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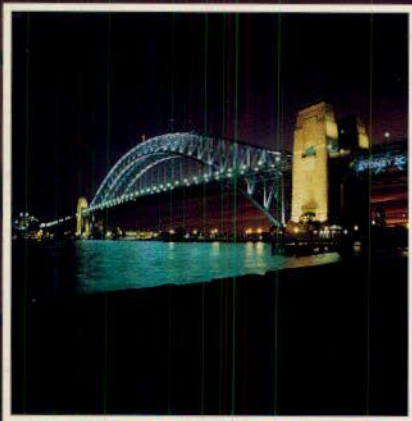


*Annual Report 1994 Roads and Traffic Authority New South Wales*

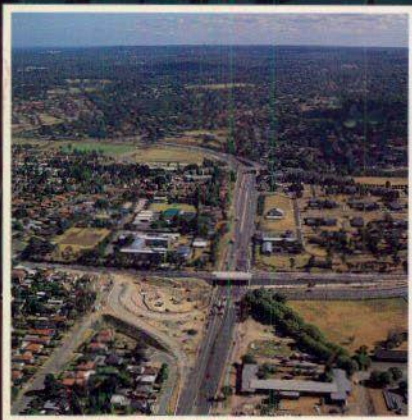




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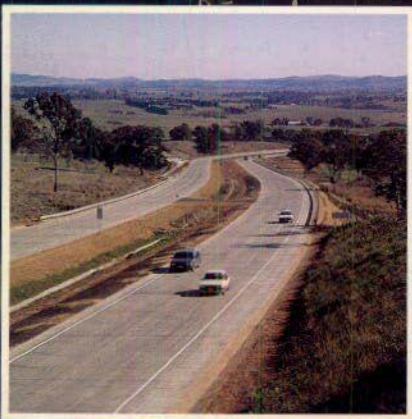
Sydney Harbour Bridge



Victoria Road/  
James Ruse Drive, Sydney

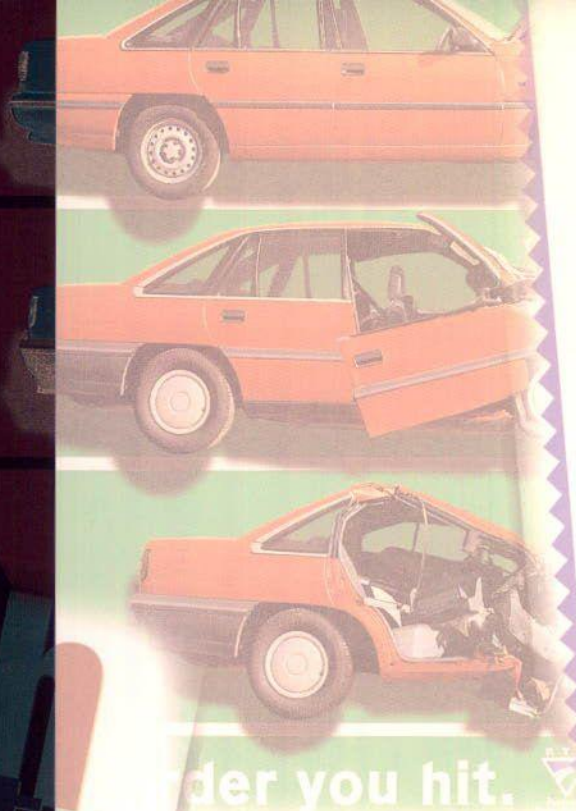


Sydney-Newcastle Freeway



**Yass Bypass**  
of thousands of tonnes  
of honey each year?  
What provides sanctuary  
for some of our rare and  
endangered plants and

**Roadside  
Corridors**

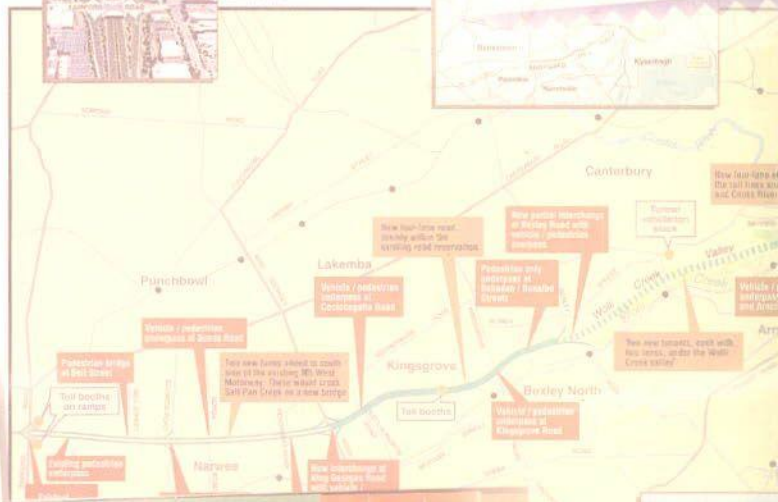


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M5 East



Art's impression  
of Sydney Road to  
Belmore Road



take the  
easy way....  
follow the  
numbers

Metroads - what are they?

watch for the right numbers

why such a system?

Sydney's Metroad Sy

SAFER



Vehicle Safety C  
testing vehicle  
Get your pink  
For more info  
office or tel  
station or w  
Vehicle Sa



SAFETY  
VEHICLES  
For more info  
office or tel  
station or w  
Vehicle Sa





## Where to find us

### Head Office

Centennial Plaza  
260 Elizabeth Street  
Surry Hills 2010  
(PO Box K198,  
Haymarket 2000)  
(DX 13 Sydney)  
Tel: (02) 218 6888

### Central Services

52-56 Rothschild Avenue  
Rosebery 2018  
Tel: (02) 218 6888

### Sydney Region

85 Flushcombe Road  
(PO Box 558)  
Blacktown 2148  
(DX 8120 Blacktown)  
Tel: (02) 831 0911  
Fax: (02) 831 0926

### Northern Region

1 Mort Street  
(PO Box 147)  
Port Macquarie 2444  
(DX 7423 Port Macquarie)  
Tel: (065) 80 3444  
Fax: (065) 80 3481

### Southern Region

211 Bourke Street  
(PO Box 183 & 479)  
Goulburn 2580  
(DX 5362 Goulburn)  
Tel: (048) 27 3737  
Fax: (048) 27 3777

### Western Region

51-55 Currajong Street  
(PO Box 334)  
Parkes 2870  
(DX 20256 Parkes)  
Tel: (068) 62 8444  
Fax: (068) 62 8414

### Office Hours

8:30 am - 4:30 pm

### Motor Registries

9:00 am - 4:00 pm

Many registries offer extended service hours. The addresses of motor registries are listed under 'Roads and Traffic Authority' in local telephone directories.

For Registration and Licensing enquiries in Sydney, Newcastle & Wollongong

Tel: 13 2213

Other areas

Tel: 008 263 929

Tel: 008 251 563

### Traffic

### Emergencies

24 Hour Services

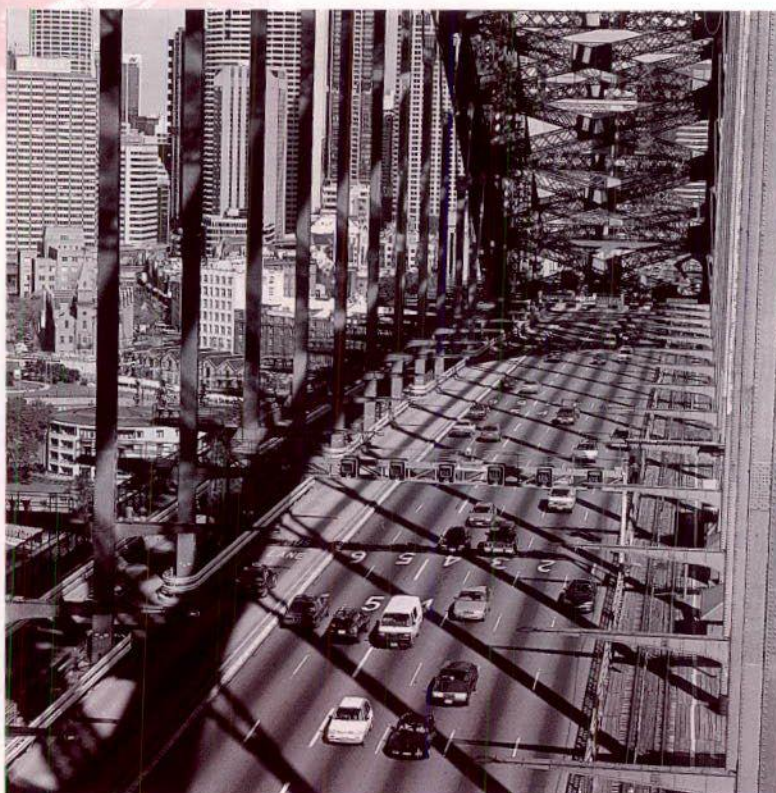
Tel: (02) 211 3000

### Community Relations

8:30 am - 5:00 pm

Tel: (02) 218 6988





The Hon Bruce Baird, MP  
Minister for Transport and 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 1994, events which occurred after this date have been included in the report.

This reporting year saw the departure of Bernard Fisk, who was Chief Executive of the RTA from its inception in 1989 and who was responsible for major restructuring in the administration of the State's roads and traffic system.

I succeeded Mr Fisk in May 1994 and look forward to reporting next year on further improvements to the services we offer the people of NSW.

Max Moore-Wilton  
Chief Executive  
31 October 1994



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# Who we are and what we do

## History

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.

## Mission

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

## Legislation

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

## Responsibilities

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 16,900 km of National Highways and State Roads. We assist local councils in their management of 19,900 km of Regional Roads and, to a limited extent, local roads, through funding and other support.

## Assets

The RTA has an interest in 5,700 bridges and major culverts, four tunnels, nine ferries and traffic facilities such as traffic lights, roundabouts, signs and linemarking. This community asset is valued at \$39.8 billion, including land. We have an annual budget of around \$1.9 billion, derived mainly from road user charges. Property, plant and equipment and other assets are valued at \$3.1 billion.

The RTA employs the equivalent of 7,492 full-time staff and has more than 200 offices throughout NSW, including 137 motor registries.

## Customers

Since everyone in NSW comes into contact with the roads and traffic system in some way, the RTA has a vast and varied range of customers. These include individuals, private organisations, community and road transport groups, local government and other State Government agencies.

The owners of 3.75 million vehicles and four million drivers in NSW generate some 60,000 registration and licensing transactions a day.

Road Categories	KM
<b>National Highways</b> <i>Funded by the Federal Government</i>	2,900
<b>State Roads</b> <i>Funded by the State Government</i>	14,000
<b>Regional Roads</b> <i>Funded by local councils and the RTA</i>	19,900
<b>Local Roads</b> <i>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.</i>	144,000



# Objectives 1993-94 Highlights

## **Road Safety**

Reduce the incidence and severity of road crashes in NSW.

*Lowest road toll in 44 years, pedestrian fatalities the lowest since records began in 1938.*

**Page 9**

## **Environment**

Harmonise the roads and traffic system with the environment.

*Roadside greening, noise moderation and cleaner air initiatives underway.*

**Page 12**

## **Customer Service**

Deliver quality service in all aspects of RTA operations.

*Moves to improve service include monitoring customer opinions.*

**Page 15**

## **Economic Development**

Manage the roads and traffic system to promote economic development.

*More than 55 major road and bridge projects were completed, including the last Sydney-Newcastle freeway connection.*

**Page 19**

## **Driver Performance and Regulation**

Safe and efficient driver performance, with a high level of compliance with legislation.

*New driving tests for car and heavy vehicle licence applicants.*

**Page 22**

## **Vehicle Registration and Regulation**

Compliance with legislation, regulations and standards governing access to the road system and the operation of vehicles.

*Continued measures to simplify regulations and improve the roadworthiness of vehicles.*

**Page 24**

## **Asset Condition**

Minimise the life cycle costs of maintaining the road asset.

*Contract maintenance and improved methods reap dividends.*

**Page 27**

## **Human Resources**

Develop a motivated, skilled and ethical workforce.

*Enterprise bargaining provides staff with greater involvement in improving customer service.*

**Page 79**





# Financial Overview

During 1993-94 revenue for the Roads Program totalled some \$1,896 million, derived principally from road user charges and Commonwealth allocations. Of this amount, \$1,587 million was spent on the Roads Capital and Maintenance Program, which represented almost 28% of the State's total capital works expenditure.

Expenditure on the Roads Program during the year was some \$120 million more than the initial budget, due to additional funds becoming available from increases in motor vehicle tax, user charges and other Authority revenues. There was also an increase in the use of Authority fund balances.

The Commonwealth Government provided \$411 million for NSW roads during 1993-94, approximately 24% of total new funds. The majority of this funding was provided through the Australian Land Transport Development Program. New funds from State sources, including motor vehicle tax and fuel fees, totalled some \$1,280 million, an increase of almost \$30 million compared to 1992-93.

The RTA maintained liquidity throughout the financial year with effective cash flow investment and debt management policies and practices which resulted in more funds being available for core business. The investment portfolio earned a yield of 5.0% during the

financial year, which exceeded the Treasury Corporation benchmark performance rate for such funds of 4.9%.

Semi-government loans debt servicing costs in 1993-94 were reduced by approximately \$15.6 million compared to 1992-93, with the general cost of funds for the Authority's semi-government debt portfolio for 1993-94 achieving the Treasury Corporation benchmark.

The RTA continued to improve its financial management and accounting practices by developing the framework for implementing Activity Based Management (ABM). The system has been developed to a stage which will allow parallel running during 1994-95, with full implementation in 1995-96. ABM will improve the effective management and control of corporate and regional overhead costs which will be allocated to projects more efficiently and effectively.

Significant achievements have been made in the RTA's total asset management strategies with the overall condition of the road network indicating an improvement for the first time in 1993-94. This condition movement is measured by the Provision for Asset Restoration which was reduced by more than \$320 million during the year, following a number of maintenance management initiatives including the allocation of increased funding,

improvements in work practices to reduce costs and the implementation of better asset restoration policies and procedures.

The RTA continued to improve its auditing and evaluation practices and procedures. Revised Manager's Control Assurance Programs were introduced for registries and field offices to further strengthen internal controls. The programs are also a valuable management tool in minimising opportunities for fraud and corrupt conduct. Further details of Audit and Evaluation functions are provided in Appendix 8.

The Roads Program during 1994-95 is estimated to total \$1,898 million. Funding sources include an estimated \$624 million from motor vehicle tax and approximately \$525 million from fuel fees, of which the 3x3 fuel levy is expected to provide \$234 million. All the revenue from these fuel fees will be applied to the maintenance and enhancement of the road network.

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



# The Road Ahead

*The RTA's program for 1994-95 has been reshaped, along with our management structure, to focus on three main areas of business:*

- ▼ *improving road safety and managing traffic*
- ▼ *managing and maintaining the road network*
- ▼ *managing the use of roads through driver and vehicle regulation.*

The RTA's traditional focus of road building has been replaced with a more balanced view of the Authority as a manager of the roads and traffic system. In addition, RTA Regions will have a clear focus on service delivery to their customers. The RTA is now better equipped to respond to community demands, protect the environment, contribute to integrated transport forums and encourage non-car methods of travel, such as rail, bicycles, buses and walking.

Roads will still be built, of course, but only after consideration of less financially and environmentally costly solutions, or where their construction will clearly assist economic development, for example, direct links to ports, or social interaction, for

example in providing access in remote areas, or orbital roads to keep traffic away from inner Sydney.

The community has told us, through our surveys and letters, that it wants the use of bicycles encouraged. Wherever feasible, provision of cycleways will be a feature of new road building and major upgrades.

Our new program is pointing the RTA in the direction required by the community and encouraged by the NSW Government. We look forward to making a significant contribution to the well-being of NSW in the short and longer terms.

Funding		1993-94	
New Funds		\$M	\$M
Commonwealth			411
State			1,280
Motor Vehicle Tax		600	
General Fuel Franchise Fees		270	
3x3 Fuel Levy		221	
Authority Revenue & Other		189	
Use of Cash Balances			101
Increase in Liabilities/ Reduction in Operational Assets			104
Total Funds Utilised			1,896
Expenditure			
Enhancement			767
Maintenance			648
Use - includes Motor Registry Services			198
Debt Repayment & Servicing			158
Non - Current Assets			82
Voluntary Redundancies			43
			1,896

Funding		1994-95	
New Funds		\$M	\$M
Commonwealth			347
State			1,492
Motor Vehicle Tax		624	
General Fuel Franchise Fees		291	
3x3 Fuel Levy		234	
Authority Revenue & Other		343	
Use of Cash Balances			10
Increase in Liabilities/ Reduction in Operational Assets			49
Total Funds Utilised			1,898
Expenditure			
Enhancement			729
Maintenance			569
Use - includes Motor Registry Services			285
Debt Repayment & Servicing			157
Non - Current Assets			118
Voluntary Redundancies			40
			1,898



# Five Year Trends

## Fatal Crashes

Continuing efforts across a wide range of programs, from school education and media campaigns to Police enforcement activities, have contributed to a steady decline in the road toll. Increased community involvement in road safety issues will be necessary for this trend to continue.

## Ride Quality

Improved ride quality, or '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 driver fatigue. A major commitment to road maintenance has shown tangible benefits in recent years.

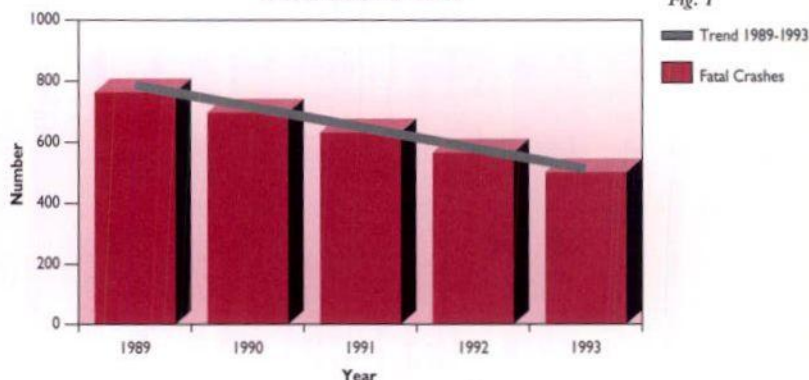
## Major Projects

The cost and timeliness of construction projects has generally improved since 1989-90, with more than 65% of projects completed on time and under budget in 1993-94.

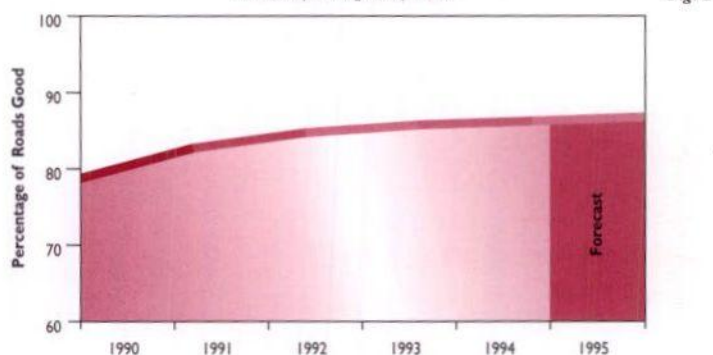
## Staff Numbers

Equivalent full-time staff numbers, which include full-time, part-time and casual staff, have decreased 28.5% in the last five years, from 10,478 in 1989-90 to 7,492 in 1993-94.

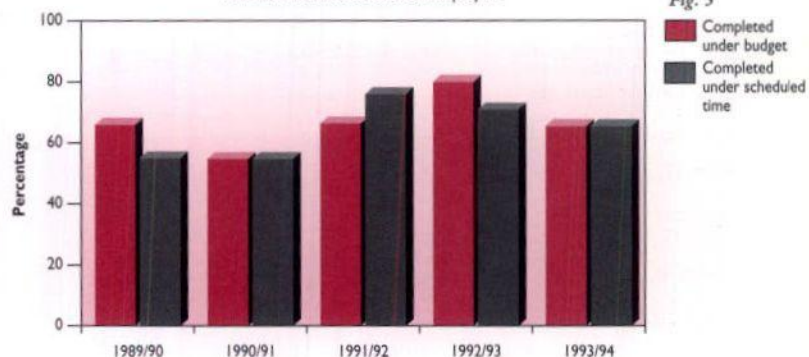
FATAL CRASHES NSW



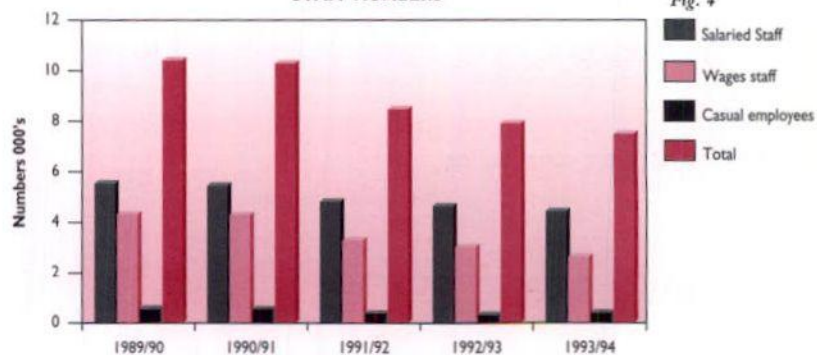
RIDE QUALITY ON NATIONAL & STATE ROADS  
Ride Quality is Weighted by Travel



MAJOR PROJECT PERFORMANCE  
Cost and timeliness of construction projects



STAFF NUMBERS







## Objectives

### **Reduce the number and severity of road crashes in New South Wales.**

New South Wales recorded the smallest road toll for 44 years in 1993, placing it among the lowest per capita road fatality communities in the world.

There were 581 deaths on the State's roads during the year, 10% less than 1992.

Fatalities occurred at a rate of 9.67 per 100,000 population but there were also over 26,000 injuries from road accidents.

