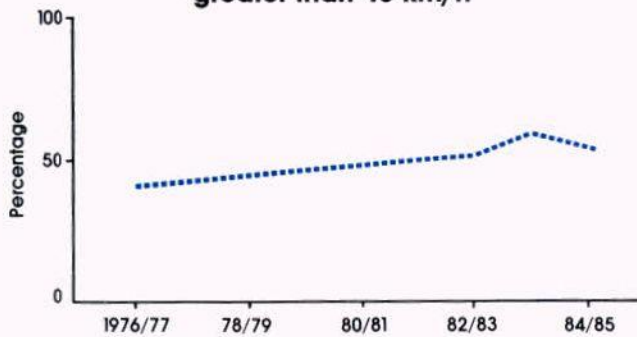
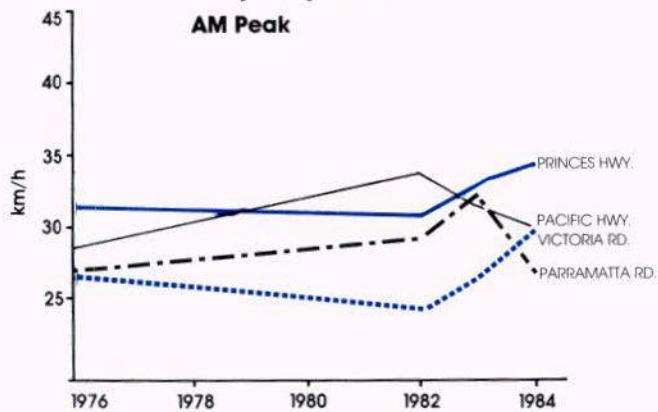
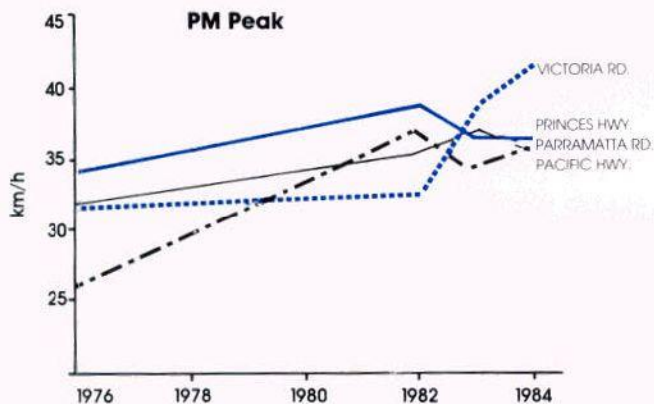


Figure 6: Travel Speeds for Selected Radial Routes to Sydney CBD

AM Peak



PM Peak



FINANCIAL OPERATIONS

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TRAFFIC AUTHORITY OF NEW SOUTH WALES

STATEMENT OF BALANCES AS AT 30TH JUNE, 1985

1984		1985	
\$		\$	\$
	CAPITAL DEBT		
	Loan Funds (Note 7(i))		
2,700,000	Government Insurance Office of New South Wales		2,700,000
1,800,000	New South Wales Treasury Corporation		1,800,000
<u>4,500,000</u>			<u>4,500,000</u>
	FIXED ASSETS (At cost - Note 6)		
106,048	Machines and Equipment	127,277	
40,561	Less Provision for Depreciation	<u>63,546</u>	
<u>65,487</u>			63,731
5,192	Office Furniture	14,278	
743	Less Provision for Depreciation	<u>2,817</u>	
<u>4,449</u>			11,461
7,937	Motor Vehicles	9,290	
4,753	Less Provision for Depreciation	<u>484</u>	
<u>3,184</u>			8,806
<u>73,120</u>			<u>83,998</u>
	INVESTMENTS (Note 8(i), (ii), (iii) and (iv))		
	Loan Repayment Reserve -		
	New South Wales Treasury Corporation		
432,700	(At cost)		815,100
	CURRENT ASSETS		
	Cash held with the New South Wales Treasury -		
5,280,686	Traffic Facilities Fund - Special Deposits	3,465,841	
2,725	Account (Note 13)	<u>—</u>	
<u>5,283,411</u>	Prepayments		3,465,841
<u>5,789,231</u>			<u>4,364,939</u>
	LESS - CURRENT LIABILITIES		
617,513	Creditors	62,900	
—	Security Deposits - Child Restraint Hire Scheme	<u>2,120</u>	
<u>617,513</u>			65,020
<u>5,171,718</u>			<u>4,299,919</u>
<u>671,718</u>	NET MONETARY (LIABILITY) ASSET		<u>(200,081)</u>

The accompanying notes form part of these financial statements.