Over 50,500 accidents were recorded during the year and analysis showed:

- ▼ The 117 pedestrian fatalities were the lowest since records began in 1938.
- ▼ Speeding was considered a factor in at least 36% of fatal accidents and fatigue contributed to 17% of fatal accidents.
- ▼ Alcohol was a contributing factor in 27% of fatal accidents.
- ▼ Country roads accounted for 33% of all accidents and 59% of fatal accidents.

- ▼ Of the total fatality figure, motorcycle deaths reached 46 and bicycles eight.
- ▼ Road traffic accidents in NSW were estimated to have cost the community \$1.9 billion.

Strengthened action at community level, especially through the efforts of local government has generated an added dimension to the continuing actions of Police, education and health authorities in addressing the road toll.

The economic recovery, evident over the latter months of 1993, will impose pressures which may lead to an increasing road toll as vehicle travel increases.



*A four week helmet awareness campaign was successfully launched at Darling Harbour in June 1994.*

*The campaign, wear the hardware, targeted cyclists in Western Sydney where research had shown low helmet use among adolescents.*

*Pictured at the launch were from left David Sawina, Teresa Ho, Nikki David and Greg King all from Evans High School at Blacktown.*



## Safer People

The annual program of road safety education campaigns was published for the first time in the *Road Safety Campaign Calendar* which was available to all stakeholders and community groups across the State working in road safety.

The 1993-94 multi-media education programs addressed speeding, drink-driving, occupant protection, driver fatigue and safety.

Evaluation of the speeding, drink-driving and fatigue campaigns identified improvements in speeding behaviour and a reduction in the incidence of fatigue and alcohol related crashes.

RTA Regions made a major contribution to Statewide programs and also dealt with problems specific to their own Regions.

Northern Region produced and distributed 'Driver Fatigue Kits', banners for Driver Reviver locations, and devices to encourage trip planning. The road environment components included planning and some provision of rest areas and a pilot study to identify opportunities to provide 'forgiving' road environments on road lengths where fatigue is known to be a predominant factor in crashes.

Several joint projects with the Department of School Education and Police to improve child bicycle safety were undertaken.

Sydney Region continued major programs for blackspot treatment, road safety audits and the provision of pedestrian facilities on

State Roads. Technical and promotional support was given to numerous local Police operations and ongoing joint truck enforcement operations were carried out using vehicle inspection trailers.

Community education programs in 18 local government areas involved the appointment of Road Safety Officers by councils, the development of council road safety action plans and improved coordination of local agencies such as police, health and education.

Western Region produced a driver education video tape, *Country Driving*, highlighting the different issues for rural driving. The video won third prize at the International Film and Video Festival in the Category of Employment and Safety related films.

Southern Region emphasis on local action to improve safety for residents has resulted in seven Community Road Safety Groups being established in Albury, Wagga Wagga, Griffith, Goulburn, Illawarra, Shoalhaven and the Snowy River.

Road safety in the snow continued to be targeted during the year with a video produced and distributed throughout the Snowy Mountains.

Two new motorcycle rider training centres were established to enhance road safety for novice riders.

A video tape *Seat Belts Without Tears* was produced and distributed to provide parents with ideas and strategies for keeping toddlers restrained in vehicles.

More than 1,000 Police have been trained to deliver road safety presentations in secondary schools around NSW and 265 schools received a presentation of the 'Road Whys' program during the year.

## Safer Roads

*The Speed Review* - a major study of speed limits, speed behaviour, accidents, the road environment and speed enforcement - was published and distributed to all local government councils.

*Sharing the Main Street*, a comprehensive guide to managing the road environment on traffic routes to improve safety through commercial areas, was published and regional workshops to promote the guidelines were conducted.

A brochure on road safety in land-use planning decisions was distributed via regional workshops involving local government councils.

A policy and management plan for a comprehensive program of accident investigation and prevention was developed and issued.

Establishment of a comprehensive training program for practitioners in accident investigation, analysis and safety auditing was commissioned.

Speed zones throughout the State were reviewed and were adjusted on more than 1,800 km of road.

Installation of school speed zones continued throughout the State, with more than 1,000 additional zones installed, and trials of enhanced school speed zones were undertaken in the Sydney Region.



## Safer Vehicles

Workshops on window tinting and bull bars were conducted to increase community consultation assisting in the development of policy and guidelines in these two areas.

Reports from both the New Car Assessment Program and Driver Crash Rating Program were released.

Support was provided to the Child Occupant Protection Study conducted by the Child Accident Prevention Foundation of Australia in association with the Motor Accidents Authority.

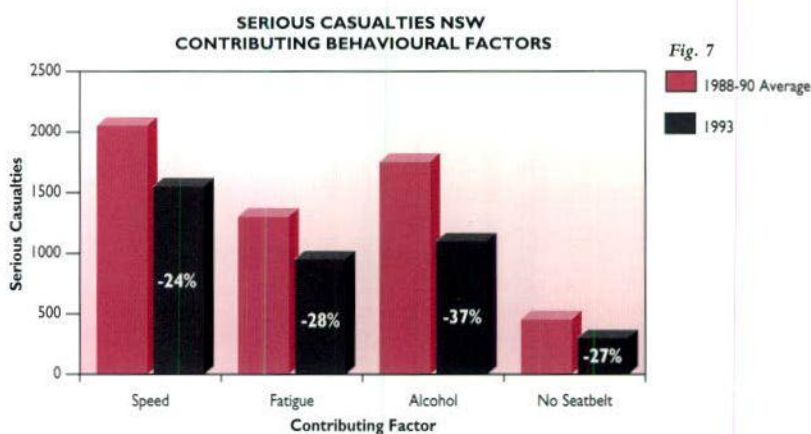
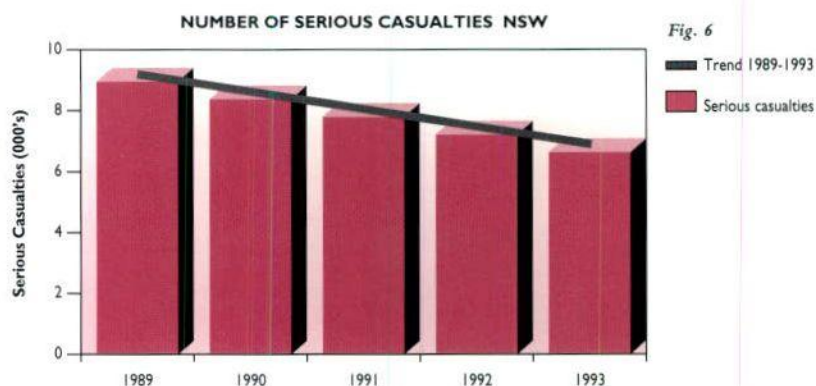
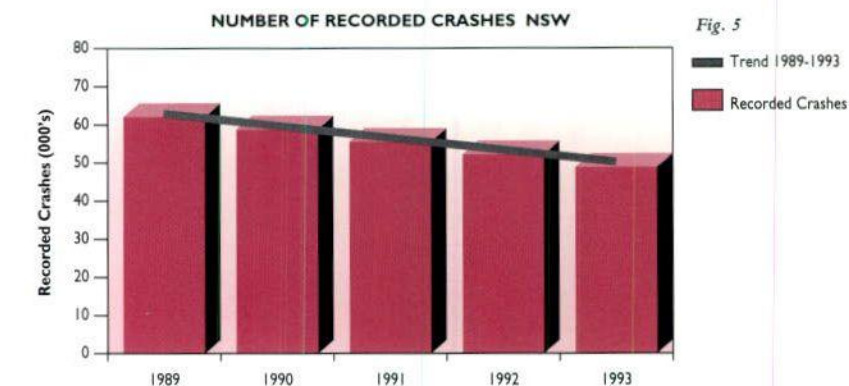
A major study was initiated to investigate the role vehicle defects play in accident causes and severity.

## Working Together

A process of cooperation with other sectors and community organisations has been followed at both Statewide and Regional levels as a key element in generating successful road safety interventions.

Programs and action plans for implementation by all agencies with an interest in safety were produced in the areas of Drink-Driving, Speed Management, Occupant Protection and Fatigue through the work of a series of task forces.

At the strategic level, moves to identify and encourage a focus for road safety in the responsibilities of local councils was the aim of a joint project with the Institute of Municipal Engineering,

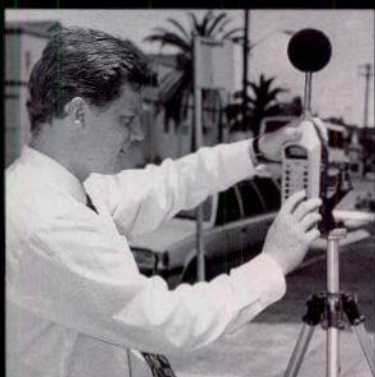


The World Health Organisation acclaimed the Illawarra as the first Safe Community in the Southern

Hemisphere in February 1994, a project which the RTA supported. (See page 78)



# E n v i r o n m e n t Environment



*Phillip Vander Reest, Manager, Traffic Business Systems Unit, checks a very accurate Scandinavian noise logger.*

*Describing noise pollution as one of the biggest environmental concerns, Phillip said the RTA and the agencies were constantly monitoring the situation.*

*The needs and feasibility of establishing a Traffic Noise Management System is currently being investigated.*

## Objective

***Harmonisation of the roads and traffic system with the natural and social environment.***

Care for the environment during planning, construction, maintenance and the use of the road system is paramount.

The RTA is committed to using the best practical environmental technology, planning and management techniques in all its activities.

The RTA has joined the Greener Sydney 2000 program which aims to conserve and establish vegetation in Sydney's land and water transport corridors and broader environment before the Sydney Olympics in the year 2000.

The Greener Sydney 2000 committee is coordinating a range of new vegetation programs to build on existing programs along the main Olympic transport corridors.

The RTA Environment Council continued to provide independent policy and strategic advice to the RTA on environmental matters.

It has advised the RTA on waste management and recycling, air

quality issues, the development of Environmental Management plans, the formation of the NSW Roadside Environment Committee, the disposal of RTA surplus land, and the value in acquiring compensatory lands for habitat protection.

The Council formed sub-committees to advise on RTA research and development proposals and to advise on the implementation of Ecologically Sustainable Development (ESD) in the Authority.

The Council helped review the RTA's *Interim Guidelines for Community Involvement* and selected papers written by the public on RTA activities, three of which were presented at the RTA's World Environment Day functions.



## Moderated Road Noise

Traffic noise assessments on new projects have been carried out and noise barriers were constructed on the F3 at Wahroonga, the Gore Hill Freeway, the M4 and M5, and at Swansea Bends on the Pacific Highway and State Highway 23 in Newcastle.

Other measures to reduce traffic noise impacts have been investigated including insulation of houses against noise.

The Road Traffic Noise Task Force Report, developed in conjunction with other Government departments, agencies and authorities and community groups, will also contribute to the mitigation of road noise.

Night time noise, a particularly problematic area, is being further investigated with emphasis on sleep quality and related noise level objectives.

A strategy was developed in conjunction with the road transport industry to educate drivers of heavy vehicles in the moderated use of truck engine compression brakes, especially through residential areas.

## Cleaner Road Runoff

The RTA constructed sedimentation basins for the capture and settling of sediment washing off roads and road works.

Sydney Region installed a first flush treatment facility which removes pollutants from urban stormwater runoff before entering the Lane Cove River at

North Ryde. The pond, which also features wetland plant species, has provided a habitat for wildlife and as a result the RTA is investigating the feasibility and effectiveness of using created wetlands to filter road runoff.

Sydney Region is working closely with catchment management trusts and has provided representatives at meetings of both the Hawkesbury Nepean and Georges River Catchment Management Trusts.

A regionally based Incident Management Policy is being developed to contain hazardous spills and prevent pollution of natural waterways.

A strategy for the protection of water quality incorporated into road design is being developed.

## Cleaner Air

The RTA's Air Monitoring Plan has been developed to establish a network of air quality monitoring locations to gather information on vehicle emissions at different distances from roadsides.

Monitoring has commenced at sites covering a wide range of traffic and environmental conditions and guidelines for air monitoring studies have been developed. The RTA and the EPA have worked to improve the Australian Design Rules for motor vehicle emissions and to develop the Motor Vehicle Maintenance Program.

The RTA developed a brochure *Helping You Understand Vehicle Emissions* to assist the community in understanding this complex issue.

## Social Environment

The RTA's Environmental Management System is being developed to assist in achieving sound environmental performance.

Environmental managers have been appointed to the Regions and environmental awareness training commenced for all RTA operators.

Environmental assessments were undertaken for all projects. Public submissions and comments on proposals and their environmental impacts are received from the impact assessment process.

The RTA *Interim Community Involvement Guidelines* have been developed to promote greater awareness and understanding of community involvement processes. They help foster constructive and collaborative relationships between the RTA and the community, thereby improving RTA work practices.

Results from research into ways of involving people from non-English speaking backgrounds will be integrated into the Community Involvement Guidelines.

To enhance the sharing of expertise and experience in community involvement across the Authority, a quarterly newsletter is being prepared.

The RTA has also been involved in providing information to the Organisation for Economic Cooperation and Development's Scientific Expert Group E1 - Environmental Impact Assessment of Roads.



## Greener Views

The RTA is working with Greening Australia and other groups in the revegetation of roadsides in all RTA Regions.

In the Hartley to Molong Roadside Corridor Project, 2,800 trees have been planted with a further 16,000 planted during Spring 1994. Landcare groups and individual land holders have been involved in the revegetation. The RTA has provided funding for fencing and the employment of a full-time Revegetation Officer.

Another program is the Cobb Corridor of Green involving the RTA, Greening Australia, Rural Lands Protection Board, Murray Shire and land holders in the revegetation of the Cobb Highway between Deniliquin and Mathoura.

Roadside revegetation using seed from the local area has been carried out on all new road works.

The Roadside Environment Strategic Plan is being developed in consultation with key stakeholders and the wider community to guide the management of the roadside environment.

The NSW Roadside Environment Committee was formed in June 1994 to provide advice on the management of roadsides and will be instrumental in the implementation of the strategic plan.

## Ecological Integrity

The RTA's impacts on the environment are minimised as far as possible through constructed measures, raising the awareness of staff and community consultations.

To improve the integrity of environmental assessment work, guidelines have been developed for Regional environmental managers on the Environmental Impact Assessment process.

Procedures for assessing the implementation of measures required by Environmental Impact Assessment are being developed.

The management of acid sulphate soils has also been addressed. Sulphuric acid released by the disturbance of these soils can cause structural and environmental damage. Policy, guidelines and a code of practice are being developed for the management of this soil type.

Other policies, guidelines and codes of practice are being developed for contaminated sites, fire hazard reduction, underground fuel tanks, herbicide use, sediment and erosion control.

The RTA is investigating means of reducing wildlife mortality on roads. In the Snowy Mountains, the RTA in conjunction with the Local Road Safety Group and the National Parks and Wildlife Services is installing animal reflectors to deter wildlife from crossing roads in front of vehicles.

## Recycling

The RTA contributed to EPA task forces on the recycling of building demolition material and waste wood products.

For further information on recycling see pages 28-29 and 31.





# Customer Service

## Objectives

***Delivery of quality service in all aspects of the Authority's operations.***

***Communication of the RTA's objectives, strategies and targets to all staff, customers and key stakeholders and effective consultation with the community.***

## DRIVES

DRIVES is a revolution in the delivery of registration and licensing services.

It is one of the most significant computer developments ever undertaken by the NSW Government and is operating successfully and achieving the benefits envisaged.

DRIVES provides accurate, timely and accessible information to customers, with due regard to their privacy.

As DRIVES became fully operational in June 1992, it has already paid for itself.

DRIVES won the inaugural Australian Information Industry Association's National Award for Excellence in the business application of Information Technology. It was one of the few non-US initiatives to be nominated for the US Computerworld's Smithsonian Award for IT excellence.



*From Bangladesh to Hobart ... the RTA's concepts inherent in the new Procedures and Policy manuals have attracted international and national attention.*

*Manager of Registration and Licensing Procedures, Ms Dulcie Taylor, attributed the success of the manuals to a cook book style.*

*Pictured with Ms Taylor at the release of the manuals are from left Regional Managers of Motor Traffic Services Peter Cossens, Brian Borland, Kevin Sweet and Warren Perkes.*



## Continuous Improvement

The RTA has focused on customer service to enhance access, quality, skills and systems for consumers.

The Authority is committed to prompt and efficient service delivered by professionally trained staff.

Priorities include the provision of improved registration and licensing services to customers and the minimisation of fraud through the full implementation of DRIVES.

Prompt response to customer complaints with appropriate action and adequate systems to provide better information to customers with due regard to privacy have been developed.

The RTA's *Commitment to Service* was updated and republished and will now be published annually.

Standards offered in the brochure include:

- ▼ Within five working days of being notified the RTA will attend to any pothole, damaged signposting or road markings.
- ▼ Within one working day of being notified the RTA will inspect faulty or damaged traffic signals.
- ▼ Local residents will be advised of all planned major road maintenance at least 72 hours prior to the work being undertaken.
- ▼ Road maintenance will be planned to minimise:
  - long delays or detours which will inconvenience motorists
  - interference with traffic at peak

periods, night, weekends, holiday periods or during special events

- interference with public transport services.

▼ On average, motor registry customers will wait for less than five minutes before being served and the transaction will be completed in 12 minutes.

▼ In 95% of cases customers will only have to queue once, or not at all.

▼ Customers will receive a letter to indicate they have accumulated between eight and 11 demerit points on their drivers licence.

The Customer Improvement Strategy is a long term plan to bring about cultural change in the RTA by concentrating on service. It was developed to integrate the principles of service and quality management as fundamental values of good management practice in all areas of the RTA and is in line with the Australian Quality Awards Foundation ideals.

A Customer Feedback Register was established to record, track and monitor complaints, compliments and suggestions.

There were 2,452 complaints, 381 compliments and 448 suggestions.

Of the feedback received, 32% related to road safety, 18% to vehicle registration and 13% to driver licensing.

Monitoring customer opinions helps us to improve service.

## Service Improvements

▼ The Q Matic system was installed as a trial in 1992 and now operates in 17 motor registries, helping to provide a speedier service. The system records queueing times, transaction times and other information which enables the RTA to better match staffing needs with the volume of customers.

▼ Forty-three motor registries now open on Saturday mornings from 8.30 am to 12.00 noon. Twenty-three of these registries are located in the Sydney metropolitan area and the other 20 are in major country towns.

▼ Sixty-one motor registries offer some form of extended trading from Monday to Friday. Service can be available between 8.00 am to 5.00 pm.

▼ Customer Service Centres in Sydney, Wollongong and Newcastle provide a prompt and effective telephone response to enquires on motor registry services. These centres operate extended trading hours Monday to Friday and are open on Saturdays. Nearly 1.4 million calls were answered during the year. Calls to Regions were:

• Sydney	1,121,494
• Newcastle	178,742
• Wollongong	80,134

## New Manuals for Staff

New policies and procedures manuals for Customer Service staff were produced in October 1993. They set out all RTA policies and procedures that relate to vehicle



registration and licensing, so staff can understand the legislation and regulations behind the policy, as well as process transactions more efficiently.

## **Customer Satisfaction Survey**

The RTA regularly conducts customer satisfaction and time keeping studies to establish service times and client perceptions.

A survey conducted with customers in 50 motor registries in May 1994 showed that while service expectations by customers continue to increase, they perceive motor registry service to be improving.

Customer expectations were met or exceeded in 91% of cases and overall views of service were positive with only 3% of customers expressing dissatisfaction.

Fifty-one per cent of respondents felt the visit was better than their last and only 4% felt it was worse. Eighty-eight per cent rated motor registry service as very good or good, compared to 67% in 1991.

The number of customers not waiting or waiting in only one queue has increased from 79% in 1991 to 95% in 1994. The average time customers spend waiting and being served in a motor registry has been reduced by 22% since 1991.

The average waiting time is now five minutes. This has decreased by 40% since the first research was conducted in June 1991.

Eighty-four per cent of customers are satisfied with how long they

have to wait for service and 93% are satisfied with the time they spend at the counter being served.

## **Registry Review**

A major review of motor registry service identified options to improve customer service.

Suggested improvements include:

### **Telephone Transactions**

- ▼ A telephone service for change of address, registration renewal, transfer of registration and notice of disposal.

### **Licence Issue**

- ▼ Issuing licences over the counter.

### **Vehicle Inspection**

- ▼ Extended registration periods for new light vehicles, a more efficient inspection scheme for heavy vehicles and plant and eliminating the need to sight pink slips for new vehicles.

### **Motor Dealer Transactions**

- ▼ More transactions completed by motor vehicle dealers.

## **Community Responsiveness**

The Sydney Region has developed and undertaken a community program which emphasises community involvement in planning developments.

The program is supported by training workshops which review current projects as case studies.

Forums are held where project managers examine potential community issues and systems for the community to respond to issues raised in the local press.

This has resulted in affected communities now being kept well informed about related activities through newsletters.

Community representatives are involved in management workshops and have the opportunity to participate in community meetings during all phases of major projects.

To reach communities with substantial groups of non-English speaking people, community newsletters often contain segments in the major language groups.

Messages on road safety, road rules, newly installed traffic devices and the work done by the RTA to support the environment are provided to the community by local promotions and education programs.

Major achievements include the 1994 Kids and Traffic Safety Festival, Rescue Expo, the Parents, Babies and Children's Show, Safe Seniors Expo and the Auburn Expo. More than 40,000 people participated in these promotions.

## **Hotlines**

A litterline and a traffic suggestions hotline were launched in Sydney. Both proved successful, with 800 calls reporting rubbish on roadways and 2,130 calls for the traffic suggestions hotline.



## **Ombudsman**

The Ombudsman referred 27 complaints to the RTA during the year. These related to cancellation of licences, overcharging on the Sydney Harbour Toll, incorrect transfer of vehicle registration, dishonoured cheque procedures, procedures for contacting customers by mail, alleged racial discrimination in testing for a driver's licence, failure to record court convictions, misuse of driver's licence, traffic infringement notices, a motor vehicle accident during road works, sale of RTA land, vibration damage on roads and appeals under the Freedom of Information Act.

All but three were answered by 30 June 1994 and these were finalised in July 1994. No adverse findings were recorded, although action was taken following investigation in five cases:

▼ A customer's vehicle registration was transferred but the person had placed an embargo on the transfer. The customer was reimbursed for the financial loss of the vehicle. The procedures for embargoes on vehicle transfers are under review.

▼ RTA land was for sale and adjoining land owners were not advised that they could apply to purchase a right of way to the rear of their property. The RTA was not legally required to advise the property holder, but the Property Services Manual has been amended to ensure that such property holders will be advised in future.

▼ The RTA had incorrectly refused to accept an undertaking by the previous Department of Motor Transport to adjust a customer's driving record. This was because procedures for the adjustment were not documented. The record was adjusted and action taken to ensure full documentation of the procedures.

▼ A person was able to renew a driver's licence despite being disqualified from driving by a Court. This occurred because the RTA is not advised of the result of court cases involving driving offences. As a result, RTA staff attend all District Courts to ensure details of traffic matters and related convictions are recorded on DRIVES.

▼ A customer received mail at his home address despite requesting that all mail be forwarded to a post office box number. Action was taken to ensure that all future registration and licensing mail is forwarded to the registered mailing address.

## **Ministerial Correspondence**

More than 98% of the 5,529 letters received by the Minister for Roads were answered within the target of four weeks.



# Economic Development

## Objective

**Manage the roads and traffic system to promote economic development.**

Economic development is assisted by Government funding and support of major infrastructure.

The RTA contributes to economic development through its well planned road development strategy.

It has a publicised program of major road construction which is providing vital new transport links serving areas of major economic activity.

The RTA aims to reduce transport costs for industry, commerce, tourism and the community. This is achieved by changing access rights to the network, by improving traffic flow and road surface conditions to reduce vehicle operating costs, and by constructing new and wider roads to allow greater accessibility between commercial activities.

Strategic transport corridors already substantially developed include:

- ▼ Hume Highway - Sydney to Canberra/Melbourne
- ▼ F3 Freeway - Sydney to Newcastle
- ▼ M4 Motorway - Lapstone to Strathfield
- ▼ Route 23 serving western Newcastle.

During the financial year the RTA completed 55 major development and restoration works costing over \$1 million each, with a total value of \$366 million.

There were 36 works completed at or under budgeted cost at a saving of \$26.3 million and 19 works were completed over budget for an additional cost of \$7.1 million. This resulted in a net cost saving of \$16.2 million or 4.4%.

There were 36 works completed at or under scheduled time, while 19 works were completed over the scheduled time.



*Heggies Transport Pty Ltd driver, Lionel Rouland, steers a steady course along the completed F3 near Wyong.*

*The 160 km freeway connecting Sydney and Newcastle was begun in 1963 and passes through some of the most rugged terrain to be found on the Australian coast.*

*The route avoids heavily populated areas east of Lake Macquarie and allows many vehicles to avoid conflict with local urban traffic.*



Travel Time

The average travel time on major roads in Sydney did not change significantly from the previous year with the AM peak at 39 km/h and the PM peak at 43 km/h.

Speeds on seven major routes to and from the Sydney CBD have continued to improve with an average speed during the AM peak of 31 km/h and 36 km/h for the PM peak.

Victoria Road showed a worsening of speed over 1992 due in part to heavy congestion at Pyrmont caused by the bottleneck at Glebe Island Bridge.

Travel times are expected to improve markedly when the new Glebe Island Arterial is completed in 1996.

Some changes on other routes may be due to the increase in travel as the State comes out of recession.

The pie charts show the percentage of an average trip in Sydney at which drivers can expect to travel at a given speed.

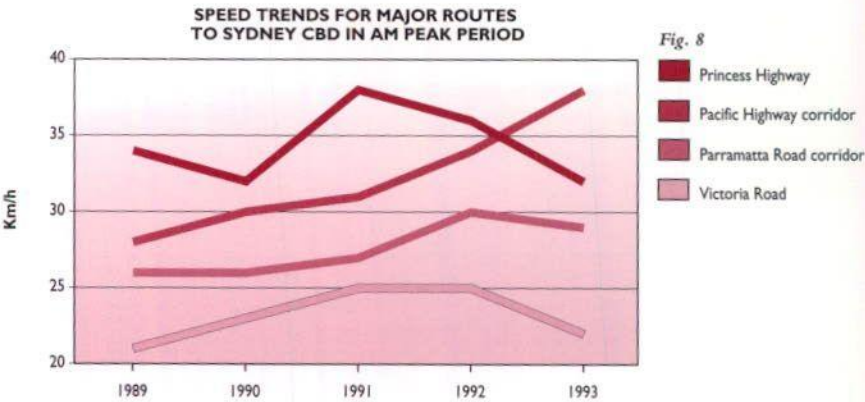


Fig. 8

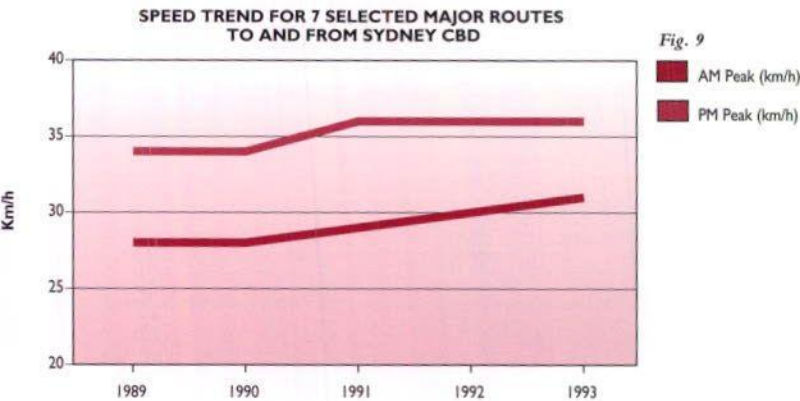


Fig. 9

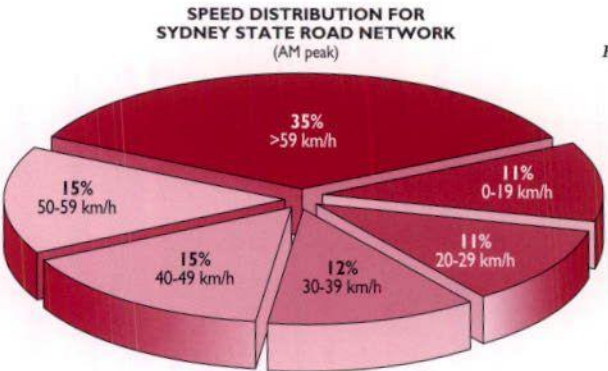


Fig. 10

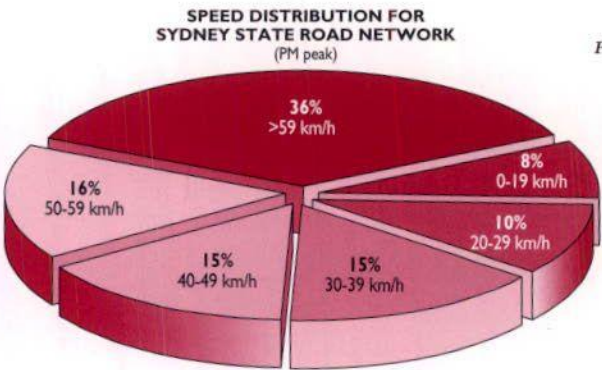


Fig. 11



## Bus Priority

Bus priority issues have been pursued strongly throughout the year.

The RTA worked closely with the Department of Transport (DoT) and Sydney City Council to further the Government's Integrated Transport Strategy (ITS). Council has identified its major ITS priorities for central Sydney as pedestrian safety, pedestrian amenity and bus priority.

Key stakeholders were briefed by the RTA on plans to reprogram about 125 traffic signals in Sydney to recognise those ITS priorities.

RTA supported a bus priority plan developed for central Sydney by DoT.

Bus priority initiatives have been taken on major transport corridors:

- ▼ Work on an improved Bus Interchange on Military Road at Watson Street, Neutral Bay, is underway to improve facilities for bus passengers and to increase bus and high occupancy vehicle capacity at Neutral Bay.
- ▼ A bottleneck for buses on Military Road at the Wycombe Roads intersection at Neutral Bay is also being overcome by provision of a peak hour bus lane.
- ▼ A bus lane has been provided on Broadway from City Road to Quay Street from 6.00-10.00 am and 3.00-7.00 pm, completing the existing morning eastbound bus lane between Ross Street and Glebe Point Road.

- ▼ An outbound bus lane has also been provided on Broadway from Little Regent Street to City Road.
- ▼ Kerbside lanes were designated as 'left lane must turn left buses excepted' with the intention of providing a queue jump facility for buses on Epping Road at the intersection of Herring, Delhi, Balacava and Wicks Road at North Ryde.
- ▼ Epping Road transit lane was converted from T3 to T2 and extended westward to Johnston Crescent.
- ▼ Opportunities for bus bays on Spit Road have been identified and are being pursued with Mosman Council.
- ▼ The number of exclusive bus signals was extended during the year including installations at Parramatta Road at Glebe Point Road, Oxford Street at Darlinghurst Road, Enmore Road at King Street and Gardeners Road at Botany Road.

## Bicycle Routes

A study undertaken for the RTA by Bicycle NSW and consultants recommended a Sydney Regional Bike Network which is estimated to cost about \$150 million to implement. Sydney Region is currently reviewing the proposal with the aim of adopting the network as a 'vision' or framework and for distribution to local government.

The RTA, in maintaining and developing the State Road Network, will ensure that where it

comprises part of the proposed Bike Network, the new works will achieve bike-safe conditions. Local councils will also be encouraged to include the Bike Network in their projects.

RTA activities which contribute to the development of bike-safe routes include lane width remarking and shoulder sealing during road maintenance, bike-safe lane widths on new construction, sub-regional bike route initiatives by the RTA and local bike route initiatives by local council with RTA assistance.

Sydney Region is budgeting \$1.5 million in 1994-95 for bicycle route development in addition to the road maintenance and road development projects which incorporate bike-safety improvements such as bike ramps to and from the Glebe Island Bridge.

## Route Numbering

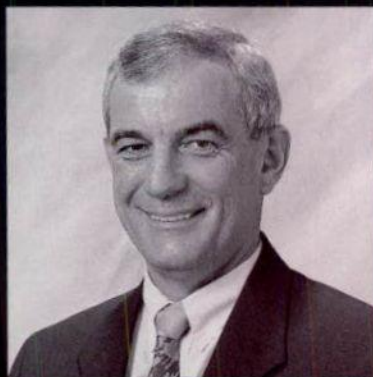
A new route marking system was introduced to make travel easier through, into and out of Sydney.

The Metroad System includes six major routes (Metroads) which create a simple network across Sydney.

Motorists can follow distinctive hexagonal, blue and white signs, numbered 1 to 7, with the exception of 6, which is reserved for future use.

The system enables motorists to change Metroads at various junctions to access every part of Sydney as easily as possible.





*Michael McMullen, General Manager Registration and Licensing Business Systems, is responsible for providing motor registries with the systems used to serve 50,000 customers each day.*

# Driver Performance and Regulation

## Driver Performance & Regulation

### Objectives

***Safe and efficient driver performance in NSW, with a high level of compliance with legislation.***

#### Reduction of Unlicensed Driving

During 1992-93, the proportion of unlicensed drivers was estimated to be 5%. Further information was collected in early 1994. The proportion is expected to fall below 4%.

#### Heavy Vehicle Multiple Licences

The current aim is to reduce the proportion of NSW licence holders who hold heavy vehicle licences from other States to less than 0.1% during 1994. A national scan in April 1994 revealed that 4,357 of all NSW licence holders (0.11%) held multiple licences. Action is being taken to rectify this problem by contacting those identified licencees.

#### Driver Testing Consistency

We aim for no greater than a 15% variation in the pass rate between driver testing officers at a testing centre.

Information from all class 1A driving tests during 1993-94 was analysed. Of the 209,271 tests conducted at 110 locations by 442 testing officers, 93% of testing officers met the 15% consistency target. This is a higher than expected level of consistency, given the introduction of a completely new system of testing.

## **New Tests**

New computerised knowledge tests were developed for road train and B-Double drivers and for special mobility vehicle licence applicants. Special mobility vehicles are normally used by drivers with disability.

The new driving test for car licence applicants, known as the Driving Ability Road Test (DART), which was introduced in 1993, has been well received by the public, the driving instruction industry and testing staff.

## **Identification of Drivers and Riders**

The RTA is contributing to the development of the National Driver Licence Checking System. This will provide an electronic system for checking the authenticity of driver licences between States and Territories to detect fraudulent or invalid licences which may be used to obtain legitimate licences in other States.

## **Older Drivers**

A review of the driving and testing procedures for older drivers resulted in strategies to keep them within the licensing system and driving safely, including publication of the *Older Drivers Handbook*.

## **Motorcycle Rider Licensing**

Novice motorcycle riders are now restricted by the power to weight ratio of the motorcycle as well as the engine capacity and are not permitted to carry pillion passengers while holding a learner's licence.

## **Training for Drivers and Riders**

Competency standards were developed for heavy vehicle driving instructors and are expected to result in more professional heavy vehicle driving instruction and more competent and safer heavy vehicle drivers.

The motorcycle rider training scheme was extended with the opening of two new centres, in Sydney's northern suburbs and in the Cronulla/Sutherland region. The compulsory training scheme now covers 75% of the State's population.

## **Commercial Driving Instructors**

A Challenge Test was developed for the NSW Commercial Driving Instructor's Course and introduced in September 1993. The test recognises prior learning for experienced driving instructors with no formal qualifications and is intended to improve the professionalism of the industry.

## **Log Books and Driving Hours**

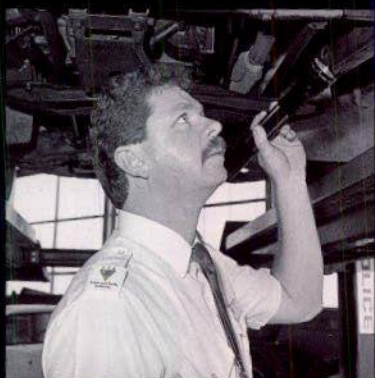
DRIVES can provide Police and RTA enforcement officers with 24 hour access to details of current log books issued to licence holders. Quick access to this information is important to establish if a driver is using the correct log book and conforming to log book and working hours regulations.

## **National Uniformity**

The RTA contributes to national uniformity of driver licensing by overseeing a national scan to reduce the incidence of multiple heavy vehicle licence holding. All heavy vehicle licences in NSW have been converted to National Heavy Vehicle Drivers Licences. We are investigating the feasibility of developing national standards of accreditation for driver testing officers and helping develop a model for novice/basic driver licensing training. The RTA is also involved in the National Driver Licence Checking system, mentioned above, National Licence Classes and business rules for a National Licensing System.



# Vehicle Registration & Regulation



*The Authorised Unregistered Vehicle Inspection Stations (AUVIS) commenced operation in Penrith area during July 1994.*

*Inspectors, Vehicle Regulation (IVR) will oversee the major change in motor vehicle inspection which are to be introduced shortly into the private sector across the State.*

*Jeff Brown, an Inspector, Vehicle Regulation of Penrith Motor Registry, was part of the Task Force developing the inspection and was happy to be included for the work experience*

## Objectives

**Compliance with legislation, regulations and standards governing access to the road system and the operation of vehicles.**

## Unregistered Vehicles

A 1992 survey established that approximately 2% of vehicles operating in NSW were unregistered. About half of these vehicles had recently expired registrations which would be renewed. Surveys every six months monitor the effect of changes to the registration system, such as charges or insurance, on the registration status of NSW vehicles.

The survey established that approximately half of both drive units and trailers are fully compliant with mechanical fitness requirements. Of the other vehicles surveyed only 0.5% were dangerously defective.

A second vehicle roadworthiness survey will be completed in 1995.

## Vehicle Roadworthiness

A survey of the level of roadworthiness of heavy vehicles and public passenger vehicles operating in NSW was released in 1993. This survey was a national, and potentially world first, attempt to gain an objective assessment of the level of roadworthiness of a State's motor vehicle fleet.

## Safety Check

New requirements were introduced on 1 June 1994 for the annual inspection of cars and other light vehicles. Called Safety Check, it focuses on a vehicle's key safety features including tyres, steering and brakes.

## Written-Off Vehicle Register

The Written-Off Vehicle Register came into operation in April 1994. This is an initiative developed in conjunction with insurers to detect stolen or 'reborn' vehicles before registration is granted.

## Safe-T-Cam

The Safe-T-Cam implementation is continuing with the central site hardware delivered and the first of 20 remote sites installed at Wyong. Safe-T-Cam incorporates technology which can automatically recognise vehicles travelling at highway speed by their size, then locate and read their number plates.

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

## Traders Plate Scheme

A Traders Plate is a special purpose registration which allows unregistered vehicles to be driven on public roads by manufacturers, dealers and repairers of motor

vehicles. The Motor Traders Association and the RTA identified areas within the scheme which required clarification. These included record keeping by holders, identification of the currency of plates and legal use of plates.

## Registration Statistics

Demand for vehicle registration statistics has led to the release of quarterly and yearly reports, the first of which was released in June 1994. It contains information such as the size of the vehicle fleet by local government area, vehicles by year of manufacture, age and sex of registered owners and types of fuel used by NSW vehicles.

## Reviews of Vehicle Regulation

A Vehicle Regulation Operations Review, of 18 operational issues was completed in September 1993. Work is underway to implement 60 key recommendations, including:

- ▼ Developing a Policies and Procedures Manual to standardise procedures for vehicle inspectors throughout the State.
- ▼ Developing amendments to regulations, to enable more effective promotion and enforcement of proper road use by heavy vehicles.
- ▼ Improving responsible road use by the re-development of procedures supporting the issue and clearance of Vehicle Defect Notices.

- ▼ Improving the use of Vehicle Inspection Trailers to influence the standard of roadworthiness of the State's heavy vehicle fleet.
- ▼ Improving the use of data from weigh-in-motion devices, together with new portable scales for use throughout NSW, which will help ensure that heavy vehicles are loaded within legal limits.

A further review of vehicle regulation developed long term strategies to manage the State's vehicles and drivers. This process included extensive consultation with industry and community groups and considered factors such as the move to nationally uniform road transport legislation and regulation and alternative compliance schemes and the need to ensure that micro economic reform is not impeded by unnecessary regulations in the road transport industry.



## National Uniformity

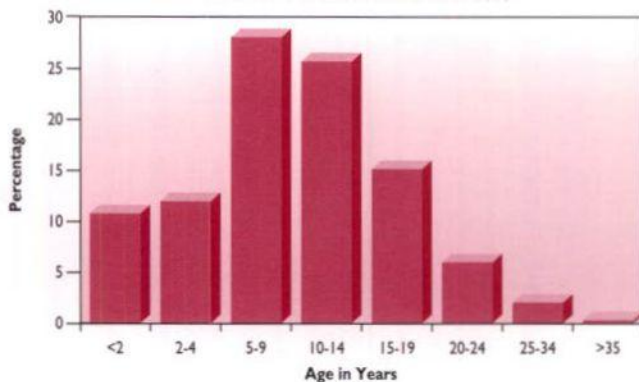
In line with the Heads of Government Agreements relating to road transport, the RTA continued to support the initiatives of the National Road Transport Commission (NRTC). These include development of the National Road Transport Law which is divided into six modules - Charges, Vehicle Operations, Vehicle Registration, Driver Licensing, Dangerous Goods and Compliance and Enforcement. A number of these modules are expected to be completed during 1994-95.

In co-operation with AUSTRROADS and the NRTC, authorities in all States and Territories are developing a more automated, integrated and controlled system for the exchange of information. The system is to be carried out in stages under an AUSTRROADS project 'National Exchange of Vehicle and Driver Information System (NEVDIS)'. The RTA will manage the project on behalf of AUSTRROADS.

The objectives of NEVDIS are to facilitate national uniformity and provide consolidated information to support such initiatives as fraud prevention, customer service, problem vehicles and Police and enforcement services.