**TRAFFIC AUTHORITY OF NEW SOUTH WALES
TRAFFIC FACILITIES FUND
(SPECIAL DEPOSITS ACCOUNT)
STATEMENT OF SOURCE AND APPLICATION
OF FUNDS
FOR YEAR ENDED 30TH JUNE 1985.**

1984		1985	
\$	\$	\$	\$
SOURCE OF FUNDS			
50,717,608	Contributions from State Sources	53,837,827	
2,782,989	Contributions by Commonwealth Government	3,300,560	
<u>53,500,597</u>		<u>57,138,387</u>	
	Department of Main Roads – Income from Services Provided for Councils and Other Bodies		822,738
1,253,057	Interest on Investments (Note 8(v))		104,010
65,224	Sundry Receipts		20,731
17,837	Long Term Loan		—
<u>1,800,000</u>			
<u>56,636,715</u>	Total Source of Funds	<u>58,085,866</u>	
APPLICATION OF FUNDS			
	Department of Main Roads – Maintenance and Operations (Net cost)		
35,542,955	Construction	38,489,651	
<u>11,902,763</u>		<u>13,910,231</u>	
47,445,718	Traffic Authority Secretariat		52,399,882
<u>6,641,866</u>			<u>6,951,061</u>
<u>54,087,584</u>	Total Application of Funds (Note 12)	<u>59,350,943</u>	
NET DECREASE IN MONETARY FUNDS			
<u>(2,549,131)</u>		<u>1,265,077</u>	
COMPRISES –			
(3,163,919)	Decrease in Cash		1,814,845
(2,725)	Decrease in Prepayments		2,725
—	Increase in Security Deposits		2,120
<u>(3,166,644)</u>		<u>1,819,690</u>	
LESS –			
(617,513)	Decrease in Creditors		554,613
<u>(2,549,131)</u>		<u>1,265,077</u>	

The accompanying notes form part of these financial statements

TRAFFIC AUTHORITY OF NEW SOUTH WALES
TRAFFIC FACILITIES FUND (SPECIAL DEPOSITS ACCOUNT)
STATEMENT OF INCOME AND EXPENDITURE FOR YEAR ENDED
30 JUNE, 1985

1984 \$	EXPENDITURE	1985 \$	1984 \$	INCOME	1985 \$
	DEPARTMENT OF MAIN ROADS, TRAFFIC FACILITIES PROGRAMME			CONTRIBUTIONS FROM STATE SOURCES	
	Maintenance and Operations (less costs recovered)		17,261,527	Road Transport and Traffic Fund	13,500,000
			640,000	Public Vehicles Fund	670,000
13,287,417	Roadmarking	13,402,364	30,000,000	Motor Vehicles Taxation	35,000,000
6,623,811	Signposting	8,201,125		Road Tolls -	
12,705,070	Signals	13,444,461		Sydney Harbour Bridge	3,279,787
2,926,657	Driver Aid Operations	3,441,701	2,158,304	Berowra/Calga Toolway	679,046
<u>35,542,955</u>		<u>38,489,651</u>	291,229	Waterfall/Bulli Tollway	262,360
	Construction		263,506	Consolidated Fund - Contribution towards Bicycle Transport Project (Note 11)	446,634
833,993	Accident Reduction of Blackspots	1,399,357			<u>53,837,827</u>
2,422,962	Accident Reduction (other locations)	1,841,076			
1,726,618	Intersection Signals	2,580,434	103,042	CONTRIBUTIONS BY COMMONWEALTH GOVERNMENT	
1,678,209	Intersection	1,310,954	<u>50,717,608</u>	Construction and Maintenance	3,263,060
	Roundabouts			Traffic Safety Education	37,500
1,200,125	Signposting and Channelisation	313,715			<u>3,300,560</u>
1,869,846	Wide Area Signal Co-ordination	2,279,890	2,745,489		<u>57,138,387</u>
543,291	School Safety	723,806	37,500		
188,219	Pedestrian Facilities	655,670	<u>2,782,989</u>		
505,637	Driver Aid Improvements	1,876,574	53,500,597		
170,065	Sydney Entertainment Centre	-			
323,069	Cycleways	114,374			
323,805	Pitt Street Mall	-			
116,924	York Street Closure Special Road Safety Programme	814,381		LONG TERM LOANS	
<u>11,902,763</u>		<u>13,910,231</u>		New South Wales Treasury Corporation	-
47,445,718		<u>52,399,882</u>	1,800,000		-
			<u>1,800,000</u>		
	TRAFFIC AUTHORITY SECRETARIAT			MISCELLANEOUS	
3,527,209	Administration	3,586,800		Department of Main Roads -	
-	Depreciation (Note 6)	25,334		Income from Services provided for Council and Other Bodies	822,738
136,299	Superannuation	75,713		Interest on Investments (Note 8(v))	104,010
514,421	(Note 7(11))	613,385	1,253,057	Sundry Receipts	20,731
215,600	Sinking Fund				<u>947,479</u>
82,521	Contributions	382,400	65,224	TOTAL INCOME	58,085,866
2,165,816	Transport Planning and Research	88,564	17,837		
	Traffic Safety Education and Research	1,486,025	<u>1,336,118</u>		
-	Special Road Safety Programme	718,174			
<u>6,641,866</u>		<u>6,976,395</u>	56,636,715		
	TOTAL EXPENDITURE			Excess of expenditure over income (Note 13)	1,290,411
54,087,584	(Note 12)	59,376,277	(2,549,131)		<u>59,376,277</u>
<u>54,087,584</u>		<u>59,376,277</u>	<u>54,087,584</u>		