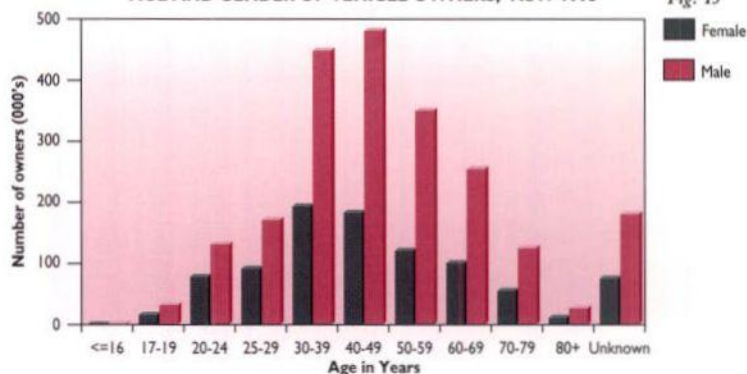
AGE OF VEHICLE FLEET NSW 1993

Fig. 12



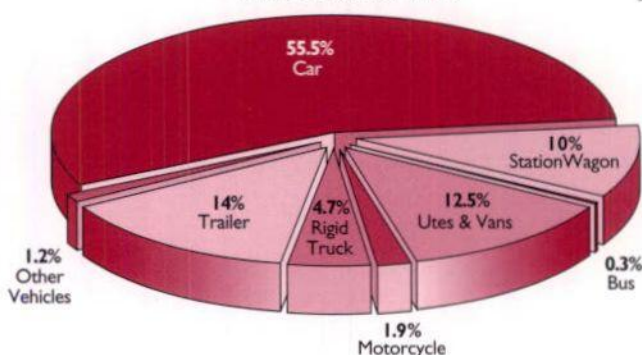
AGE AND GENDER OF VEHICLE OWNERS, NSW 1993

Fig. 13



VEHICLE FLEET BY TYPE

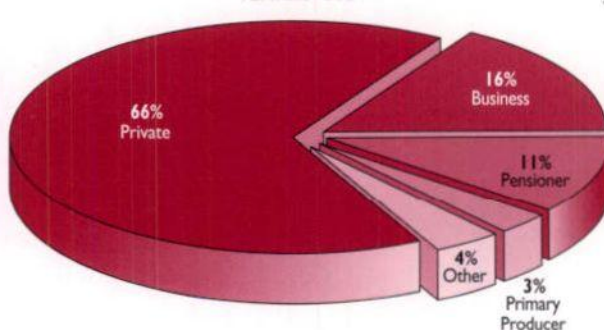
Fig. 14



TOTAL VEHICLES: 3,750,000

VEHICLE USE

Fig. 15



TOTAL VEHICLES: 3,750,000

# Asset Condition

## Objective

### *Minimise the life cycle costs of maintaining the asset.*

The maintenance of roads, bridges and other traffic facilities such as traffic lights, signs, lines and road markings, safety barriers and fences is important to provide safe and trafficable travel for the community. It is also important to preserve an asset valued at \$25 billion for use by future generations.

The RTA aims to maintain National and State Roads in an acceptable condition at minimum long term cost to the community.

The State Government's Total Asset Management approach for maintenance has been embraced to ensure the maximum level of service from the road asset at lowest cost.

The RTA's Maintenance Plan is part of this approach and this identified a need for extra maintenance funding to achieve acceptable conditions.

In 1992-93 and 1993-94 the RTA invested \$613 million and \$648 million respectively on maintenance. This was over 30% more than spent in previous years.

This investment, together with improved efficiencies and good weather, has significantly improved the overall condition of the National and State road network in NSW.



*Sydney Region Bridge Maintenance section members, Nelson Menezes and Carmelo Mauceri (below) at work on Flat Rock Bridge south of Sydney after the January bushfires.*

*Two RTA bridges were destroyed, three badly damaged and more than \$2 million in roadside safety fences were destroyed during the disaster.*



## A Smoother Ride

A smoother road surface improves comfort and reduces transport costs and driver and passenger fatigue. In 1994, for the fourth consecutive year, the primary performance indicators of Ride Quality and Cracking have both improved on National and State Roads (see Figures 2,17,18 and 16). This trend is particularly evident in the rural areas, although ride quality in Sydney is slightly rougher than last year.

Maintenance work completed during 1993-94 on rural National and State Roads has increased the net amount of uncracked roads by 1,400 km to a level of 71% uncracked. A continuing priority is to keep these roads uncracked and to seal and repair more of the remaining 4,200 km rated 'fair' or 'poor'. This will improve durability under traffic and especially during wet weather.

The RTA's 1993-94 Statutory Accounts confirm this overall improvement in network condition with a positive movement in the Provision for Asset Restoration. This is a financial measurement of the change in asset condition, which indicated an improvement of some \$320 million. This is a tangible indicator of the Authority's positive approach to the management of its road asset.

## Reduced Whole-of-life Costs

The long term costs of providing the road network continue to be

reduced through contract maintenance and improved management systems.

Four years of contract maintenance in parts of Sydney indicate savings to be well over 20%. A long term performance maintenance contract is being investigated for another part of Sydney. In Southern NSW, reduced costs have been achieved by contracting large maintenance projects. The RTA is possibly at the leading edge of contract maintenance in the world.

RTA maintenance staff are more efficient through the use of improved management systems and methods. Quality assurance has been introduced to improve work practices and, in conjunction with private industry we have trialled a number of technological improvements to maintenance methods. These include hot and cold asphalt recycling, deep lift pavement recycling, several new surfacing techniques such as reinforced bitumen surfaces and foam bitumen sealing, stress laminated bridge decks and use of waste products such as slag and flyash. These improvements all save money in the long term.

There are 28 bridges that would cost less in the long term if they

were replaced now. Last year we identified eight extra bridges. In the next five years, 10 of the 28 are planned for replacement.

## Reduced Freight and Non-freight Transport Costs

The RTA recognises that more heavily trafficked country roads should be maintained to a high level of service to meet community expectations and to save road transport costs.

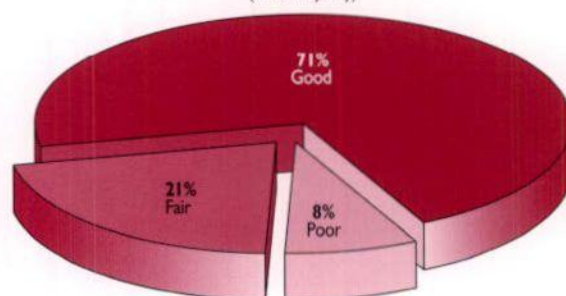
A priority system for maintaining roads is based on traffic volume, heavy vehicle content, speed and the strategic importance of the road. This system, together with current condition, forms the basis for our maintenance funding and operations.

Road transport costs are closely related to the smoothness of the road. The performance indicator of Ride Quality (Figure 2) is weighted by travel to reflect this fact. The improved ride quality noted above has saved the community many millions of dollars through reduced transport costs.

There are 40 bridges on classified roads that have load limits, are side

CRACKING ON SEALED  
NATIONAL AND STATE ROADS  
(Outside Sydney)

Fig. 16



tracked, detoured or have temporary strengthening. Eleven are located on State Roads and these restrict the free flow of road freight vehicles. Of the 37 reported last year, five have been repaired, replaced or reassessed, however, another eight have been added to the list.

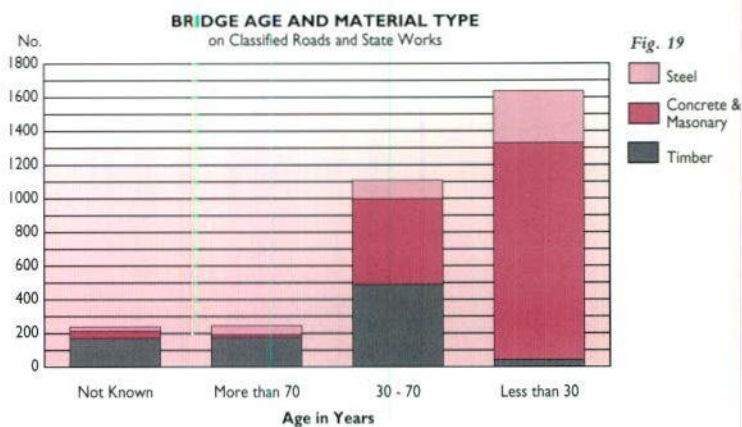
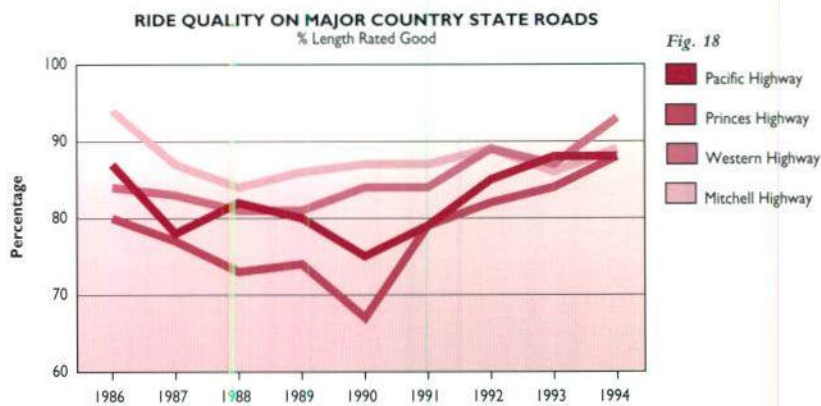
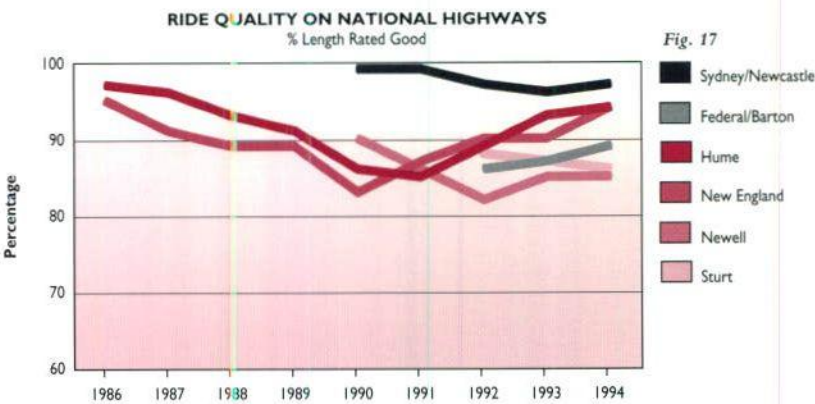
### Contribution to Safety and the Environment

Improved road surface conditions contribute to road safety. In addition, maintenance of warning signs, advisory signs, traffic signals, line marking, road furniture and safety barriers help drivers respond safely to various road conditions.

To benefit the environment, particular emphasis has been given to recycling to reduce waste, conserve resources and save money. For example, large special purpose machines are being used which recycle old roads and relay them in one operation (to a depth of 350 mm). Others recycle just the road surface to give a new surface. About 80 km of pavement was recycled in this way during the year. We also incorporate industrial waste products into the materials we use. For example, cement is conserved by replacing it with processed flyash from power stations or slag from steel making.

### Country Access

Recent community attitude surveys identified maintenance of major country roads as needing improvement relative to other areas.



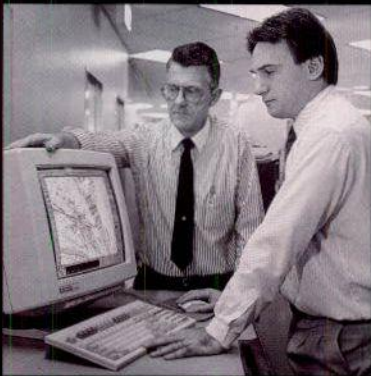
The RTA has responded by investing in the 5,200 km of major country roads. Now 89% of their length is in at least a 'good' condition, up from 87% last year.



# Research and Development

## Objectives

*Link technology management with RTA business planning and management and ensure that the RTA takes into account the world's best practice in the use and development of technologies.*



*Guy McDonald, Manager of Property Systems Section, and Charles Vale (with glasses????), Project Manager Property Information Management Systems (Graphics), are working on a mammoth project to convert the RTA's 2,000 hard copy property plans, some of which are 60 years old, to a computer-based system.*

*Maps are vital to managing the NSW road asset and having the data computerised will make the maps immediately accessible to those who need the information, wherever they are in NSW.*

Involvement continues in national and international co-operative research ventures through the AUSTROADS Technology and Environment Program, the Australian Asphalt Pavement Association's and Australian Road Research Board's National Strategic Research Program, the United States Strategic Highway Research Program, the OECD Transport Research Program and by involvement with PIARC (Permanent International Association of Road Congress).

PIARC's (INTERCHANGE), a Global Road Transport Knowledge Exchange Network commenced operations in August 1994 and as a result the ability to gain knowledge on overseas technology should be considerably improved.

The 159 active projects funded by an expenditure of \$12.924 million covered a broad range of research and development.

## Road Pavements and Materials

A field trial was conducted on roads in the Southern Region using Ground Penetrating Radar to investigate its effectiveness and potential use for testing road pavements.

The tests found the radar is good for identifying deteriorated areas within pavements and would be an excellent tool to aid site investigation for pavement rehabilitation.

High strength polymer 'geosynthetics' used in soil reinforcement applications for road construction is an emerging technology which the RTA has implemented.

These reinforced soil walls have been used to form abutments for the new bridge over the Tweed River as part of the upgrading of the Pacific Highway.

## Recycling

A trial is being held near Cooma to determine the life of recycled pavements using existing pavements with the addition of lime, cement, flyash or slag.

An evaluation of demolition wastes for use in roads was undertaken in cooperation with the EPA to investigate the properties of recycled road base material made from crushed demolition materials.

Successful field trials have been undertaken in Newcastle to test the use of steel slag aggregate in roadbase materials for road

construction and maintenance and asphalt for road surfacings.

## Asset Management

Projects underway in regard to Asset Management include the development of a Traffic Facilities Management System, Pavement Management System, Long Term Needs for Asset Management, Asset Analysis and Introduction of Maintenance by Contract.

Work continued on Electronic Data Location Systems, which involves the development and implementation of hand held electronic devices for the collection and maintenance of field data for input to the RTA corporate database and local asset management systems.

## Bridges

The construction of concrete overlays on several timber deck bridges has been successfully completed and tested.

A joint venture of the RTA, the Forestry Commission of NSW and Pine Australia has developed the stress-laminated timber decking concept to use local hardwood and softwood timbers to provide a solution to the problem of maintaining timber bridges.

## Environment

A project involving application of eucalypt seeds directly to the ground surface is being undertaken in conjunction with the Faculty of Horticulture at the University of

Western Sydney and the Rural Industries Research and Development Corporation to develop treatments to enhance the germination percentage and subsequent establishment of eucalypts.

Research is in progress in partnership with the CSIRO into the use of native kangaroo grass in preference to 'exotic' grass species which are a potential weed source.

## Traffic

Evaluation of the adhesives used to fix raised pavement markers indicated that improved occupational health and safety standards and improved adhesion of the markers could be achieved by using a bitumen based adhesive in preference to the traditional epoxy base.

A comparative study was undertaken to determine the life expectancy and effective retro-reflectivity of various types of raised pavement markers.

A rotating prism sign has been developed to ease excessive traffic volumes on roundabouts during peak hours. A three prism, two position rotating sign provides two messages 'roundabout operating' or 'signals operating', changing the roundabout to a signalised intersection until traffic volume has stabilised.



## Road Safety

The New Car Assessment Program continued by testing small family sedan cars (some fitted with air bags) and released its report in April 1994.

A project to ascertain the Success Factors in Road Safety in NSW has commenced to determine the extent to which safety programs (road improvements, enforcement, education and legislation) have contributed to the reduction of the road toll.

The RTA has been examining the current practice for the design of safety barriers. As a result, the RTA, in conjunction with manufacturers, has modified the current general purpose W-beam guardfence specification by using stronger rail members and slightly weaker and different shaped section posts.

## Registration and Licensing

A second series of roadside surveys on unlicensed drivers was carried out during March 1994 in the same geographical area as the 1991 survey to determine if there has been a change in the level of unauthorised driving.

The data collected from the survey is being analysed and the outcome will be used to estimate the extent, nature and cost of unauthorised driving in NSW.

The CSIRO has participated in a project to investigate and analyse queuing processes in motor registries and to develop queuing models for use by registry managers to improve customer waiting and service times.

# Financials

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## Statement in Respect of Independent Audit Report

Further to our opinion dated 20 October 1994 in respect of the RTA's 1993/94 Statutory Accounts, it is our view, that the qualification issued by the Auditor-General in respect of the accounting treatment for the Sydney Harbour Tunnel (SHT) is inappropriate for the following reasons:-

1. The accounting treatment adopted by the RTA to disclose its interest in the SHT was developed in close consultation with the NSW Treasury and is in accordance with Generally Accepted Accounting Principles (GAAP). This compliance with GAAP is confirmed in an independent opinion provided by a major Chartered Accounting firm and is supported by the NSW Treasury.
2. The resultant difference between the RTA's accounting method and that proposed by the Auditor-General is not considered material in the disclosure of the RTA's Non-Current Assets. This viewpoint in respect of materiality is also supported by an opinion from a major Chartered Accounting firm.

Whilst the Auditor-General conceded that the Authority has developed its accounting policy in accordance with Treasury advice, he states that he does not agree that the Authority's stated valuation, based on a "Right to Receive" the asset, adequately represents the Authority's interest in the Tunnel. He contends that the Authority has more than a "Right to Receive" the Tunnel, based on his view that the Authority now carries the risks and benefits of the Tunnel. The Authority totally refutes such a suggestion.

The Auditor-General's statement is inconsistent because on the one hand he states that "...the Sydney Harbour Tunnel is an asset of the Authority; the Authority thus has more than a "Right to Receive" it...". However on the other hand, he states that "...The "Right to Receive" is presently valued at \$434.4 million but should be restated to the total cost of the Tunnel \$667.3 million. This would have the effect of an increase to Accumulated Funds and Non-Current Assets, Authority Infrastructure, of \$232.9 million". The resultant difference in this basis of measurement is not considered material to the RTA's Statement of Financial Position with Non-Current Assets currently in excess of \$42 billion. Further, the RTA's method of valuation is considered to be a more conservative approach which minimises the risk of over-valuing the Authority's Assets.

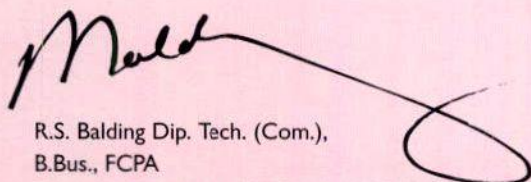
The Auditor-General contends that \$25 million of Tunnel toll revenue and some expenses associated with the Tunnel are not brought to account in the Authority's Operating Statement. It needs to be made clear that the RTA does not control the operations of the Sydney Harbour Tunnel Company Limited and the revenue derived from Tunnel tolls is the property of the Sydney Harbour Tunnel Company Limited - not the RTA.

Included as a basis for the Auditor-General's qualification are comments in respect of the Ensured Revenue Stream Agreement (ERS). The Auditor-General states that the liability in respect of this agreement has not previously been brought to account. Such a statement is incorrect in that the Authority has always disclosed the ERS obligation as a contingent liability by way of Note to the Accounts as there is not expected to be any shortfall in toll revenue received from harbour crossings. In his recently released Report "Private Participation in the Provision of Public Infrastructure", the Auditor-General also predicts that a surplus of total harbour crossing revenue of between \$284 million to \$375 million is expected at the completion of the Sydney Harbour Tunnel Agreement.

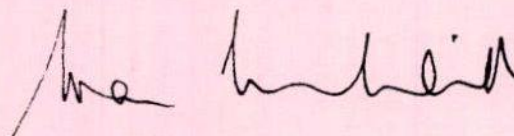
In addition, it is appropriate to note that whilst the Auditor-General qualified the 1992/93 accounts on the basis of an alleged ERS liability expressed in NPV terms of some \$650 million, he now concurs in the valuation of this liability as assessed by the Authority in respect of the principal outstanding on bonds issued to the private sector at \$465.5 million in 1993/94 - a difference in valuation of \$184.5 million.

Within the qualified Audit Opinion itself, the Auditor-General's statement is considered open to misinterpretation as the Auditor-General does not clearly identify which particular sub-section of Section 41B the RTA fails to comply with, particularly having regard to the fact that the Authority's accounting policies for the Sydney Harbour Tunnel are in accordance with NSW Treasury requirements and comply with GAAP.

Accordingly, we do not regard the Auditor-General's opinion as being justified.



R.S. Balding Dip. Tech. (Com.),  
B.Bus., FCPA  
Director, Finance and Performance Evaluation  
27 October 1994



M. Moore-Wilton  
B.Ec.  
Chief Executive  
27 October 1994

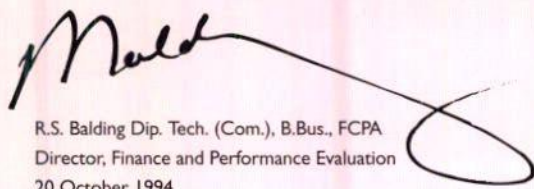


# Beginning of Audited Financial Statements

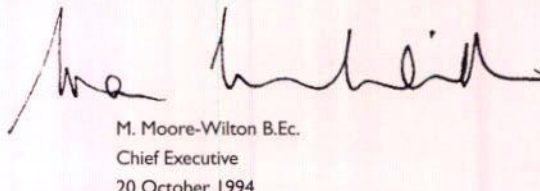
## Statement by Chief Executive and Director Finance and Performance Evaluation

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 1994 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, the Treasurer's Directions and the directives of the Financial Reporting Code except where exemptions have been granted.
- 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 1994



M. Moore-Wilton B.Ec.  
Chief Executive  
20 October 1994

## Independent Audit Report 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 1994. The preparation and presentation of the financial statements, consisting of the accompanying statement of financial position, operating 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 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 and its cash flows.

This audit opinion has been formed on the above basis.

### Qualification

#### i) Interest in Private Sector Provided Infrastructure

The prior year financial statements and comparative figures in the current financial statements recognise the right to receive infrastructure assets initially provided by the private sector by bringing to account the net present value of the written down replacement cost of such assets as at their transfer next century to the Authority.

The previous year's audit opinion noted that the arrangements between the Authority and the private sector parties pose some uncertainties in accounting treatment. The opinion further noted that because of these uncertainties the effects of an alternative treatment could not be quantified and that these issues would be resolved in the ensuing year.

In respect to the Authority's interest in the asset Sydney Harbour Tunnel the Authority has changed its accounting policy in accordance with the Treasury advice, to recognise it has an emerging interest in the Tunnel (Note 1(ii) and Note 13 refers), however, I do not agree that this adequately represents the Authority's interest in the Tunnel.

In my view the Sydney Harbour Tunnel is an asset of the Authority; the Authority thus has more than a "Right to Receive" it. I have formed this view on the basis that the Authority now carries the risks and benefits of the Tunnel. The "Right to Receive" is presently valued at \$434.4m but should be restated to the total cost of the Tunnel \$667.3m. This would have the effect of an increase to Accumulated Funds and Non-Current Asset, Authority Infrastructure, of \$232.9m. In addition tunnel toll revenues of about \$25m and some expenses associated with the Tunnel are not brought to account in the Authority's operating statement.