The accompanying notes form part of these financial statements.

TRAFFIC AUTHORITY OF NEW SOUTH WALES COMPARISON OF EXPENDITURE TO ANNUAL ESTIMATES

	APPROPRIATION YEAR ENDED 30.6.1985 \$	RESULTS YEAR ENDED 30.6.1985 \$	BUDGET ESTIMATE YEAR ENDING 30.6.1986 \$
EXPENDITURE			
DEPARTMENT OF MAIN ROADS			
Maintenance	39,881,000	38,489,651	
Construction	11,120,000	13,095,850	
Special Road Safety Programme	1,748,000	814,381	
TOTAL EXPENDITURE – DEPARTMENT OF MAIN ROADS	52,749,000	52,399,882	53,266,000
TRAFFIC AUTHORITY SECRETARIAT			
Central Administration	3,031,731	2,605,729	4,349,000
Policy Development	525,961	566,396	739,000
Accident Research	3,482,366	2,780,766	2,434,000
Traffic Safety Education and Promotion and Information	313,902	292,978	1,784,000
Monitoring Effectiveness	46,040	519	—
Special Road Safety Programme	3,252,000	718,174	2,534,000
Special Bicycle Projects	360,000	11,832	348,000
TOTAL EXPENDITURE – TRAFFIC AUTHORITY SECRETARIAT	11,012,000	6,976,395	12,188,000
TOTAL EXPENDITURE	<u>63,761,000</u>	<u>59,376,277</u>	<u>65,454,000</u>

COMPARISON OF INCOME TO ANNUAL ESTIMATES

INCOME			
CONTRIBUTIONS FROM STATE SOURCES			
Road Transport and Traffic Fund	13,500,000	13,500,000	13,500,000
Public Vehicles Fund	600,000	670,000	600,000
Motor Vehicles Taxation	35,000,000	35,000,000	37,980,000
Road Tolls	4,250,000	4,221,193	5,440,000
Consolidated Fund			
Contribution towards Bicycle Transport Project	560,000	446,634	350,000
CONTRIBUTIONS BY COMMONWEALTH GOVERNMENT			
Construction and Maintenance	3,311,000	3,263,060	3,283,000
Traffic Safety Education	—	37,500	—
MISCELLANEOUS			
Department of Main Roads – Income from Services provided for Councils and Other Bodies	1,260,000	822,738	900,000
Interest on Investments	—	104,010	—
Sundry Receipts	—	20,731	—
TOTAL INCOME	<u>58,481,000</u>	<u>58,085,866</u>	<u>62,053,000</u>

TRAFFIC AUTHORITY OF NEW SOUTH WALES

LOAN BORROWINGS AS AT 30TH JUNE, 1985

LENDER	LOAN ACQUIRED	PRINCIPAL AMOUNT	BALANCE OUTSTANDING AS AT 30.6.85	MATURITY DATE
		\$	\$	
NEW SOUTH WALES TREASURY CORPORATION	1.7.83	135,000	135,000	1.7.87
	1.7.83	73,000	73,000	1.7.90
	1.7.83	287,000	287,000	1.7.93
	1.10.83	106,000	106,000	1.10.93
	1.10.83	93,000	93,000	1.10.86
	1.10.83	195,000	195,000	1.10.88
	1.10.83	130,000	130,000	1.10.90
	1.2.84	53,000	53,000	1.2.88
	1.2.84	52,000	52,000	1.2.90
	1.3.84	103,000	103,000	1.3.94
	1.3.84	92,000	92,000	1.3.87
	1.3.84	93,000	93,000	1.3.88
	1.4.84	101,000	101,000	1.4.88
	1.3.84	58,000	58,000	1.3.94
	1.6.84	229,000	229,000	1.6.88
GOVERNMENT INSURANCE OFFICE OF N.S.W.	19.4.82	1,200,000	1,200,000	19.4.92
	6.6.83	1,500,000	1,500,000	6.6.93
		<u>4,500,000</u>	<u>4,500,000</u>	

* Loan Borrowings are for a period of ten years from date of acquisitions, with individual loans being rolled over at maturity date.

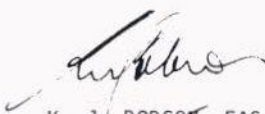
TRAFFIC AUTHORITY OF NEW SOUTH WALES

AUDITOR-GENERAL'S CERTIFICATE

The accounts of the Traffic Authority of New South Wales for the year ended 30 June 1985 have been audited in accordance with Section 34 of the Public Finance and Audit Act, 1983.

In my opinion, the accompanying statements of income and expenditure; balances; and funds, read in conjunction with the notes thereto, comply with Section 41B of the Act and exhibit a true and fair view of the financial position at 30 June 1985, and transactions for the year then ended.

SYDNEY,
17 October 1985.


K. J. ROBSON, FASA CPA
AUDITOR-GENERAL OF NEW SOUTH WALES

Notes to and forming part of the Financial Statements of the Traffic Facilities Fund for the year ended 30th June, 1985

The financial statements have been reported in amounts rounded to the nearest dollar. Comparative figures for the previous financial year except for depreciation are shown on each financial statement and wherever possible as bracketed figures in the notes hereto.

1. ANNUAL REPORTS (STATUTORY BODIES) ACT, 1984

The Annual Reports (Statutory Bodies) Act, 1984 is cognate with the Public Finance and Audit Act, 1983 and regulates the presentation of the Traffic Authority of New South Wales annual report.

2.(a) STATEMENT OF PRINCIPAL ACCOUNTING POLICIES

The financial statements have been prepared having regard to Accounting Standards jointly promulgated by the National Councils of the Australian Society of Accountants and the Institute of Chartered Accountants in Australia.

(b) CHANGE IN ACCOUNTING POLICY

There have been no significant changes in accounting policy during the current financial year.

(c) ACCOUNTING BASIS

(i) The financial statements have been prepared on a modified accrual basis whereby salaries and wages, and audit fees incurred but unpaid at year end, are brought to account as expenditure. No other items have been accrued. Treasury approval to this action has been sought in terms of Section 41B(2) of the Public Finance and Audit Act.

(ii) The statements have been prepared on the basis of historical cost.

(iii) Traffic control facilities form part of the roads system which is vested in Local Government Councils. As such, construction works are expensed and not deemed to be an asset for inclusion in the Statement of Balances of the Traffic Authority of N.S.W.

(d) EMPLOYEE BENEFITS

The Department of Motor Transport and the Department of Main Roads make provision within their accounts, in respect of employee benefits such as superannuation, annual leave and long service leave.

As such costs arise within the Department of Motor Transport, the expenditure is charged against the Traffic Facilities Fund, whereas the Department of Main Roads charges those costs against the Traffic Facilities Fund, as each construction is undertaken.

3. FINANCE

Finance for the provision of traffic control facilities and related works is controlled through the Traffic Facilities Fund established as a Special Deposits Account at the Treasury. Other than recommending to the Minister the provision of appropriate funds to cover particular programmes and allocating priorities for their expenditure, the Authority has no direct control over the availability of its funds.

4. RECOUPMENT OF EXPENDITURE

Section 24 of the Traffic Authority Act, 1976 provides for the payment of costs for both the Commissioner for Main Roads and Commissioner for Motor Transport, including administrative costs, incurred in connection with:

(i) The activities of the Authority; and

(ii) the carrying out of any activities, works or services, the cost of which is to be met from the fund.

5. ORGANISATION

- (i) The Traffic Authority maintains a Secretariat which comprises administrative, scientific and technical officers. Staff of the Secretariat is provided by the Department of Motor Transport.
- (ii) The Department of Main Roads is the Traffic Authority's principal operations and construction agency.

6. FIXED ASSETS

Provision is made in the Traffic Authority of New South Wales' estimates each year for the purchase of assets for use by the Traffic Authority Secretariat, and fully documented records of assets are being maintained.

For Statement of Balance purposes, Machines and Equipment reflect purchases since July, 1981 and Furniture purchases since July, 1982.

The assessed cost of depreciation for the year ended 30th June, 1985 is \$25,334 which brings the cumulative depreciation to \$66,847 (\$46,057). Assets have been depreciated on a straight line basis based upon the estimated useful life of the assets.

The market value of the Traffic Authority's assets has been estimated by Departmental Officers.

	Depreciated Value At 30/6/1985 \$	Depreciated Value At 30/6/1984 \$	Market Value At 30/6/1985 \$	Market Value At 30/6/1984 \$
Machines and Equipment	63,731	65,487	63,731	65,487
Office Furniture	11,461	4,449	11,461	4,449
Motor Vehicles	8,806	3,184	9,300	—

7. LOAN FUNDS

- (i) During the financial year there were no loan borrowings by the Traffic Authority.