In regard to the M4 and the M5 Motorways the Authority has altered its basis of measurement of its "Right to Receive" these assets to reflect the Authority's emerging share of their gross replacement costs apportioned over the concession period. Note 1(ii) and Note 13 refer. I agree with this treatment.

#### ii) Ensured Revenue Stream

In its prior year financial statements and in the comparative figures in the current financial statements the liability in respect of the Ensured Revenue Stream Agreement between the Authority and the Sydney Harbour Tunnel Company was not brought to account.

The Authority, in accordance with Treasury advice, has now recognised a liability measured by the principal outstanding on the bonds issued to private sector bond holders that helped finish the Tunnel's construction. This treatment is consistent with my view that the Sydney Harbour Tunnel is an asset of the Authority and that the Ensured Revenue Stream Agreement between the Authority and the Sydney Harbour Tunnel Company Limited created a liability. This liability of \$465.5m is included in current period figures in the financial statements. Note 1(ii) and Note 15(iii) refers.

### Qualified Audit Opinion

In my opinion, except for the effects on the financial statements of the matters referred to in the qualification paragraph, the financial statements of the Roads and Traffic Authority comply with Section 41B of the Act and present fairly in accordance with applicable Accounting Standards the financial position of the Authority as at 30 June 1994 and the results of its operations, and its cash flows for the year then ended.



JR Mitchell Deputy Auditor-General  
Sydney 21 October 1994



# Statement of Financial Position

As at 30 June 1994

30/6/93 \$'000		Notes	30/6/94 \$'000
	<b>Current Assets</b>		
125,528	Cash	(8)	41,662
8,936	Receivables	(9(i))	14,493
36,575	Investments	(10)	34,301
12,008	Inventories	(1(vi))	11,541
58,483	Other	(14)	46,285
<b>241,530</b>	<b>Total Current Assets</b>		<b>148,282</b>
	<b>Non-Current Assets</b>		
63,224	Receivables	(9(ii))	72,561
229	Investments	(10)	8
890,720	Property, Plant and Equipment	(11)	2,388,003
40,430,008	Authority Infrastructure	(1(iv), 12)	39,826,240
261,502	Right to Receive Private Sector Provided Infrastructure	(1(ii), 1(iv), 13)	455,476
<b>41,645,683</b>	<b>Total Non-Current Assets</b>		<b>42,742,288</b>
<b>41,887,213</b>	<b>Total Assets</b>		<b>42,890,570</b>
	<b>Current Liabilities</b>		
27,606	Creditors	(15(i))	59,234
282,442	Borrowings	(15(ii))	307,673
109,199	Provisions	(16)	104,603
93,739	Other	(15(iii))	126,768
<b>512,986</b>	<b>Total Current Liabilities</b>		<b>598,278</b>
	<b>Non-Current Liabilities</b>		
1,006,598	Borrowings	(15(ii))	950,608
404,348	Provisions	(16)	381,616
37,136	Other	(15(iii))	493,314
<b>1,448,082</b>	<b>Total Non-Current Liabilities</b>		<b>1,825,538</b>
<b>1,961,068</b>	<b>Total Liabilities</b>		<b>2,423,816</b>
<b>39,926,145</b>	<b>Net Assets</b>		<b>40,466,754</b>
	<b>Equity</b>		
39,867,888	Accumulated Funds	(17(ii))	39,926,115
58,257	Reserves	(17(i))	540,639
<b>39,926,145</b>	<b>Net Equity</b>		<b>40,466,754</b>



# Operating Statement

For the Year Ended 30 June 1994

1992/93 \$'000	Notes	1993/94 \$'000	1993/94 \$'000
<b>Expenses</b>			
<b>Classified Road Network</b>			
(640,201)		(655,965)	
(23,069)	(1 (iv))	320,373	
(115,087)		(108,159)	
(72,678)		(85,381)	(529,132)
<b>Financial</b>			
(137,312)		(126,143)	
(6,715)	(1 (iii))	(3,050)	
127		(141)	(129,334)
<b>Other</b>			
(14,088)		(11,972)	
		(Excluding Superannuation and Leave Payments)	
(6,506)	(3)	(5,589)	
(35,758)	(3)	(25,480)	
(6,100)		(4,664)	(47,705)
<b>(1,057,387)</b>			<b>(706,171)</b>
<b>Revenue</b>			
14,126			12,740
310			491
-	(9(ii), 13)		12,940
<b>User Charges</b>			
54,180	(3)	58,730	
17,526		18,318	
65,396	(6)	65,889	142,937
4,359			12,503
<b>(901,490)</b>			<b>(524,560)</b>
<b>Net Cost of Services</b>			
<b>Government Contributions - Recurrent</b>			
189,315	(1 (vii))		175,617
			State
384,459		567,681	
169,535		76,864	
6,140		18,226	662,771
<b>(152,041)</b>			<b>313,828</b>
<b>Operating Surplus Before Abnormal Items</b>			
(2,091,761)	(7)		(701,728)
<b>(2,243,802)</b>			<b>(387,900)</b>
<b>Operating Deficit After Abnormal Items</b>			
<b>Government Contributions - Capital</b>			
402,827	(1 (vii))		234,843
			State
188,873		31,891	
301,465		414,315	446,206
10,381			9,311
<b>(1,340,256)</b>			<b>302,460</b>
<b>Surplus After Abnormal Items and Capital Contributions</b>			
41,208,144			39,867,888
-	(17(ii))		44,647
-	(17(ii))		(288,880)
<b>39,867,888</b>	(17(ii))		<b>39,926,115</b>
<b>Accumulated Funds 30 June 1994</b>			



## Cash Flow Statement

For the Year Ended 30 June 1994

1992/93 \$'000	Notes	1993/94 \$'000	\$'000
<b>Cash Flows from Operating Activities</b>			
<b>Payments</b>			
(540,312)	Maintenance	(618,321)	
(100,914)	Motor Registry Services	(101,571)	
(63,723)	Road User Services	(80,251)	
(141,197)	Interest	(131,876)	
(222,884)	Other	(84,877)	(1,016,896)
(1,069,030)			
<b>Receipts</b>			
310	Contributions for Specific Works	491	
53,711	Tolls	58,418	
10,550	Interest Received	6,026	
80,376	Other	81,099	146,034
144,947			
(924,083)	<b>Net Cash Outflow on Operating Activities</b>		<b>(870,862)</b>
<b>Cash Flows from Investing Activities</b>			
(680,588)	Payments for Enhancement of Infrastructure	(689,396)	
10,382	Contributions for Capital Works	9,311	
(119,535)	Payments for Purchase of Property, Plant & Equipment	(71,621)	
26,234	Proceeds from Sale of Property, Plant & Equipment	49,156	
(763,507)	<b>Net Cash Used in Investing Activities</b>		<b>(702,550)</b>
<b>Cash Flows from Financing Activities</b>			
80,000	Proceeds From Borrowings	2,000	
(15,245)	Repayment of Borrowings	(31,891)	
64,755	<b>Net Cash Used in Financing Activities</b>		<b>(29,891)</b>
(1,622,835)	<b>Net Cash Outflow From Operating, Investing &amp; Financing Activities</b>		<b>(1,603,303)</b>
<b>Cash Flows from Government</b>			
749,449	Recurrent	838,388	
893,164	Capital	681,049	
1,642,613	<b>Net Cash Flow from Government</b>		<b>1,519,437</b>
19,778	<b>Net Increase/(Decrease) in Cash Held</b>		<b>(83,866)</b>
105,750	<b>Cash at the Beginning of the Year - 1/7/93</b>		<b>125,528</b>
125,528	<b>Cash at the End of the Year - 30/6/94</b>	(1(ix),8)	<b>41,662</b>

## Reconciliation Between the “Net Cost of Services” and the “Net Cash Outflow on Operating Activities”

1992/93 \$'000		1993/94 \$'000
<b>(901,490)</b>	<b>Net Cost of Services</b>	<b>(524,560)</b>
34,987	Depreciation	19,403
8,155	Provisions	(477)
(44,226)	Superannuation and Leave Payments for Voluntary Redundancies	(30,711)
(3,361)	Interest on Loan to Interlink Roads (ILR)	(6,648)
(2,375)	Rental in Respect of M4 Motorway	(2,375)
(643)	Rental in Respect of M5 Motorway	(733)
-	Adjustment of Authority's Right to Receive Private Sector Provided Infrastructure	(12,940)
23,069	Provision for Asset Restoration	(320,373)
(12,640)	Payment to Sydney Harbour Tunnel Company	-
-	ERS Payments Utilised to Redeem Current Principal Portion of Bonds Issued to Private Sector	(6,461)
(23,741)	Other Net Movements in Non-Capital Programs	30,577
(3,884)	Decrease in Accrued Interest Payable	(5,733)
(293)	Increase in Accrued Interest Receivable	(66)
3	Increase in Income Received in Advance	-
-	Increase in Other Accrued Income	(312)
6,715	Discount on Loans / Loan Restructure	3,050
(4,359)	Profit on Sale of Assets	(12,503)
<b>(924,083)</b>	<b>Net Cash Outflow On Operating Activities</b>	<b>(870,862)</b>



# Notes to and Forming Part of the Financial Statements for the Year ended 30 June 1994

## I. Statement of Accounting Policies

### (i) Basis for Preparation of Accounts

The Authority's financial statements comply with contemporary Australian Accounting Standards unless otherwise stated and have been prepared in accordance with the Public Finance and Audit Act 1983 and Regulations, Treasurer's Directions and the Financial Reporting Directives published in the Financial Reporting Code for Inner Budget Sector Entities except where exemptions have been granted as detailed in (ii) below.

The Statement of Financial Position and the Operating Statement are based on historical costs except where otherwise stated and are prepared on the accrual accounting basis. The Cash Flow Statement is prepared on a cash basis using the direct method.

### (ii) Changes in Accounting Policy

#### Format of Financial Statements

The format of the financial statements has been changed to accord with the directives of the Financial Reporting Code. However, the NSW Treasury has granted the Authority an exemption from complying with the following requirements of the Code:-

- Reporting budget figures as part of the financial statements.
- Reporting program information over and above expenditure as shown in the Operating Statement.
- Reporting expenditure against the following categories on a "line item" basis:-
  - Employee Related
  - Maintenance and Working
  - Depreciation

The Authority was also granted the right to include separate categories on the Statement of Financial Position for "Authority Infrastructure" and "Right to Receive Private Sector Provided Infrastructure".

#### Private Sector Provided Infrastructure

Following negotiations and consultations with the NSW State Treasury the Authority has amended its accounting policy in respect of the valuation and disclosure of private sector provided infrastructure. The policy accords with Treasury requirements as outlined in a letter to the Authority and provides for the recognition, as an asset, of the "Right to Receive" the Sydney Harbour Tunnel apportioned to reflect the Authority's share of the total expected useful life of the Tunnel at the date of opening. At the date of transfer of the ownership of the Tunnel in 2022, the value of the right will equate to the current written down replacement cost of the physical asset. Consistent with this policy, the Authority has also recognised the capital (loan repayment) portion of the obligation arising under the Ensured Revenue Stream Agreement (ERS). This

is measured by reference to the principal outstanding on the bonds issued to private sector bondholders.

In respect of the M4 and M5 Motorways the Authority has also varied its valuation policy to recognise, as an asset, its "Right to Receive" these Motorways by reference to the Authority's emerging share of their gross replacement costs apportioned over the period of the concession agreement.

### (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 issue of replacement debt.

In accordance with Treasurer's Direction 480.01 the gains or losses arising from substituting the prepaid debt are included in the Operating Statement and provision is made against these amounts for amortisation to the Operating Statement over the term of the replacement debt to meet changes in future debt servicing costs.

Although the Authority applied for an exemption from complying with Treasurer's Direction 480.01, the exemption was denied. In this regard the Authority considers that the debt restructuring policy as promulgated by Accounting Guidance Release 11 (AAG11) provides more appropriate disclosure and will pursue its case for exemption in 1994/95.

### (iv) Asset Management Policy - General

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

- Land and Buildings in Service (Works Administration Properties and Officers Residences)
- Land and Buildings Acquired for Future Roadworks
- Plant, Equipment and Motor Vehicles
- Computer Hardware and Software
- Electronic Office Equipment
- Leasehold Improvements
- Authority Infrastructure
  - Roads
  - Bridges
  - Traffic Signal Control Network
  - Land Under Roads and Within Road Reserves

Valuation and depreciation policies 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

Land and buildings in service are generally valued at written down replacement cost. Where such properties are rented externally they are valued at current market value.



Included in the value of land and buildings is an amount of \$2.007 million (\$1.170 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 1993/94.

#### **Land and Buildings Acquired for Future Roadworks**

Properties in this category which are identified as rentable or surplus are valued at current market value.

In respect of vacant land required for future roadworks, the valuation policy has been changed this year to provide for such land to be valued at the average rateable value per hectare of land within each Local Government Area. This policy is consistent with the valuation of land under roads and within road reserves. Should this vacant land not be required for future roadworks, the property would be revalued prior to sale.

The Authority's land and buildings are valued by registered valuers of the Authority on an at least five year continuing basis.

Improvements involving quarry operations are valued at historic cost.

#### **Plant, Equipment and Motor Vehicles**

Valuations of these asset categories are based on historic cost where available, except for ferries and the helicopter which were revalued during the year to replacement value and market value respectively, with adjustments made for depreciation as calculated.

#### **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 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.

#### **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.

The determination of infrastructure valuations is carried out annually by suitably qualified engineers of the Authority.

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. Such valuations are undertaken annually by the Authority's registered valuers.

Major Works-in-Progress are valued at cost.

#### **Private Sector Provided Infrastructure**

In cases where infrastructure has been initially provided by the private sector, the Authority has varied its policy this year to provide for the recognition of the "Right to Receive" the Sydney Harbour Tunnel with valuations determined for both the asset and the liability.

In respect of the M4 and M5 Motorways the Authority has also varied its valuation policy to recognise, as an asset, its "Right to Receive" these Motorways by reference to the Authority's emerging share of their gross replacement costs apportioned over the period of the concession agreement.

### **Depreciation Policy**

#### **Land and Buildings in Service**

Buildings in this category are depreciated by 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.

#### **Computer Hardware and Software**

Major units and significant software systems are depreciated by 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, or the useful life of the improvement, whichever is shorter.

### Infrastructure

The existing Accounting Standard AAS4 - Depreciation of Non-Current Assets is not considered appropriate for the raising of depreciation expense against infrastructure assets. To address this situation, the Authority has developed an industry methodology and approach which is considered to provide an appropriate disclosure of the loss of service potential of the infrastructure assets and thus provide internal and external users with more relevant and useful information. The basis of this methodology has been subject to ongoing review and has in previous years involved the determination and valuation of a Provision for Asset Restoration and the disclosure, by way of note only, of a Provision for Asset Renewal.

Because of uncertainty as to the validity of raising the Provision for Asset Renewal, which was intended to provide for the eventual replacement of infrastructure as it becomes either technologically or economically obsolete, it is not possible therefore at this stage to bring to account such a provision in these accounts. This position will be subject to ongoing review.

### Provision for Asset Restoration

This provision recognises the expense each year of normal wear, tear and deterioration which has occurred since the base year in 1989/90 when the Authority's infrastructure was first capitalised and the written down value brought to account. The annual movement in this provision is calculated from the Authority's PMS system which is used to collate, consolidate and calculate road network data which facilitates the measurement of both the movement in condition (depreciation) and replacement cost of the road network. The total amount of this provision represents the movement in condition since the base year.

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 with a contemporary Bridge Management System currently under development.

### (v) 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.

## 3. Toll Revenue

The following is a summary of toll revenue and operation costs for the year ended 30 June 1994.

	Gross Toll Revenue \$M	Operation Costs \$M	Total ERS Payments \$M	Net Toll Revenue \$M
Waterfall/Bulli	7.130	1.675		5.455
Sydney Harbour Bridge	51.600	3.914	31.941	15.745
	<b>58.730</b>	<b>5.589</b>	<b>31.941</b>	<b>21.200</b>

The total ERS payment is dissected between:-

- Reduction of capital portion \$6.461 million
- Contribution to Sydney Harbour Tunnel operating costs \$25.480 million.

### (vi) Inventories

Inventories are valued at weighted average cost.

### (vii) Government Contributions

All Government contributions are recognised in the financial period in which they are received. The split between Recurrent and Capital is based on the way the contributions are spent.

### (viii) Capitalisation of Expenditure

Expenditure in respect of the Enhancement Program is capitalised as part of the Authority's Infrastructure System.

### (ix) Cash

For the purpose of the Cash Flow Statement cash includes cash on hand, cash in bank and in Special Deposits Accounts.

### (x) Material Events Occurring after Balance Date

Since balance date, the Authority has entered into an agreement with Hills Motorway for the construction of the M2 Motorway. This agreement requires the Authority to provide a \$59 million contribution towards the cost of the project as well as \$120 million which the Authority will spend acquiring land for the route.

The Authority has also entered into an agreement with Concrete Constructions for the construction of the Silverwater Road link with a total value of \$20 million.

### (xi) Leave Entitlements

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

The amounts expected to be paid to employees for their pro-rata entitlement to annual leave are accrued annually at current pay rates.

Other entitlements represent provisions for sick and other leave for wages employees only (excluding long service and annual leave). This provision is necessary to ensure a fair distribution of expenses in respect of sick and other leave as wages employees may work on several different projects over a period of time. On retirement/resignation wages employees are only entitled to be paid accruals of long service leave and annual leave, not accrued sick or other leave.

## 2. Audit Fees

Audit fees in the amount of \$350,000 (\$350,000) were incurred for services provided during the year by The Audit Office of New South Wales.



#### 4. Depreciation

The total depreciation expense for 1993/94 in respect of operational assets (excluding infrastructure) amounted to \$36.383 million (\$34.987 million). This amount forms part of program expenditure but is not disclosed as a separate line item because it cannot be segregated into operating and capital expenditure.

#### 5. Consultants

The total amount paid to consultants during 1993/94 was \$1.814 million (\$2.369 million).

#### 6. Other User Charges

Other user charges comprise:-

30/6/93 \$M		30/6/94 \$M
16.283	Heavy Vehicle Permit Fees	19.480
10.598	Special Plate Fees	12.379
9.064	TPI Data Access Charges	7.136
5.668	Fine Default Fees	7.436
23.783	Other Charges and Fees	19.458
<b>65.396</b>		<b>65.889</b>

#### 7. Abnormal Items

Abnormal items may be detailed as follows:-

30/6/93 \$M		30/6/94 \$M
	Revaluation of	
(1,881.884)	Authority Infrastructure	(1,317.708)
	Revaluation of Loan to	
(5.762)	Sydney Harbour Tunnel Company	-
	Private Sector Provided Infrastructure	
(51.464)	- Revaluation	-
14.272	- New Interests	-
	- Annual Increment - Emerging	-
	- Right to Receive	-
(166.923)	Prior Years Adjustments	615.980
<b>(2,091.761)</b>		<b>(701.728)</b>

#### 8. Cash

The cash balance comprises:-

30/6/93 \$M		30/6/94 \$M
103.668	General and Trust Funds	4.871
19.050	Cash at Bank, on Hand, Advances etc	35.063
	Treasury Managed Fund - Investment	
2.492	Account	-
0.318	Special Deposits Accounts	1.728
<b>125.528</b>		<b>41.662</b>

#### 9. Receivables

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

##### (i) Current

30/6/93 \$M		30/6/94 \$M
8.204	Sundry & Rent Debtors	5.513
1.348	Deduct: Provision for Doubtful Debts	0.848
6.856		4.665
0.894	Unissued Debtors	2.701
0.349	Unpaid Cheque Account	0.084
8.099		7.450

Most of the Authority's debts are the result of road accidents where the Authority's property is damaged (eg. traffic signals and 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 Income	
0.837	- Interest	0.903
-	- Property Sales	5.828
-	- Other	0.312
<b>8.936</b>		<b>14.493</b>

##### Summary of Debts Written Off During 1993/94

	\$M
Motor Vehicle Accident Damage to RTA Property and Costs for Clearing of Roadway	0.242
Rental Arrears	0.165
Works and Services	0.132
Towing Service Charges for Unattended Vehicles	0.103
Other	0.001
	<b>0.643</b>

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

##### Sundry Debtors for Rent

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

##### 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

##### (ii) Non-Current

Non-Current receivables may be summarised as follows:-

30/6/93 \$M		30/6/94 \$M
	Loan to Sydney Harbour	
17.090	Tunnel Company	19.093
46.134	Loans to Interlink Roads (ILR)	53.468
<b>63.224</b>		<b>72.561</b>



### 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.

The loan is considered to be part of the Authority's interest in the Tunnel and as at 30 June 1994 has been assessed at \$19.093 million (\$17.090 million).

### Loans 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 1994 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 1994/95.  
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 Statement of Financial Position this loan has been written down by the value of unearned income.

	\$M
Loan	22.000
Less: Unearned Rent	20.624
	<b>1.376</b>

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 in 2010.

If, after at least 25 years from the M5 commencement date, the RTA determines that the expected financial return has been achieved by ILR, 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 1994 the balance of the loans to Interlink Roads (ILR) including outstanding interest amounts to \$53.468 million (\$46.134 million).