At 30th June, 1985 loan borrowings amounted to \$4,500,000 (\$4,500,000) and mature as follows:

	\$
Within 1 year	—
Between 1 and 2 years	185,000
Between 2 and 5 years	858,000
After 5 years	3,457,000
	<u>4,500,000</u>

By rolling over individual loans at maturity date, it is the intention of the Authority to maintain the value of loans raised for a period of ten years from date of acquisition.

- (ii) Interest paid by the Traffic Authority, for the year amounted to \$613,385 (\$514,421).

8. INVESTMENTS

- (i) A loan repayment programme has been created to provide for the redemption of the Traffic Authority's loan borrowings and, in this regard an amount of \$815,100 has been invested with the New South Wales Treasury Corporation.

Details of investments are as follows:

Date of Investment	Amount \$	Market Value \$	Maturity	Interest Rate %
23/6/1983	217,100	225,567	1/7/1990	15.1
27/2/1984	185,100	182,786	1/3/1992	12.7
28/6/1984	30,500	31,479	1/8/1987	12.9
24/6/1985	382,400	361,674	1/10/1993	13.5
	<u>815,100</u>	<u>801,506</u>		

- (ii) All investments have been made with New South Wales Treasury Corporation and they are not listed on the Stock Exchange. Market value has been advised by the New South Wales Treasury Corporation and has been calculated on the buy-back redemption rate at 30th June, 1985.
- (iii) The amounts set aside have been assessed by Departmental Officers and are considered adequate to meet loan repayments upon maturity.
The assessment anticipates a future interest rate of 12% per annum with all interest received being re-invested.
- (iv) The adequacy of the loan repayment reserve will be reviewed regularly.
- (v) Interest received by the Department, for the year, amounted to \$104,010 (\$65,224).

9. PAYMENTS TO BOARD MEMBERS

Amounts totalling \$1,320 (\$1,240) were paid to four "Non-Officer" members of the Traffic Authority of New South Wales during the current year, for attendance at Traffic Authority meetings.

10. AUDITOR'S REMUNERATION

Audit fees of \$5,000 were accrued for services rendered by the Auditor-General of New South Wales in 1984/85.

11. SPECIFIC GRANT

During the year the Ministry of Transport allocated \$446,634 to the Traffic Authority of New South Wales to implement a Special Bicycle Programme.

12. STATEMENT OF SOURCE AND APPLICATION OF FUNDS

Reconciliation of total application of funds with total expenditure is as follows:

	\$
Statement of Income and Expenditure -	
Total Expenditure	59,376,277
Less: Depreciation	25,334
Total Application of Funds	<u>59,350,943</u>

13. **TRAFFIC FACILITIES FUND (SPECIAL DEPOSITS ACCOUNT)**

	\$	\$
Fund Balance at 1st July, 1984		5,280,686
Less: Excess of Expenditure over Income, 30th June, 1985		<u>1,290,411</u>
		<u>3,990,275</u>
Less/(Add): Non Cash Items –		
Accrued Expenditure (Net) 1st July, 1984	614,788	
Accrued Expenditure 30th June, 1985	(62,900)	
Depreciation	(25,334)	
		<u>526,554</u>
		3,463,721
Add: Security Deposits lodged during year		<u>2,120</u>
Fund Balance at 30th June, 1985		<u>3,465,841</u>

The undistributed balance of \$5,280,686 at 1st July, 1984 includes a special grant of \$4,961,525 for Special Road Safety Programme initiatives, allocated to the Traffic Authority. This amount was paid on 29th June, 1984 from the Road Transport and Traffic Fund to the Traffic Facilities Fund in accordance with Section 23(b) of the Traffic Authority Act, 1976.

Traffic Authority of New South Wales Financial Statements For Year ended 30th June, 1985

CERTIFICATION

On behalf of the Traffic Authority of New South Wales we the undersigned are of the opinion that:

- i) The financial statements of the Traffic Authority of New South Wales for the year ended 30th June, 1985 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.
 - ii) The Statement of Income and Expenditure, the Statement of Balances and the Statement of Source and Application of Funds together with the accompanying notes set out on the attached, exhibit a true and fair view of the financial position of the Traffic Authority at the 30th June, 1985 and the transactions for the year then ended.
 - iii) At the date of signing there are no circumstances which would render any particulars included in the financial statements to be misleading.
-



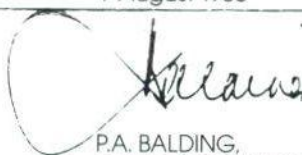
B. N. LODER,
COMMISSIONER FOR MAIN ROADS,
9 August 1985



M. J. BUTLER,
CHAIRMAN,
TRAFFIC AUTHORITY
OF NEW SOUTH WALES,
9 August 1985



E. J. HANLON,
CHIEF ACCOUNTANT,
DEPARTMENT OF MAIN ROADS,
9 August 1985



P. A. BALDING,
CHIEF ACCOUNTANT,
DEPARTMENT OF MOTOR
TRANSPORT,
9 August 1985

APPENDIX 1

The Traffic Authority's Operating Legislation

Traffic Authority Act, 1976 – The Authority has, subject to the control and direction of the Minister for Transport, the responsibility for:

- reviewing traffic arrangements in the State and formulating or adopting plans and proposals for the improvement of those arrangements;
- establishing general standards and principles in connection with the design and provision of traffic control facilities, and priorities for carrying out activities, works or services that are items of approved expenditure;
- promoting traffic safety;
- co-ordinating the activities of public authorities when they are directly involved in matters connected with the Authority's functions.

The Traffic Authority may also direct other public authorities to implement its plans, general principles and decisions.

Motor Traffic Act, 1909 – confers upon the Traffic Authority responsibility for the administration of the provisions of the Act and its Regulations relating to the regulation and control of traffic, motor vehicles and their drivers upon public streets, the provision of traffic control facilities and the determination of speed limits.

Metropolitan Traffic Act, 1900 – confers upon the Traffic Authority responsibility for the administration of the Act and its Regulations relating to the control of animal-drawn, pedestrian, bicycle and other non-motorised traffic in the Sydney Metropolitan, Newcastle and Wollongong Traffic Areas.

Local Government Act, 1919 – requires the Traffic Authority to determine applications by Councils for consent to the closure of a public road to through traffic or the opening of a road which has been closed. The Act provides that, subject to certain limited exceptions, a Council may control or regulate the use by traffic of public roads in accordance with the consent of the Traffic Authority or on approval or direction of the Minister.

Traffic Safety (Lights and Hoardings) Act, 1951 – confers on the Traffic Authority responsibility to direct the removal of any light, sign, hoarding, awning or structure which obscures or could be mistaken for any light, sign or device for the controlling of traffic.

APPENDIX 2

Composition of Permanent Committees

Principal Advisory Committee

Mr. H. L. Camkin	Director, Traffic Authority, (Chairman).
Mr. J. McKerral	Chief Engineer (Traffic and Design), Department of Main Roads.
Mr. N. Walden	Chief Superintendent (Traffic), Police Department.
Mr. J. R. Caldwell	Manager, Transportation Branch, Department of Environment and Planning.
Mr. R. F. Morris	Operations Manager, Bus, Urban Transit Authority.
Mr. B. Searles	Chief Traffic Engineer, National Roads & Motorists' Association.
Mr. J. Bates	Traffic Authority Secretariat, (Committee Secretary).

Traffic Safety Committee

Mr. H. L. Camkin	Director, Traffic Authority, (Chairman).
Mr. F. Hawes	Traffic Engineer, Department of Main Roads.
Mr. J. Dunlop	Executive Chief Superintendent (Administration) Police Department.
Ms. J. Van Gogh	Consultant Road Safety Education.
Mr. J. Abernethy, S.M.	Bench of Stipendiary Magistrates.
Mr. R. Reece	Executive Assistant, Department of Motor Transport.
Mr. B. Searles	Chief Traffic Engineer, National Roads & Motorists' Association.
Mr. K. Fitzgerald	Traffic Authority Secretariat (Committee Secretary).

APPENDIX 2 (CONT.)

Technical Committee

Mr. B. Hazel	Deputy Director, Traffic Authority, Secretariat, (Chairman).
Mr. S. Dimitric	Supervising Engineer, Traffic Section, Department of Main Roads.
Mr. R.J. Fleming	Transport and Traffic Planner, Urban Transit Authority.
Ms. J. Minifie	Assistant Town Planner, Department of Environment and Planning.
Mr. G. Greaves	Chief Inspector, Traffic Branch, Police Department.
Mr. E. Edwards	Secretary, Sydney Sub-Branch, Transport Workers' Union of Australia. (N.S.W. Branch).
Mr. J. Jamieson	Senior Traffic Engineer, National Roads and Motorists' Association.
Mr. F. Harley	Traffic Authority Secretariat, (Committee Secretary).

Development Committee

PERMANENT MEMBERS

Mr. M. Rao	Engineer Traffic, Traffic Authority, Secretariat, (Chairman).
Sergeant J. Armstrong	Traffic Planning Section, Traffic Branch, Police Department.
Mr. R. Lloyd	Engineer, Traffic Section, Department of Main Roads.
Mr. R. Baird	Traffic Authority Secretariat, (Committee Secretary).

CASUAL MEMBERS

Mr. R.J. Fleming	Transport and Traffic Planner, Urban Transit Authority.
Mr. E. Edwards	Secretary, Sydney Sub-Branch, Transport Workers' Union of Australia. (N.S.W. Branch).