## 10. Investments

Investments held by the Authority are not quoted on a Stock Exchange. They comprise:-

30/6/93		30/6/94	
* Face Value \$M	Market Value \$M	* Face Value \$M	Market Value \$M
<b>Current</b>			
<b>New South Wales Treasury Corporation</b>			
<b>Fixed Interest Investments</b>			
1.001	1.001	1.519	1.519
-	-	0.253	0.253
1.352	1.352	1.355	1.355
<b>Hour Glass Investments</b>			
3.637	3.644	1.888	1.888
10.500	10.500	9.389	9.389
17.712	17.712	18.610	18.610
0.868	0.868	1.027	1.027
-	-	0.018	0.018
1.185	1.248	0.209	0.209
<b>Premier State Bonds</b>			
<b>Other</b>			
0.021	0.021	0.033	0.033
0.299	0.309	-	-
<b>36.575</b>	<b>36.655</b>	<b>34.301</b>	<b>34.301</b>
<b>Non-Current</b>			
<b>New South Wales Treasury Corporation</b>			
0.209	0.251		
<b>Premier State Bonds</b>			
<b>Other</b>			
0.020	0.020	0.008	0.008
<b>0.229</b>	<b>0.271</b>	<b>0.008</b>	<b>0.008</b>

\* Book and Face Values are equivalent



## 11. Property, Plant and Equipment

	Works Administration Properties & Officers Residences		Land & Buildings Acquired for Future Roadworks	Improvements to Quarries	Leasehold Improvements	Plant Equipment and Motor Vehicles	Computer Hardware & Software	Electronic Office Equipment	Total
At Cost or Valuation	Land \$M	Buildings \$M	\$M	\$M	\$M	\$M	\$M	\$M	\$M
(a)									
Balance 1 July 1993	83.692	71.881	568.833	0.398	17.695	175.814	154.164	4.913	1,077.390
Additions	-	7.828	74.193	-	2.084	28.980	26.642	1.355	141.082
Disposals	(2.638)	(1.819)	(34.120)	-	(5.977)	(26.315)	(7.070)	(0.335)	(78.274)
Reclassifications	-	-	(39.784)	-	-	0.101	(1.263)	-	(40.946)
Revaluations	(3.193)	2.962	521.893	-	-	(0.516)	-	-	521.146
Prior Years Adjustments	0.120	0.140	964.352	-	-	0.974	1.311	0.231	967.128
<b>Balance 30 June 1994</b>	<b>77.981</b>	<b>80.992</b>	<b>2,055.367</b>	<b>0.398</b>	<b>13.802</b>	<b>179.038</b>	<b>173.784</b>	<b>6.164</b>	<b>2,587.526</b>
<b>Accumulated Depreciation</b>									
Balance 1 July 1993	-	1.573	-	0.162	11.168	72.159	69.012	2.468	156.542
Depreciation Expense	-	1.827	-	0.016	1.819	12.124	19.695	0.902	36.383
Write Back on Disposal	-	(0.037)	-	-	(5.977)	(10.513)	(5.112)	(0.272)	(21.911)
Transfer on Revaluation	-	(1.896)	-	-	-	(2.604)	-	-	(4.500)
Reclassifications	-	-	-	-	(0.007)	(0.251)	-	(0.052)	(0.310)
Prior Years Adjustments	-	-	-	-	-	0.159	0.384	0.093	0.636
<b>Balance 30 June 1994</b>	<b>-</b>	<b>1.467</b>	<b>-</b>	<b>0.178</b>	<b>7.003</b>	<b>71.074</b>	<b>83.979</b>	<b>3.139</b>	<b>166.840</b>
<b>Written Down Value</b>									
<b>At 1 July 1993</b>	<b>83.692</b>	<b>70.308</b>	<b>568.833</b>	<b>0.236</b>	<b>6.527</b>	<b>103.655</b>	<b>85.152</b>	<b>2.445</b>	<b>920.848</b>
<b>At 30 June 1994</b>	<b>77.981</b>	<b>79.525</b>	<b>2,055.367</b>	<b>0.220</b>	<b>6.799</b>	<b>107.964</b>	<b>89.805</b>	<b>3.025</b>	<b>2,420.686</b>
Less: Land and Buildings Acquired for Future Roadworks Expected to be Sold in 1994/95 (See Note 14)									
			32.683						32.683
			<b>2,022.684</b>						<b>2,388.003</b>



a) Land and Buildings in this category cannot be segregated. Land and Buildings Acquired for Future Roadworks which are expected to be sold in 1994/95 are estimated at \$32.683 million (\$30.129 million) and are accounted for as "Other Current Assets" - see Note 14.

In respect of the value of vacant land (road not yet constructed) the increase in valuation has resulted from a number of factors including:-

- The valuation and bringing to account of land acquired from the Department of Planning (DOP) which was previously recorded at nominal value. This revaluation was made to accord with current Accounting Standards and Treasury guidelines.

Under the Authority's agreement with the DOP any land originally acquired from DOP which is no longer required

for roadworks is to be transferred back to DOP at nominal cost.

- Additional properties which were originally acquired some years ago and which have now been recognised, valued and brought to account in the newly established Property Information and Management System (PIMS).

The Authority holds land acquired for future roadworks which is not yet captured on the PIMS system and to which no values have yet been attributed. After referencing manual records it is estimated that the value of the uncaptured land is between \$200 million and \$300 million. It is expected that all such land will be brought to account during 1994/95.

Gross proceeds from the sale of properties and other assets for 1993/94 amounts to \$70.925 million (\$45.711 million).

## 12. Authority Infrastructure

The determination of appropriate Authority infrastructure valuations and calculations of provision for asset restoration were assessed as follows:-

30/6/93 \$M			30/6/94 \$M
<b>Roads</b>			
21,416.535	Opening Balance		21,696.352
(337.762)	Prior Years Adjustment		(164.899)
111.708	Revaluation		(462.756)
505.871	Additions		895.794
<b>21,696.352</b>			<b>21,964.491</b>
<b>Less: Provision for Restoration</b>			
942.625	Opening Balance	847.758	
(117.936)	Prior Years Adjustment	21.388	
-	Inflation Adjustment	20.833	
23.069	1993/94 (Condition Improvement) Expense	(320.373)	569.606
<b>20,848.594</b>			<b>21,394.885</b>
<b>Land Under Roads &amp; Within Road Reserves</b>			
16,679.293	Opening Balance		14,743.138
-	Prior Years Adjustment		(186.689)
57.731	Declared as Roads		39.716
(1,993.886)	Revaluation		(799.211)
<b>14,743.138</b>			<b>13,796.954</b>
<b>Bridges</b>			
3,774.974	Opening Balance		3,906.121
83.704	Prior Years Adjustment		20.848
-	Revaluation		(34.322)
47.443	Additions		40.013
<b>3,906.121</b>			<b>3,932.660</b>
<b>Traffic Signal Control Network</b>			
7.285	Opening Balance		7.579
-	Prior Years Adjustment		2.404
-	Revaluation		(0.586)
0.294	Additions		0.381
<b>7.579</b>			<b>9.778</b>
<b>Major Works-in-Progress</b>			
766.160	Opening Balance		924.576
158.416	Net Additions/Deletions		(232.613)
<b>924.576</b>			<b>691.963</b>
<b>40,430.008</b>			<b>39,826.240</b>



The methodology for the calculation of the replacement and restoration costs is unchanged from the enhanced procedures implemented in 1992/93. The valuation of the State Road Network has been estimated by aggregating the values of the various types of pavement construction (concrete, bitumen etc) across six road sub-networks. These valuations are an accurate measure of the estimated costs of replacement and restoration of the road network and are based on the latest available construction costs and current condition and data models.

As a result of this methodology additional prior year adjustments of \$164.899 million (\$337.762 million) and \$21.388 million (\$117.936 million) have been identified for the estimated replacement cost and provision for asset restoration respectively. In the main, these adjustments reflect a correction to the amount of the road inventory being valued rather than the valuation methodology as was the case in 1992/93.

A \$462.756 million devaluation in the replacement cost of the road network is attributable to a number of factors; the main ones being a significant reduction in the replacement costs for traffic signals in the Sydney metropolitan area and reduced construction costs across a range of sub networks and pavement types.

The improvement in the condition of the road network in 1993/94 is a continuation of the trend since the Provision was first calculated and brought to account. The annual provision decreased from \$350.820 million in 1990 /91 to \$23.069 million in 1992/93 leading to a condition improvement of \$320.373 million this year. The 1993/94 results demonstrate that there has been no further loss in the value of existing roads in the last year and that some of the accumulated deterioration from previous years has been reversed. This is consistent with the results of other, non financial performance measures such as an increase in the total of uncracked rural roads from 61% (1993) to 71%.

As was the case in 1992/93 it was necessary to write down the carrying value of the land under roads by \$799.211 million (\$1,993.886 million in 1992/93). The fall in valuations in the previous year was consistent with significant movements in the property market generally, and in particular the Sydney metropolitan area as measured by the Valuer General. This year's valuations generally reflect a continuation of this trend. One of the difficulties in the valuation process is the time lags between the actual movements in property prices and when the Valuer General's valuations are undertaken and the actual recording of valuations in the Authority's Annual Accounts. In addition, the methodology was reviewed and enhanced in 1993/94 to incorporate the ROADLOC system to verify the accuracy and completeness of the asset base. As a result a prior years adjustment of \$186.689 million was identified.

A refinement in the valuation methodology was largely responsible for a decrease in the value of bridges. In previous years the replacement cost of a bridge was based on the predominant construction material. The current valuations take into account the different span types (eg concrete, steel) of individual structures. This is part of an

ongoing process of improving the valuation methodology which also includes the development of a Bridge Management System to facilitate condition and deterioration data similar to that used to value the road network.

### 13. Right to Receive Private Sector Provided Infrastructure

The Authority has determined and recognised the "Right to Receive" infrastructure assets initially provided by the private sector. The Authority's interests in such infrastructure have been assessed as follows:-

30/6/93 \$M		30/6/94 \$M
<b>Sydney Harbour Tunnel</b>		
155.527	Opening Balance	142.525
(4.055)	Prior Years Adjustment	-
-	Revaluation Due to	
-	Change in Accounting Policy	291.867
(8.947)	Revaluation	-
<b>142.525</b>		<b>434.392</b>
<b>M4 Motorway</b>		
62.051	Opening Balance	57.282
3.551	New Interests	-
(5.602)	Prior Years Adjustment	-
(2.718)	Revaluation	-
-	Revaluation Due to	
-	Change in Accounting Policy	(51.580)
-	Annual Increment	
-	- Emerging Right to Receive	5.873
<b>57.282</b>		<b>11.575</b>
<b>M5 Motorway</b>		
51.034	Opening Balance	61.695
10.721	New Interests	-
39.739	Prior Years Adjustment	-
(39.799)	Revaluation	-
-	Revaluation Due to	
-	Change in Accounting Policy	(57.250)
-	Annual Increment - Emerging	
-	Right to Receive	5.064
<b>61.695</b>		<b>9.509</b>
<b>261.502</b>		<b>455.476</b>

The "Right to Receive" the Tunnel has been valued as an asset based on the Authority's share of the total expected useful life of the Tunnel at the date of opening. At the date of transfer of the Tunnel asset in 2022, the value of the right will equate to the current written down replacement cost of the physical asset.

In respect of the M4 and M5 Motorways the Authority values its "Right to Receive" these assets by reference to the Authority's emerging share of their gross replacement costs apportioned over the period of the concession period.

Ownership of the M4 Motorway and M5 Motorway will revert to the Authority in 2010 and 2022 respectively.



## 14. Other Assets

These comprise:-

30/6/93 \$M		30/6/94 \$M
	Deferred Expense (See Note (I(iii)))	
7.204	- Loan Restructure	4.729
21.150	Prepayments	8.873
	Land & Buildings Acquired for Future Roadworks - Properties Surplus to Road Requirements which are Expected to be Sold in 1994/95 (see Note 11)	
30.129		32.683
<b>58.483</b>		<b>46.285</b>

## 15. Creditors, Borrowings and Other Liabilities

Creditors, borrowings and other liabilities may be itemised as follows:-

### (i) Creditors

30/6/93 \$M		30/6/94 \$M
	<b>Current (Unsecured)</b>	
18.972	Statutory Creditors	39.361
8.634	Trade Creditors	19.873
<b>27.606</b>		<b>59.234</b>

### (ii) Borrowings

30/6/93 \$M		30/6/94 \$M
	<b>Current (Secured)</b>	
0.172	Bank Overdraft	0.214
31.423	Repayable Treasury Advances	34.276
250.847	Semi-Government Loans	273.183
<b>282.442</b>		<b>307.673</b>
	<b>Non-Current (Secured)</b>	
125.431	Repayable Treasury Advances	93.822
881.167	Semi-Government Loans	856.786
<b>1,006.598</b>		<b>950.608</b>

Loan Borrowings are due as follows:-

	Adjusted Book Value \$M	Unamortised Expense \$M	Face Value \$M
<b>Semi-Government Loans</b>			
Within 1 year	273.183	0.325	273.508
Between 1 and 2 years	188.980	(2.973)	186.007
Between 2 and 5 years	205.666	1.742	207.408
After 5 years	462.140	9.837	471.977
	<b>1,129.969</b>	<b>8.931</b>	<b>1,138.900</b>
<b>Repayable Treasury Advances</b>			
Within 1 year			34.276
Between 1 and 2 years			41.183
Between 2 and 5 years			52.639
After 5 years			-
			<b>128.098</b>



**(iii) Other Liabilities**

30/6/93 \$M		30/6/94 \$M
<b>Current</b>		
	Accrued Expenses	
36.224	- Contract Expenditure	38.678
-	- Work carried out by Councils	11.761
37.837	- Interest	32.104
6.973	- Other	26.504
81.034		109.047
<b>Principal Outstanding on</b>		
-	Bonds Issued to Private Sector	6.891
2.375	Unearned Rent on M4 Motorway	2.375
0.663	Income Received in Advance	0.759
8.657	Trust and Holding Accounts	6.499
0.021	FIRST Scheme	0.033
0.989	Suspense Items	1.164
<b>93.739</b>		<b>126.768</b>
<b>Non-Current</b>		
	Principal Outstanding on Bonds	
-	Issued to Private Sector	458.565
37.116	Unearned Rent on M4 Motorway	34.741
0.020	FIRST Scheme	0.008
<b>37.136</b>		<b>493.314</b>

The liability in respect of the Sydney Harbour Tunnel has been recognised at the Net Present Value (NPV) of the ERS liability at \$465.456 million, being the principal outstanding on the bonds issued to the private sector. The Authority has acquired a "Right to Receive" the Tunnel by transfer in the year 2022. A management agreement exists with the SHTC for its operation and maintenance until 2022.

The construction of the Tunnel was financed by 30 year inflation linked bonds issued to the private sector (\$486.7 million), SHTC shareholders' loans (\$40 million), an interest free subordinated loan by the Authority (\$223 million) based on the projected net toll revenue from the Sydney Harbour Bridge during the construction period (the Net Bridge Revenue Loan Agreement), and by the Ensured Revenue Stream Agreement (ERS). Principal repayments and rebates during the construction phase reduced the total construction and finance costs of the Tunnel to \$683.3 million. Under the ERS, from the date of opening of the Tunnel, the Government has agreed to make ERS payments (net of tolls collected on the Tunnel) to enable the SHTC to meet financial obligations in connection with the operation and maintenance of the Tunnel and the repayment of principal and interest on funds borrowed by it for the design, construction and operation of the Tunnel.

Under the M4 lease agreement, \$46.615 million was received in prior years as rent in advance.

To accord with the principles of accrual accounting, this revenue is brought to account over the period of the lease.

This treatment is summarised as follows:-

30/6/93 \$M		30/6/94 \$M
4.749	Rent earned in prior years	7.124
2.375	Rent earned in current year	2.375
39.491	Unearned rent as at 30 June 1994	37.116
<b>46.615</b>		<b>46.615</b>

**16. Provisions**

As at 30 June 1994 the following provisions exist:-

**(i) Employee Leave Entitlements**

30/6/93 \$M		30/6/94 \$M
<b>Current</b>		
10.711	- Long Service Leave	6.857
19.346	- Annual leave	18.864
-	- Other (Wages employees only)	0.298
<b>30.057</b>		<b>26.019</b>
<b>Non-Current</b>		
68.445	- Long Service Leave	69.486
<b>98.502</b>		<b>95.505</b>

**(ii) Superannuation**

30/6/93 \$M		30/6/94 \$M
68.248	<b>Current</b>	65.204
334.548	<b>Non-Current</b>	310.770
<b>402.796</b>		<b>375.974</b>

An actuarial assessment of the Authority's Superannuation liability was carried out at 31 March 1994 and projected forward by the actuary to provide a position as at 30 June 1994.

This assessment was based on the 1991 Triennial Valuation where the key assumptions adopted by the Actuaries were:-

30/6/93		30/6/94
9%	Interest rate	9%
	Rate of increase in	
6%	the Consumer Price Index	6%
7.5%	Rate of salary increases	7.5%

The Authority's total deferred superannuation liability as at 30 June 1994 amounts to \$375.974 million (\$402.796 million).

At 30 June 1994 the amounts standing in the Authority's Reserve Accounts at State Super were \$84.872 million (\$63.964 million) in respect of the General Fund and \$15.674 million (\$14.580 million) in respect of the SES Fund.



### (iii) Workers' Compensation

As at 30 June 1994 the amount provided for payments due to the Treasury Managed Fund is \$13.248 million. This provision will be utilised in 1994/95 to make payments for workers' compensation and other insurance.

The provision for the outstanding liability under the former Department of Motor Transport self-insured scheme amounts to \$1.360 million as at 30 June 1994.

30/6/93 \$M		30/6/94 \$M
10.894	Current	13.248
1.355	Non-Current	1.360

### (iv) Major Periodical Maintenance - Helicopter

30/6/93 \$M		30/6/94 \$M
-	Current	0.132

## 17. Reserves and Accumulated Funds

Reserves and accumulated funds are represented by:-

### (i) Reserves

	Capital Profit Reserve \$M	Loan Repayment Reserve \$M	Asset Revaluation Reserve \$M	Asset Replacement Reserve \$M
Balance 1 July 1993	41.410	2.891	13.610	0.346
Surplus on Revaluation of Non-Current Assets			526.129	
Transfers to Accumulated Funds	(41.410)	(2.891)		(0.346)
Prior Years Adjustments	-	-	0.900	-
	<u>-</u>	<u>-</u>	<u>540.639</u>	<u>-</u>

### (ii) Accumulated Funds

30/6/93 \$M		30/6/94 \$M
	<b>Roads</b>	
41,208.144	Opening Balance	39,867.888
-	Transfer of Reserves	44.647
	Adjustments Due to Changes in Accounting Policy	
-	- Revaluation of Sydney Harbour Tunnel	291.867
-	- Revaluation of M4	(51.580)
-	- Revaluation of M5	(57.250)
-	- Principal Outstanding on Bonds Issued to Private Sector	(471.917)
41,208.144		39,623.655
(1,340.256)	Surplus/(Deficit) for Year Ended 30 June 1994	302.460
<u>39,867.888</u>		<u>39,926.115</u>



## 18. Commitments

### (i) Lease Commitments - Operating

Lease commitments aggregated as at 30 June 1994 are payable as follows:-

30/6/93 \$M		30/6/94 \$M
11.899	Payable no later than 1 year	12.626
	Payable later than 1, but not	
9.211	later than 2 years	10.926
	Payable later than 2, but not	
22.071	later than 5 years	21.655
16.167	Payable later than 5 years	11.334
59.348		56.541

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

Contractual Commitments as at 30 June 1994 are payable as follows:-

30/6/93 \$M		30/6/94 \$M
	Payable no later than 1 year	
5.000	- Interlink Roads	10.000
	- Value of work to be completed	
	on road and bridge contracts	
167.501	over \$100,000	224.209
6.509	- Plant, light vehicles, trucks	6.349
5.952	- Other	7.560
	Payable later than 1, but not	
	later than 2 years	
5.000	- Interlink Roads	10.000
	Payable later than 2, but not	
	later than 5 years	
10.000	- Interlink Roads	-

## 19. Contingent Liabilities

There are some 100 claims (98 claims) for damage or injury currently being litigated. Of these, 78 claims (69 claims) are quantifiable with an estimated contingent liability to the Authority of \$7.591 million (\$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 Insurance Managed Fund managed by GIO Australia.

Where the Sydney Harbour Tunnel Company incurs unforeseen tax expense, the Ensured Revenue Stream 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.

## End of Audited Financials Statements



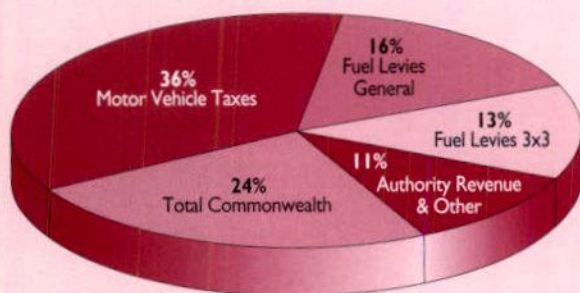
## Supplementary Financial Information

### The Year in Brief

New Funds Available	Initial Budget \$M	Actual \$M
<b>Commonwealth</b>		
ALTD Act	397	397
Other	11	14
<b>Total Commonwealth</b>	<b>408</b>	<b>411</b>
<b>State</b>		
Motor Vehicle Taxes	590	600
Fuel Levies		
- General	272	270
- 3x3	219	221
Authority Revenue & Other	140	189
<b>Total State</b>	<b>1,221</b>	<b>1,280</b>
<b>Total New Funds</b>	<b>1,629</b>	<b>1,691</b>
<b>Use of Cash Balances</b>	<b>72</b>	<b>101</b>
	<b>1,701</b>	<b>1,792</b>
<b>Increase in Liabilities/ Reduction in Operational Assets</b>	<b>74</b>	<b>104</b>
<b>Total Funds Utilised</b>	<b>1,775</b>	<b>1,896</b>
<b>Expenditure</b>		
Enhancement	732	767
Maintenance	564	648
Motor Registry Services	104	108
Road User Services	83	90
Debt Servicing & Repayment	183	158
Non-Current Assets	74	82
Voluntary Redundancies	35	43
<b>Total Expenditure</b>	<b>1,775</b>	<b>1,896</b>

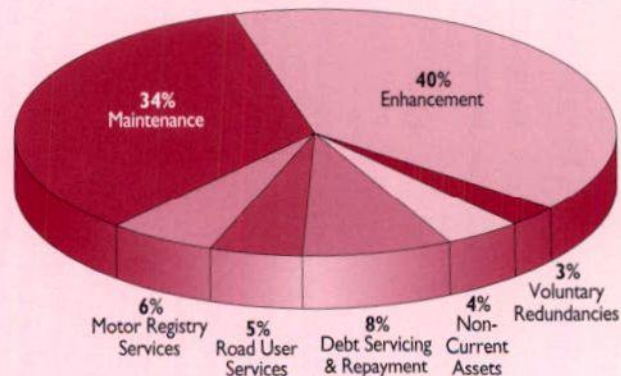
NEW FUNDS AVAILABLE 1993-94

Fig. 20



EXPENDITURE 1993-94

Fig. 21





### 1993/94 Budget

Funds budgeted to be available to the Roads and Traffic Authority for 1993/94 as published in State Budget Paper No. 3 amounted to \$1,775.4 million.