APPENDIX 3

Development Committee Matters

Table 1 Matters Dealt with.

TYPE	NUMBER		PERCENTAGE	
	83/84	84/85	83/84	84/85
Major Development Applications	236	264	58	63
Minor Development Applications	47	35	12	8
Parking Stations	14	15	3	4
Environmental Studies	14	11	5	3
Local Environmental Plans	65	84	16	20
Other	23	8	6	2
TOTAL	399	417	100	100

Table 2 Location of Matters Dealt with (Classified by Department of Main Roads Divisional Areas).

D.M.R. DIVISION	NUMBER		PERCENTAGE	
	83/84	84/85	83/84	84/85
Sydney	125	127	31	30
Blacktown	57	54	14	13
Parramatta	27	45	7	11
Hunter	71	76	18	18
Illawarra	17	20	4	5
Other Country Areas	101	85	25	20
Other Organisations	6	10	1	3
TOTAL	404	417	100	100

Table 3 Time Taken to Respond to Councils on Development Applications:

	NUMBER		PERCENTAGE	
	83/84	84/85	83/84	84/85
Less than 21 days	46	57	19	18
22-30 days	121	136	48	43
31-40 days	62	83	25	27
More than 40 days	21	38	8	12
TOTAL	250	314	100	100

APPENDIX 4

Membership of Forum of Road Safety Committee

Mr. H. L. Camkin	Director, Traffic Authority (Chairman).
Dr. K. Harris	Alternate delegate, St. John Ambulance Association.
Ms. J. Maerz	Alternate delegate, St. John Ambulance Association.
Dr. D.B. Hempton	Australian Medical Association.
Mr. D.C. Herbert	Special Consultant on Traffic Safety, Traffic Authority Secretariat. (Until January, 1985)
Mr. R. J. Higgs	State Director, Road Crash Prevention Australia.
Dr. J.H. Hirshman	Doctors' Reform Society and Australian Consumers' Association.
Prof. R. L. Huckstep C.M.G.	Prince of Wales Hospital and Royal Australian College of Surgeons.
Mr. P.G. McGrath	Road Committee of the Royal Australian College of Surgeons.
Mr. L. Kotze	Superintendent (Operations), Traffic Branch, Police Department.
Mr. P. Leithhead	N.S.W. Road Transport Industry Training Committee.
Mr. C. Reece	National Safety Council of Australia.
Mr. J. McLenaghan	Life Insurance Federation of Australia.
Mr. B. Searles	Chief Traffic Engineer, National Roads and Motorists' Association.
Dr. W. Stening	Trauma Sub-Committee, Australian Brain Foundation.
Mr. B. Stewart	N.S.W. Drug and Alcohol Authority.
Dr. D. Storey	Australian Red Cross Society.
Mr. K. Thomas	Save a Life a Day Movement. (Resigned 15 June 1985)
Mr. A. Luckman	Traffic Authority Secretariat, (Committee Secretary).

APPENDIX 5

Works Completed by Department of Main Roads

Traffic Signals

Table 1 compares the number of sets of traffic signals in the 1984/85 financial year to the previous financial year.

Table 1

TRAFFIC SIGNALS	1983/84	1984/85
Existing	1946	2005
New Sets	61	116
Removed	2	2
TOTAL	2005*	2119**

* 74 Sets reconstructed and 5 temporary sets installed.

** 76 Sets reconstructed and 3 temporary sets installed.

Table 2 shows the breakdown of the foregoing totals by location and type. Figures for 1983/1984 financial year are shown in brackets:

Table 2

LOCATION	TYPES			
	VEHICLE ACTUATED	PEDESTRIAN ACTUATED	INNER CITY	TOTAL
Sydney	1488 (1404)	189 (177)	120 (120)	1797 (1701)
Newcastle	118 (113)	26 (26)		144 (139)
Wollongong	88 (80)	9 (9)		97 (89)
Country Areas	67 (62)	14 (14)		81 (76)
TOTAL	1761 (1659)	238 (226)	120 (120)	2119 (2005)

In the Sydney Metropolitan, Wollongong and Newcastle urban areas, a further 34 intersections were connected to the Sydney Co-ordinated Adaptive Traffic System (SCATS) during 1984/85.

Intersection Improvements

A total of 29 intersections were reconstructed with permanent channelisation during 1984/85 compared with 44 in the previous financial year. In addition, 53 intersections were reconstructed and improved.

Roundabouts: 57 permanently installed
49 under construction
160 designs completed.

APPENDIX 6

Accident Black Spot Programme

Table 1 Black Spot Sites Treated

	Financial Year					
	1980/81	1981/82	1982/83	1983/84	1984/85	Total
New sites treated (for first time)	12	20	26	42	49	149
Sites re-treated	0	9	9	10	26	54
Total Site Treatments	12	29	35	52	75	203

Note: 1984/85 figures include treatments undertaken as part of Accelerated Blackspot Treatment programme.

Table 2 Types of Treatments

	Financial Year					
	1980/81	1981/82	1982/83	1983/84	1984/85	Total
Roadworks	—	2	3	5	10	20
Roundabout installed	—	1	3	3	5	12
Signals installed	2	4	3	7	16	32
Signals modified	9	9	13	17	26	74
Surface treatment	—	10	12	15	12	49
Road marking or signposting	5	4	7	7	12	35
Total	16	30	41	54	81	222

(Variance from Table 1 results from concurrent treatments at some sites).

Table 3 Financial Progress

	Financial Year					
	1980/81	1981/82	1982/83	1983/84	1984/85	Total
Actual Expenditure (\$1,000)	— Not Available —			833	2160	2993

* Expenditure includes \$761,000 for the Accelerated Blackspot Treatment Programme.

APPENDIX 7

Table 1 Fatal Traffic Crashes in NSW, year ended 30 June 1985.

Time and day of week 1/7/84 - 30/6/85.

DAY OF WEEK	TIME OF DAY									Total
	12-3 am	3-6 am	6-9 am	9-12 noon	12-3 pm	3-6 pm	6-9 pm	9-12 mid night	Not Stated	
Sunday	26	15	10	10	21	23	21	13	2	141
Monday	11	7	14	12	20	23	20	10	0	117
Tuesday	5	5	12	9	16	20	11	7	0	85
Wednesday	9	9	18	17	11	21	15	9	0	109
Thursday	11	5	9	16	16	25	31	22	0	135
Friday	11	7	14	15	15	27	29	20	0	138
Saturday	22	18	11	17	31	27	27	20	1	174
Unknown	0	0	0	0	0	0	0	0	0	0
TOTAL	95	66	88	96	130	166	154	101	3	899

Note: This table includes preliminary data for the final months of 1984/85 which are subject to minor amendment.

Table 2 Deaths from Traffic Crashes in NSW, year ended 30 June 1985.

Age and class of road user killed 1/7/84 - 30/6/85.

CLASS OF ROAD USER	AGE													
	0-2	3-7	8-12	13-16	17-20	21-24	25-29	30-39	40-49	50-59	60-69	70+		
Driver	0	0	0	3	69	71	48	67	34	43	29	27	2	393
Passenger	9	9	6	20	51	29	17	21	16	20	20	27	4	249
Motorcyclist	0	0	0	6	44	36	21	12	0	5	1	0	0	125
P/passenger	0	0	0	0	8	4	1	1	0	0	0	0	0	14
Pedestrian	6	17	9	10	11	8	6	9	15	21	24	58	2	196
Pedal cyc.	0	2	3	5	3	0	0	2	0	1	0	1	0	17
Other	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL	15	28	18	44	186	148	94	112	65	90	74	113	8	995

Note: This table includes preliminary data for the final months of 1984/85 which are subject to minor amendment.

APPENDIX 8

Papers published by staff of the Traffic Authority

21st Annual Conference of the Ergonomics Society of Australia and New Zealand 1984. (Sydney, November)

Croft, P.G.

"Monitoring and Control of Driver Speed Behaviour".

12th ARRB Conference 1984. (Hobart, August)

Kearns, I and Goldsmith, H.

"The Impact on Traffic Crashes of the Introduction of Random Breath Testing in New South Wales".

APPENDIX 9

Attendance at Traffic Authority Meetings

Number of Meetings (11)	No. attended	No. attended by Deputies
Chairman	11	—
Commissioner of Police	—	11
Managing Director, Urban Transit Authority	7	4
Commissioner for Main Roads	11	—
Director, Department of Environment and Planning	2	9
Nominees of the: —		
Council of the City of Sydney	10	—
Local Government and Shires Associations	11	—
Minister for Transport	8	—
Executive Committee of the Transport Workers' Union of Australia	7	3
Road Transport Industry Employers	10	—
Minister for Health	5	—

DIRECTORY

CHAIRMAN, TRAFFIC AUTHORITY

M.J. Butler,
Commissioner for Motor Transport N.S.W.,
Box 110 P.O., Rosebery 2018
Telephone (02) 662 5555

TRAFFIC AUTHORITY SECRETARIAT

Box 110 P.O., Rosebery 2018
56-58 Rothschild Avenue, Rosebery.
Telephone (02) 663 8222

DIRECTOR

H.L. Camkin, B.E., Dip. T & C.P., M.I.E. Aust, F.C.I.T.

DEPUTY DIRECTOR

B.J. Hazel, B.E., M.S.C.E., M.I.E. Aust, M.I.T.E.

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