	\$M
<b>Cash Budget</b>	<b>1,701</b>
Non-Funded Expenses	74
<b>Total Original Budget</b>	<b>1,775</b>

Variations to the original budget were as follows:-

#### Increase in Receipts

Pensioner Rebate	10 (+)	
Authority Revenue	28 (+)	38
		<b>1,813</b>

#### Decrease in Receipts

Motor Vehicle Tax	9 (-)	
Fuel Levies	1 (-)	10 (-)
		<b>1,803</b>

Increase in Use of Cash Balances 37 (+)

Increase in Non-Funded Expenses 3 (+)

**Total Revised Budget 1,843**

Total funds available for 1993/94 amounted to \$1,896 million and variations from the revised budget were as follows:-

	\$M
<b>Total Revised Budget</b>	<b>1,843</b>
<b>Increase in Receipts</b>	
Interstate Vehicle Registration	3 (+)
Motor Vehicle Tax	19 (+)
Fuel Levies	1 (+)
Heavy Vehicle Overloading Fines	1 (+)
Authority Revenue	15 (+) 39 (+)
	<b>1,882</b>

#### Decrease in Receipts

Natural Disaster Funding	5 (-)
	<b>1,877</b>

**Decrease in Use of Cash Balances 8 (-)**

**Increase in Non-Funded Expenses 27 (+)**

**Total Funds Available 1,896**

The most significant variations between the revised budget and actual funds available in 1993/94 were due to:-

- The growth in the size of the State's motor vehicle fleet which resulted in additional motor vehicle tax being collected
- Higher than budgeted property sales and a combination of increased toll receipts and lower ERS payments which contributed to the increase in Authority Revenue

### Funding of the State Road Network

The graph titled "Funding of the State Road Network" shows details of funding available to the Roads and Traffic Authority and the former Department of Main Roads since 1983/84.

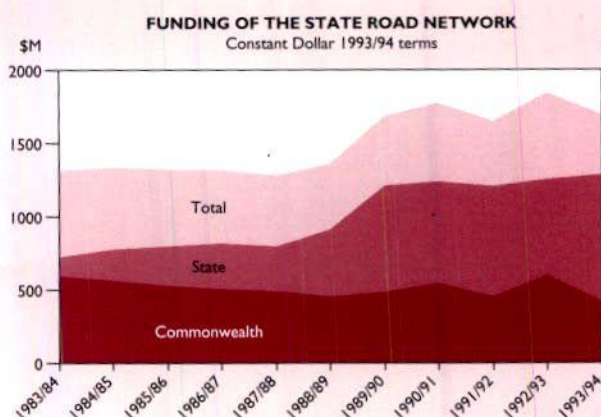


Fig. 22



## 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.

During 1993/94 funds were allocated for the following categories of assistance only:-

- National Highways
- National Arterial Roads

Funds allocated in previous years to categories listed below were not made available for these categories in 1993/94:-

- 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. As at 30 June 1994 the excise being paid to the Fund is 4.630 cents per litre.

This legislation represents the principal source of Commonwealth Grants received by the Authority for works on the State Road Network. During 1993/94 the Authority received \$397.0 million under the provisions of the ALTD Act compared with \$577.3 million received during 1992/93.

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 1993/94 amounted to \$9.1 million as compared to \$7.7 million received during 1992/93.

## 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 liveable cities

In New South Wales, 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 4 years:-

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

During 1993/94 the Authority received \$4.3 million from the Commonwealth Government to fund works within this program compared with \$7.2 million received during 1992/93.

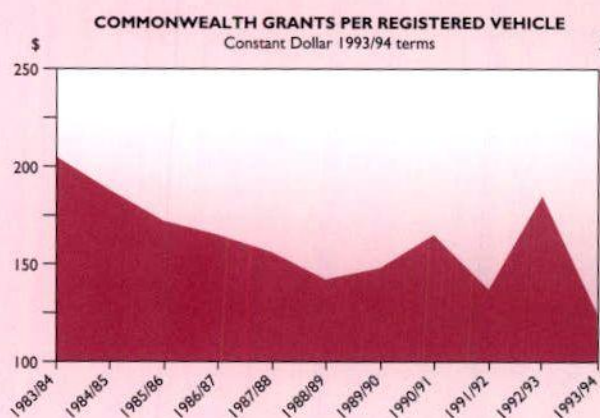


Fig. 23

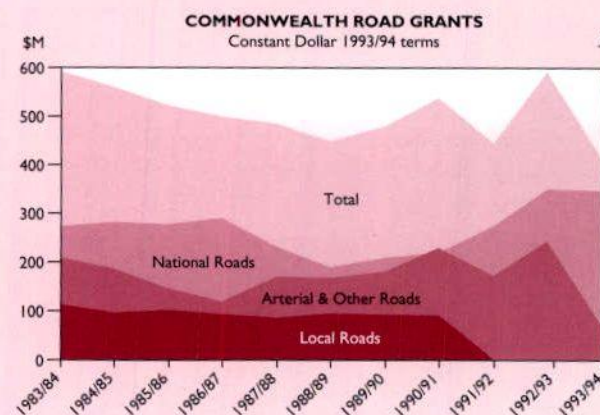


Fig. 24



## 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 1994 the general fuel franchise fee and the additional levy total 7.08 cents per litre for diesel fuel and 7.04 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 1993/94 \$271 million was received from general levy collections while \$221 million was collected from the special additional 3x3 levy. This compared with \$261 million and \$210 million in 1992/93.

### 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 1993/94 receipts from motor vehicle taxation totalled \$599.6 million compared with \$573.3 million in 1992/93.

## Extended 3x3 Program

### Financial Report for Period 1/8/92 to 30/6/94

	Total 1992/93 \$M	Total 1993/94 \$M	Cumulative Total \$M
<b>(A) Income</b>			
Fuel Levies	191.354(a)	220.563	411.917
Interest Earned	1.233	2.066	3.299
<b>Total Income</b>	<b>192.587</b>	<b>222.629</b>	<b>415.216</b>
<b>(B) Approved Expenditure</b>			
Enhancement	112.932	126.479	239.411
Restoration	32.325	36.928	69.253
Council Works			
*Council-proposed	19.477	19.438	38.915
*Council-determined	9.397	16.830	26.227
Traffic	7.781	10.688	18.469
<b>Total Expenditure</b>	<b>181.912</b>	<b>210.363</b>	<b>392.275</b>

### Balance of Funds as at 30/6/94

**\$22.941**

a) During 1992/93 \$18.646 million was collected under the Accelerated Road Improvement Program which together with the \$191.354 million received under the Extended 3x3 Program totalled \$210.0 million for 1992/93.

## Number of Registered Motor Vehicles in NSW

Year	Number of Motor Vehicles Registered *	% Change Over Previous Year
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 (-)
1993/94	3,290,594	2.8 (+)

\* Excluding plant, tractors, trailers and caravans.  
1992/93-1993/94 Figures exclude vehicles on register without current registration

## Contributions for Specific Works

The following contributions towards specific works were received during 1993/94:-

	\$M
State Government Departments	
- General Purposes	2.009
- Sydney Harbour Bridge	0.845
Other State Road Authorities	0.541
Councils	1.992
Private Firms and Individuals	4.415
	<b>9.802</b>



## Road Cost Index

The Authority's Road Cost Index, which is used to adjust money values in various tables and graphs within this Annual Report, is shown in the table "Roads and Traffic Authority Road Cost Index".

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 upon 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.

### Roads and Traffic Authority Road Cost Index (Base Year - 1980/81)

Year	Index	% Increase/(Decrease) Over Previous Year
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)
1993/94	219.10	(0.2)

## Payments to Councils

Payments made to local government councils during 1993/94 were as follows:-

		\$M
Classified Roads		
- Enhancement	89.355	
- Maintenance	214.694	
- Use	0.856	304.905
Local Roads		
- Natural Disasters		7.950
		<b>312.855</b>

## Payments Performance

In the latter half of 1993/94 a new field office accounting system was implemented. Correct use of this system ensures accounts are paid on time.

During the year there were no formal complaints in respect of late payments.

## 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 1994

	\$M	\$M	\$M
<b>Balance Brought Forward 1/7/87</b>			<b>1.843</b>
<b>Receipts</b>			
Gross Tolls - 1/7/87 to 30/6/94	304.661		
Add: Tolls - STA & Private Buses	1.123		
Less: Tolls - Prepaid	0.015	305.769	
Add: Interest on Tolls Invested		2.052	
Contribution from Tunnel Company for Toll Collection Costs		2.934	
Net Proceeds from Toll Evasion Fines		0.335	
Total Income to 30/6/94			<b>311.090</b>
<b>Total Funds Available from Operations</b>			<b>312.933</b>
<b>Less: Disbursements 1/7/87 to 30/6/94</b>			
Net Bridge Revenue Loan Agreement		222.600	
Ensured Revenue Stream Payments		67.700	
Toll Collection Costs - Bridge		25.377	
Toll Collection Costs - Tunnel		2.010	
			<b>317.687</b>
<b>Cumulative Deficit from Operations</b>			<b>(4.754)</b>
Add: Subsidy - Excess sticker usage			0.372
<b>Accumulated Deficit - Position as at 30/6/94</b>			<b>(4.382)</b>

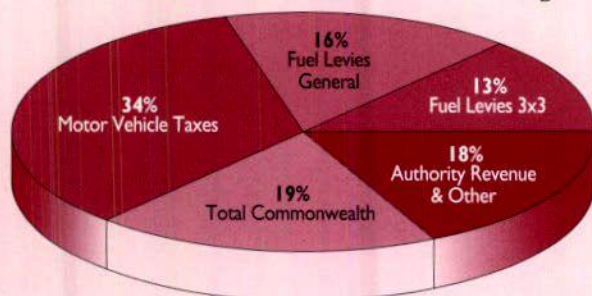


## The Year Ahead

New Funds Available	Budget \$M
<b>Commonwealth</b>	
ALTD Act	329
Other	18
<b>Total Commonwealth</b>	<b>347</b>
<b>State</b>	
Motor Vehicle Taxes	624
Fuel Levies	
- General	291
- 3x3	234
Authority Revenue & Other	343
<b>Total State</b>	<b>1,492</b>
<b>Total New Funds</b>	<b>1,839</b>
<b>Use of Cash Balances</b>	<b>10</b>
	<b>1,849</b>
<b>Increase in Liabilities/ Reduction in Operational Assets</b>	<b>49</b>
<b>Total Funds Utilised</b>	<b>1,898</b>
<b>Expenditure</b>	
Enhancement	729
Maintenance	569
Motor Registry Services	136
Road User Services	149
Debt Servicing & Repayment	157
Non-Current Assets	118
Voluntary Redundancies	40
<b>Total Expenditure</b>	<b>1,898</b>

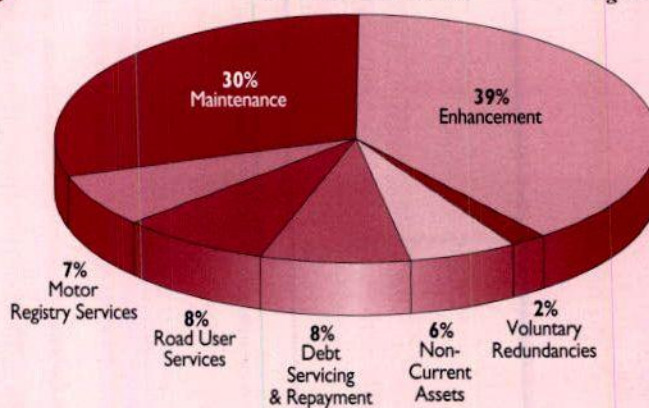
NEW FUNDS AVAILABLE 1994-95

Fig. 25



EXPENDITURE 1994-95

Fig. 26



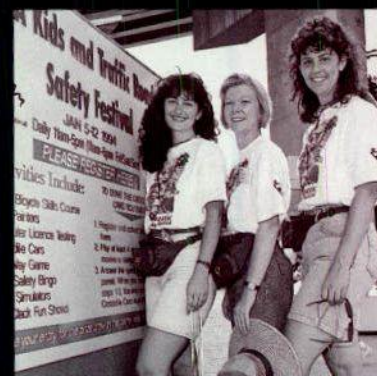






# A p p e n d i x e s

## Appendixes



*Thousands of children thronged the eight day Kids and Traffic Road Safety Festival at Darling Harbour in January.*

*Among the ninety RTA staff selected as supervisors for the Festival were from left, Michelle De Keizer, Ros Bently and Jennifer McLeod.*



## Appendix I. Major Works - Sydney Region

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

### City West Link (3x3)

▼ Estimated Cost: \$138.0M

▼ Cost to Date: \$73.8M

▼ 1993-94: \$7.4M

▼ Estimated Completion: (Dependent on funding)

This road will connect the Glebe Island Arterial with Parramatta Road at Fivedock, 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 Catherine Street and Balmain Road, Leichhardt was completed in June 1994.

The widening of Dobroyd Parade between Boomerang Street and Waratah Street, Haberfield commenced during March 1993 and is programmed for completion during May 1995.

### Glebe Island Bridge and Approaches

▼ Estimated Cost: \$169.0M

▼ Cost to Date: \$107.8M

▼ 1993-94: \$36.2M

▼ Estimated Completion: 1996

This work will link existing viaducts over Darling Harbour with the City West Link Road. It involves a 345m long bridge over Johnstons Bay.

Work commenced on the western tower and approach spans of the bridge and an Environmental Impact Statement was exhibited in July 1992 for the eastern approaches from Pyrmont Bridge Road.

The western half of the bridge and approach is complete. The eastern tower is nearing completion and the deck commenced. The eastern approach viaducts are 40% complete.

### Southern Arterial

▼ Estimated Cost: \$33.6M

▼ Cost to Date: \$27.5M

▼ 1993-94: \$0.2M

Work complete from Fig Street, Ultimo to Henderson Street, Alexandria. Further work on the

project is on hold pending outcome of M5 East Motorway Environmental Impact Statement determination.

### Victoria Road

#### Top Ryde Underpass (3x3)

▼ Estimated Cost: \$31.3M

▼ Cost to Date: \$7.1M

▼ 1993-94: \$0.3M

▼ Estimated Completion: (Dependent on funding)

This work will provide an underpass for Devlin Street at its intersection with Victoria Road. The site is currently congested and an accident blackspot. Design has been completed, property acquired and demolitions completed.

Stage 1 of the project, involving an improved at grade intersection, is programmed for commencement in 1995.

#### Widening at West Ryde (3x3)

▼ Estimated Cost: \$6.2M

▼ Cost to Date: \$4.2M

▼ 1993-94: \$1.8M

▼ Estimated Completion: 1994

To enable roadworks to commence, a pedestrian underpass and walkway was opened to pedestrians on 1 July 1993.

Work on the widening of Victoria Road between West Parade and Anzac Avenue is scheduled to be opened to 5 traffic lanes (3 city-bound and 2 out-bound) in September 1994.

Consideration is being given to using a tidal flow arrangement to further improve traffic flow during peak hour traffic conditions.

### Forest Way (3x3)

▼ Estimated Cost: \$19.0M

▼ Cost to Date: \$14.2M

▼ 1993-94: \$4.4M

▼ Estimated Completion: Sep 1994

Upgrading Forest Way to provide a minimum of four lanes between Hews Parade, and Mona Vale Road, Belrose.

Note: Details appearing in State Budget Paper No.4 includes earlier work between Wearden Road and Hens Parade.

### Woronora River Bridge (3x3)

▼ Estimated Cost: \$35.0M

▼ Cost to Date: \$6.7M

▼ 1993-94: \$1.1M

▼ Estimated Completion: (Dependent on funding)

The project includes a new road between Linden Street, Sutherland and Menai Road, Bangor.

A contract was awarded during June 1994 for construction of piled foundations for the new bridge.

### M5 Motorway

Georges River Bridge, Casula to Campbelltown Road, Prestons (Missing Link)

▼ Cost: \$65.0M (Privately funded)  
Agreement was reached with Interlink Roads to extend the M5, 6.0 km south to Prestons. Work commenced in July 1993 and was opened to traffic on 26 June 1994.

### Pennant Hills Road (Cumberland Highway)

▼ Estimated Cost: \$82.5M

▼ Cost to Date: \$66.4M

▼ 1993-94: \$24.8M

▼ Estimated Completion: Mar 1995 (West Pennant Hills).

Work is continuing on the widening of Pennant Hills Road, Beecroft southwards from Boundary Road to Mahers Road. The tunnel at the intersection of Pennant Hills and Castle Hill Roads (Thompsons Corner) was opened to traffic on 20 June 1994.

### Davies Road, Padstow

▼ Estimated Cost: \$15.5M

▼ Cost to Date: \$0.5M

▼ 1993-94: \$0.4M

▼ Estimated Completion: (Dependent on funding)

Davies Road between Banks Street and Alma Road is being reconstructed and widened to provide a bridge over the railway at Padstow. Construction is scheduled to commence in August 1994 with the construction of the bridge and Stage 1 roadworks scheduled for completion by 1996.



The work is part of the upgrading of the major north/south link between Carlingford and Engadine.

### **Parramatta Bypass (James Ruse Drive) (3x3)**

*Flyover at Intersection with Victoria Road, Rydalmere (3x3)*

▼ Estimated Cost: \$19.6M

▼ Cost to Date: \$19.1M

▼ 1993-94: \$6.6M

● **COMPLETED:** Jul 1994

Road and bridge works to eliminate severe traffic congestion which occurred at this intersection were opened to traffic in July 1994.

### **St Hilliers Road/Rawson Road/Boorea Street, (3x3)**

▼ Estimated Cost: \$11.4M

▼ Cost to Date: \$8.4M

▼ 1993-94: \$3.4M

▼ Estimated Completion: June 1995

St Hilliers Road between Parramatta Road and Rawson Road is complete.

Work is continuing on the reconstruction of Rawson

Road/Boorea Street, Auburn.

### **Sunnyholt Road**

▼ Estimated Cost: \$10.0M

▼ Cost to Date: \$3.1M

▼ 1993-4: \$3.1M

▼ Estimated Completion: Mar 1996

Widening to provide a bus priority lane as part of the Transit West Area Strategy. The work will facilitate access from the north west sector to the proposed new bus/rail interchange at Blacktown Rail Station.

### **Mulgoa Road (3x3)**

▼ Estimated Cost: \$8.3M

▼ Cost to Date: \$1.9M

▼ 1993-94: \$2.0M

▼ Estimated Completion: 1996

Upgrading to provide four lanes between the M4 Motorway and Jamison Street.

### **Blacktown Ring Road**

▼ Estimated Cost: \$5.2M\*

▼ Cost to Date: \$2.0M

▼ 1993-94: \$2.0M

▼ Estimated Completion: Dec 1994

This is a Blacktown Council project with costs being shared by Council, the Commonwealth and the State. Work involves construction of a new road linking Balmoral Street and Sunnyholt Road, which will bypass the Blacktown central business district.

\* RTA funding only

### **Silverwater Road Extension**

▼ Estimated Cost: \$32.0M

▼ Cost to Date: \$10.4M

▼ 1993-94: \$1.4M

▼ Estimated Completion: Dec 1995

The work will complete a missing link in the Menai to Carlingford arterial route, improve traffic flow and safety at the Silverwater Road/Victoria Road intersection and remove through traffic from residential streets.

## **Western Route**

The Western Route extends more than 1,200.0 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**

### **Linden Bends (Stage 1 and 2) (3x3)**

▼ Estimated Cost: \$6.5M

▼ Cost to Date: \$4.2M

▼ 1993-94: \$2.2M

● **COMPLETED:** Dec 1993

Realignment and upgrade at Linden Bends between Martin Place and Tollgate Drive.

### **Woodford Bends (3x3)**

▼ Estimated Cost: \$36.0M

▼ Cost to Date: \$32.6M

▼ 1993-4: \$11M

● **COMPLETED:** Aug 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.

## **Appendix 2. Major Works - Western Region**

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

## **Western Route**

### **Coxs River Deviation**

▼ Final Cost: \$32.4M

▼ 1993-94: \$4.2M

● **COMPLETED:** Sep 1993

Elimination of a winding length of road 9.6 to 14.3 km west of Lithgow including new twin bridges over Coxs River.

### **Rydal Road to Mt Lambie (3x3)**

▼ Final Cost: \$8.2M

▼ 1993-94: \$2.4M

● **COMPLETED:** Oct 1993

Realignment of 4.0 km of road with a poor accident record between 17.8 and 21.8 km east of Lithgow with a new three lane high standard road.

### **Mount Lambie to Lawsons Creek (3x3)**

▼ Estimated Cost: \$19.0M

▼ Cost to Date: \$3.3M

▼ 1993-94: \$2.0M

▼ Estimated Completion: Dec 1995

Realignment of 4.0 km of road with a poor accident record between 22.0 and 26.0 km west of Lithgow with a new three lane high standard road.



### **Dunkeld**

▼ Final Cost: \$1.3M

▼ 1993-94: \$1.1M

● **COMPLETED:** Oct 1993

Upgrading the existing carriageway and provision of an eastbound auxiliary lane between 7.1 and 8.6 km west of Bathurst.

### **Reedy Creek (3x3)**

▼ Estimated Cost: \$2.6M

▼ Cost to Date: \$0.7M

▼ 1993-94: \$0.6M

▼ Estimated Completion: Dec 1994

Replacement of narrow bridge at Reedy Creek with a widened structure on an improved alignment.

### **Two Mile Creek (3x3)**

▼ Estimated Cost: \$1.9M

▼ Cost to Date: \$1.1M

▼ 1993-94: \$1.7M

▼ Estimated Completion: Dec 1994

A new bridge and approaches over Two Mile Creek. Work involves the replacement of a narrow bridge with

poor approach alignment with a new concrete structure on a high standard alignment.

### **Maryvale**

▼ Estimated Cost: \$4.3M

▼ Cost to Date: \$1.7M

▼ 1993-94: \$1.6M

▼ Estimated Completion: June 1995

Reconstruction between Wellington and Maryvale with a widened road on an improved alignment.

### **Dolo Creek (3x3)**

▼ Estimated Cost: \$1.4M

▼ Cost to Date: \$0.4M

▼ 1993-94: \$0.4M

▼ Estimated Completion: Oct 1994

A new bridge over Dolo Creek to replace an old timber bridge.

### **Fitzgeralds Bridge**

▼ Estimated Cost: \$4.0M

▼ Cost to Date: \$2.3M

▼ 1993-94: \$1.8M

▼ Estimated Completion: Feb 1995

A new bridge and approaches to replace a narrow steel truss bridge with a poor accident record.

### **Marsden**

▼ Estimated Cost: \$2.6M

▼ Cost to Date: \$0.1M

▼ 1993-94: \$0.1M

▼ Estimated Completion: Jun 1995

Reconstruction of the intersection with the Mid Western Highway to improve traffic flow and safety.

### **Parkes**

▼ Final Cost: \$0.7M

▼ 1993-94: \$0.7M

● **COMPLETED:** Jun 1994

Reconstruction of two intersections with a rigid pavement to reduce maintenance and improve traffic flow.

## **Appendix 3. Major Works - Northern Region**

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

### **F3 - Sydney to Newcastle Freeway**

The F3 Freeway is in service to Minmi, 146 km north of Sydney.

#### **Palmers Road to Minmi**

▼ Final Cost: \$175.0M

▼ 1993-94: \$12.0M

● **COMPLETED:** Dec 1993

A further 19 km of freeway connects to an upgraded Lenaghans Drive, north of Minmi, which allows a direct connection to the New England Highway, 4.0 km west of Hexham.

#### **Newcastle Link Road**

▼ Final Cost: \$50.0M

▼ 1993-94: \$12.8M

● **COMPLETED:** December 1993

The 7.0 km link road connects the F3 Freeway, south of Minmi, to an upgraded Thomas Street and Newcastle Road at Wallsend.

### **Pacific Highway**

#### **Cheero Point**

▼ Estimated Cost: \$2.8M

▼ Cost to Date: \$2.7M

▼ 1993-94: \$1.5M

▼ Estimated Completion: Jun 1995.

Restoration of a landslip at Cheero Point 3.0 km north of the Hawkesbury River which reopened the Highway to traffic on 3 June 1994.

#### **Kariong Hill - Dane Drive (3x3)**

▼ Estimated Cost: \$52.0M

▼ Cost to Date: \$38.2M

▼ 1993-94: \$6.2M

▼ Estimated Completion: Dec 1995.

A dual carriageway has been completed from Kariong to West Gosford, including Kariong Hill. The final stage includes a bridge over the railway line at Gosford.

### **Hexham to Telegraph Point (3x3)**

▼ Estimated Cost: \$10.1M

▼ Cost to Date: \$6.9M

▼ 1993-94: \$2.2M

▼ Estimated Completion: 1996

Construction of passing lanes at various locations to improve travelling conditions and safety.

#### **Raymond Terrace Traffic Relief Route**

▼ Estimated Cost: \$43.0M

▼ 1993-94: \$7.0M

▼ Cost to Date: \$9.4M

▼ Estimated Completion: 1997

A 6.0 km bypass of Raymond Terrace. An EIS was determined in July 1993. A contract was let in November 1993 to construct bridges to carry the bypass over Mt Hall and Richardson Roads and is expected to be completed in late 1994. The construction of a new roundabout is underway at the intersection of the bypass and Masonite Road.



### **Nabiac to Taree**

▼ Cost: \$38.5M

▼ 1993-94: \$10.9M

● **COMPLETED:** May 1994

Construction of 14.0 km of dual carriageway between Nabiac and Taree eliminates a stretch of highway with a bad accident record.

### **Bulahdelah to**

### **Possum Brush Motorway**

▼ Estimated Cost: \$13.9M\*

▼ Cost to Date: \$6.3M

▼ 1993-94: \$2.8M

▼ Estimated Completion: 1999

Construction of 50.0 km of dual carriageway from Bulahdelah to Possum Brush, 79.0 to 129.0 km north of Raymond Terrace, will dramatically reduce accident rates and improve travelling conditions and times.

\* Represents RTA funding only

### **Taree Bypass (3x3)**

▼ Estimated Cost: \$67.2M

▼ Cost to Date: \$9.5M

▼ 1993-94: \$6.2M

▼ Estimated Completion: Apr 1998

Construction commenced in July 1993 of a 12.5 km bypass of Taree, which will extend dual carriageways 5.0 km to Purfleet.

### **Hérons Creek Deviation**

▼ Stage 2

▼ Cost: \$17.2M

▼ 1993-94: \$4.4M

● **COMPLETED:** Nov 1993

Commenced in late 1991, this new section of road near Port Macquarie extends north from Herons Creek for 11.0 km and includes 5.0 km of dual carriageway.

### **Kundabung**

▼ Estimated Cost: \$3.4M

▼ Cost to Date: \$2.2M

▼ 1993-94: \$2.2M

▼ Estimated Completion: Sep 1994

Reconstruction and provision of a northbound overtaking lane at Kundabung, 15.0 km south of Kempsey.

### **Clybucca**

▼ Estimated Cost: \$2.2M

▼ Cost to Date: \$0.4M

▼ 1993-94: \$0.4M

▼ Estimated Completion: Apr 1995

Construction of overtaking lanes by widening to the west of the existing highway between 16.5 and 17.7 km north of Kempsey at Clybucca.

### **Stuarts Point (3x3)**

▼ Estimated Cost: \$3.1M

▼ Cost to Date: \$0.6M

▼ 1993-94: \$0.6M

▼ Estimated Completion: Apr 1995

Realignment, regrading and construction of northbound overtaking lane between 31.2 and 34.0 km north of Kempsey, known as Stuarts Point.

### **Eungai Deviation**

▼ Final Cost: \$ 9.9M

▼ 1993-94: \$2.4M

● **COMPLETED:** Dec 1993

Construction of a 4.0 km single carriageway deviation, including an overtaking lane and a new bridge over Eungai Creek, 34.5 to 38.7 km north of Kempsey.

### **Allgomera Deviation**

▼ Final Cost: \$11.6M

▼ 1993-94: \$4.9M

● **COMPLETED:** Feb 1994

Construction of 4.0 km of dual carriageway from Allgomera Creek Bridge to Upper Warrell Creek Bridge, 38.3 to 43.5 km north of Kempsey.

### **Watt Creek**

### **Bridge (3x3)**

▼ Estimated Cost: \$3.0M

▼ Cost to Date: \$0.9M

▼ 1993-94: \$0.7M

▼ Estimated Completion: Apr 1995

Construction of Watt Creek Bridge and approaches, 59.5 and 60.9 km north of Kempsey, replacing an old narrow timber bridge.

### **Raleigh Deviation**

▼ Estimated Cost: \$25.9M

▼ Cost to Date: \$1.4M

▼ 1993-94: \$0.8M

▼ Estimated Completion: 1996

Construction of a deviation at Raleigh, including a new bridge over the Bellinger River.

### **Raleigh Roundabout**

▼ Final Cost: \$1.5M

▼ 1993-94: \$1.0M

● **COMPLETED:** Feb 1994

Construction of roundabout on southern approach to Raleigh Bridge, 89.6 km north of Kempsey.

### **Archville Station Road (3x3)**

▼ Final Cost: \$1.9M

▼ 1993-94: \$1.5M

● **COMPLETED:** Jun 1994

Restoration and construction of a northbound overtaking lane, 97.0 to 98.6 km north of Kempsey at Archville Station Road.

### **Pine Creek (3x3)**

▼ Final Cost: \$1.3M

▼ 1993-94: \$1.3M

● **COMPLETED:** Dec 1993

Rehabilitation of Pine Creek overtaking lane, including provision of truck inspection bay, 16.0 km south of Coffs Harbour.

### **South Coffs Harbour**

▼ Final Cost: \$4.0M

▼ 1993-94: \$0.7M

● **COMPLETED:** September 1993

Reconstruction from Thompsons Road to Combine Street, South Coffs Harbour, to provide a divided dual carriageway.

### **Sapphire Beach**

▼ Final Cost: \$1.4M

▼ 1993-94: \$1.2M

● **COMPLETED:** May 1994

Rehabilitation from 7.93 to 9.19 km north of Coffs Harbour at Sapphire Beach to improve overtaking opportunities.

### **Elizabeth Lodge**

▼ Estimated Cost: \$1.2M

▼ Cost to Date: \$0.1M

▼ 1993-94: \$0.1M

▼ Estimated Completion: Sep 1994

Rehabilitation and construction of southbound overtaking lane, 15.97 to 17.65 km north of Coffs Harbour at Elizabeth Lodge.



### **Halfway Creek**

▼ Final Cost: \$1.0M

▼ 1993-94: \$0.3M

● **COMPLETED:** Jul 1993

Widening of the highway to provide a southbound overtaking lane at Halfway Creek and raising of the road level to improve sight distance for motorists, 53.2 to 54.8 km north of Coffs Harbour.

### **Reilley's Lane (3x3)**

▼ Estimated Cost: \$5.5M

▼ Cost to Date: \$1.0M

▼ 1993-94: \$1.0M

▼ **Estimated Completion:** Jun 1995  
Realignment and regrading of the highway, together with construction of a southbound overtaking lane and improvements at the intersection with Reilley's Lane, 5.8 to 8.4 km south of Grafton.

### **Cooneys (3x3)**

▼ Estimated Cost: \$8.27M

▼ Cost to Date: \$0.3M

▼ 1993-94: \$0.3M

▼ **Estimated Completion:** Dec 1994  
Reconstruction and widening of existing pavement, 15.1 to 16.75 km north of Grafton.

### **McIntyres Lane (3x3)**

▼ Final Cost: \$1.5M

▼ 1993-94: \$1.3M

● **COMPLETED:** Dec 1993

Provision of southbound overtaking lane near McIntyres Lane, 5.0 km south of Maclean.

### **Shark Creek Deviation (3x3)**

▼ Estimated Cost: \$4.3M

▼ Cost to Date: \$0.4M

▼ 1993-94: \$0.4M

▼ **Estimated Completion:** May 1995  
Construction of deviation north of Shark Creek, including northbound overtaking lane, 37.1 to 38.6 km north of Grafton.

### **Mororo Bridge and Approaches**

▼ Final Cost: \$10.0M

▼ 1993-94: \$3.3M

● **COMPLETED:** Nov 1993

Construction of a new bridge and approaches over the north arm of the Clarence River at Mororo, 58.0 to 60.2 km north of Grafton.

### **Mororo to**

#### **Tabbimoble Deviation**

▼ Estimated Cost: \$8.2M

▼ Cost to Date: \$0.5M

▼ 1993-94: \$0.5M

▼ **Estimated Completion:** Dec 1996  
Construction of a deviation, including northbound overtaking lane, from Mororo to Tabbimoble, 60.2 to 65.2 km north of Grafton.

### **Woodburn Tick Gates**

▼ Estimated Cost: \$5.2M

▼ Cost to Date: \$2.2M

▼ 1993-94: \$2.2M

▼ **Estimated Completion:** Dec 1994  
Rehabilitation on existing alignment at Woodburn Tick Gates, 78.08 to 82.25 km north of Grafton.

### **Woodburn**

▼ Final Cost: \$1.0M

▼ 1993-94: \$1.0M

● **COMPLETED:** Feb 1994

Restoration and reconstruction through Woodburn, 93.7 to 94.6 km north of Grafton.

### **West Ballina (3x3)**

▼ Final Cost: \$2.6M

▼ 1993-94: \$1.2M

● **COMPLETED:** Jun 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.

### **Tintenbar Hill (3x3)**

▼ Final Cost: \$2.0M

▼ 1993-94: \$1.7M

● **COMPLETED:** Nov 1993

Reconstruction from 10.0 to 12.0 km north of Ballina at Tintenbar Hill.

### **Bangalow Bypass (3x3)**

▼ Estimated Cost: \$20.3M

▼ Cost to Date: \$18.5M

▼ 1993-94: \$6.5M

▼ **Estimated Completion:** Dec 1994  
Construction of a 2.7 km bypass to the east of Bangalow, including overtaking lanes for northbound and southbound vehicles, 23.4 to 26.1 km north of Ballina.

### **North of Ballina**

▼ Final Cost: \$0.6M

▼ 1993-94: \$0.4M

● **COMPLETED:** Oct 1993

Widening of pavement to construct an overtaking lane, 30.5 km north of Ballina, at St Helena.

### **Billinudgel to Chinderah Motorway**

▼ Estimated Cost: \$38.8M\*

▼ Cost to Date: \$1.2M

▼ 1993-94: \$1.2M

▼ **Estimated Completion:** 1996  
Construction of 28.0 km of dual carriageway from Billinudgel to Chinderah. The project will replace the hilly, winding Burringbar Range which has a history of accidents.

\*Represents RTA funding only.

### **Leedys Creek (3x3)**

▼ Estimated Cost: \$0.5M

▼ Cost to Date: \$0.3M

▼ 1993-94: \$0.3M

▼ **Estimated Completion:** Aug 1994  
Construction of northbound overtaking lane at Leedys Creek, near Tumbulgum, 91.0 km north of Ballina.

### **Chinderah Bypass**

▼ Estimated Cost: \$52.0M

▼ Cost to Date: \$22.1M

▼ 1993-94: \$14.0M

▼ **Estimated Completion:** Dec 1996  
Construction of 5.8 km of dual carriageway, 95.8 to 101.6 km north of Ballina, including a new bridge over the Tweed River at Barney's Point, bridges at Wommin Bay Road and a major interchange at Cudgen Road.



## New England Highway

### Hexham to Tarro

- ▼ Final Cost: \$2.7M
  - ▼ 1993-94: \$1.0M
  - **COMPLETED:** Jun 1994
- Reconstruction of pavement, curve and median along a highly trafficked section of the New England Highway.

### Tarro Interchange

- ▼ Estimated Cost: \$6.8M
  - ▼ Cost to Date: \$1.1M
  - ▼ Estimated Completion: late 1995
- The interchange will provide a flyover of the New England Highway for Anderson Drive at Tarro.

### River Road, Lochinvar

- ▼ Estimated Cost: \$2.2M
  - ▼ Cost to Date: \$1.8M
  - ▼ 1993-94: \$1.6M
  - ▼ Estimated Completion: Dec 1994
- Construction of 2.0 km long north and southbound overtaking lanes, near Airds Hill, including a full length painted median/turn bay facility.

### Glennies Creek

- ▼ Estimated Cost: \$0.8M
  - ▼ Cost to Date: \$0.7M
  - ▼ 1993-94: \$0.7M
  - ▼ Estimated Completion: Sep 1994
- Construction of a 1.1 km long southbound overtaking lane south of Glennies Creek.

### Muswellbrook

- ▼ Estimated Cost: \$1.0M
  - ▼ Cost to Date: \$0.4M
  - ▼ 1993-94: \$0.2M
  - ▼ Estimated Completion: Jun 1995
- Construction of an additional southbound carriageway from the Muswellbrook Shire Council Administration Centre towards Blackhill.

### Bridge Street, Muswellbrook

- ▼ Final Cost: \$1.5M
  - ▼ 1993-94: \$1.2M
  - **COMPLETED:** Jun 1994
- Roundabout at the intersection of William and Bridge Streets Muswellbrook.

### Hill Street, Muswellbrook

- ▼ Estimated Cost: \$3.1M
  - ▼ Cost to Date: \$2.8M
  - ▼ 1993-94: \$2.0M
  - ▼ Estimated Completion: June 1995
- Rehabilitation from Market Street to Dumaresq Street, Muswellbrook.

### Barkers Hill

- ▼ Estimated Cost: \$2.2M
  - ▼ Cost to Date: \$2.0M
  - ▼ 1993-94: \$2.0M
  - ▼ Estimated Completion: Dec 1994
- Construction of 2.0 km long north and southbound passing lanes north of Muswellbrook accompanied by pavement rehabilitation.

### McDougalls Hill

- ▼ Final Cost: \$0.8M
  - ▼ 1993-94: \$0.8M
  - **COMPLETED:** Jun 1994
- Rehabilitation work to improve pavement integrity, safety and ride quality.

### Haydon Lane

- ▼ Final Cost: \$0.6M
  - ▼ 1993-94: \$0.6M
  - **COMPLETED:** May 1994
- Improved pavement quality and minor intersection improvements 56.4 to 57.1 km north of Muswellbrook.

### Blandford

- ▼ Final Cost: \$0.5M
  - ▼ 1993-94: \$0.02M
  - **COMPLETED:** Apr 1994
- Improved pavement quality 58.7 to 60.3 km north of Muswellbrook.

### Liverpool Range

- ▼ Estimated Cost: \$38.1M
  - ▼ Cost to Date: \$15.9M
  - ▼ 1993-94: \$8.7M
  - ▼ Estimated completion: 1995
- Reconstruction of a winding two-lane length of the New England Highway to provide four lanes and an improved alignment 41.0 to 50.0 km north of Scone.

### Tamworth Inner City Bypass

- ▼ Final Cost: \$3.3M
  - ▼ 1993-94: \$1.5M
  - **COMPLETED:** Sep 1993
- A bypass to remove heavy vehicles from the central business district.

### Carlisles Gully

- ▼ Estimated Cost: \$1.8M
  - ▼ Cost to date: \$1.0M
  - ▼ 1993-94: \$0.9M
  - ▼ Estimated Completion: Oct 1994
- A new bridge and approaches 63.0 km north of Tamworth.

### Armidale Bypass

- ▼ Estimated Cost: \$17.6M
  - ▼ Cost to Date: \$11.7M
  - ▼ 1993-94: \$9.6M
  - ▼ Estimated completion: Dec 1994
- All bridges and major earthworks have been completed and the pavement contract was let in August 1994.

### Guyra Gun Club

- ▼ Final Cost: \$0.8M
  - ▼ 1993-94: \$0.7M
  - **COMPLETED:** Jun 1994
- Restoration and construction of a southbound climbing lane 32.0 to 34.0 km north of Armidale.

### Ryanda Hill

- ▼ Final Cost: \$1.5M
  - ▼ 1993-94: \$1.0M
  - **COMPLETED:** Nov 1993.
- Restoration of pavement 49.5 to 51.5 km north of Armidale.

### Marowan Creek

- ▼ Final Cost: \$1.4M
  - ▼ 1993-94: \$0.7M
  - **COMPLETED:** Dec 1993.
- Restoration of pavement 73.0 to 75.6 km north of Armidale.

### Marowan Creek

- ▼ Estimated Cost: \$1.6M
  - ▼ 1993-94: \$0.2M
  - ▼ Estimated Completion: Jun 1995
- Replacement of a narrow bridge and approaches 75.0 km north of Armidale.

### Tutts Gully Stage I

- ▼ Final Cost: \$1.9M
  - ▼ 1993-94: \$0.6M
  - **COMPLETED:** Sep 1993.
- Restoration 7.0 to 9.0 km south of Glen Innes, including a 1.0 km climbing lane.



### **Tutts Gully Stage II**

- ▼ Final Cost: \$1.5M
  - ▼ 1993-94: \$1.5M
  - **COMPLETED:** May 1994
- Restoration 5.0 to 7.0 km south of Glen Innes.

### **Tutts Gully Stage III**

- ▼ Final Cost: \$1.0M
  - ▼ 1993-94: \$0.6M
  - **COMPLETED:** August 1994
- Restoration 3.0 to 5.0 km south of Glen Innes.

## **Newell Highway**

### **North of Narrabri**

- ▼ Final Cost: \$1.0M
  - ▼ 1993-94: \$1.0M
  - **COMPLETED:** Nov 1993.
- Rehabilitation 45.0 to 47.0 km north of Narrabri.

### **O'Briens Creek, West Narrabri**

- ▼ Final Cost: \$5.4M
  - ▼ 1993-94: \$5.2M
  - **COMPLETED:** Sep 1994.
- Provision of one level crossing on a new alignment to replace two level crossings, construction of two roundabouts and replacement of a narrow bridge.

## **Oxley Highway**

### **Fernhill Street and Wrights Road, Port Macquarie**

- ▼ Estimated Cost: \$3.5M
  - ▼ Cost to Date: \$0.6M
  - ▼ 1993-94: \$0.6M
  - ▼ Estimated Completion: Jun 1995
- Construction of dual carriageways between Fernhill Street and Wrights Road, west of Port Macquarie.

### **Mooki River Deviation, Gunnedah**

- ▼ Estimated Cost: \$6.5M
  - ▼ Cost to Date: \$1.1M
  - ▼ 1993-94: \$0.4M
  - ▼ Estimated Completion: Dec 1995
- Three bridges will replace flood prone timber bridges and eliminate poor alignment just east of Gunnedah.

## **Bruxner Highway**

### **Perrys Hill Deviation (3x3)**

- ▼ Final Cost: \$6.2M
  - ▼ 1993-94: \$0.3M
  - **COMPLETED:** Aug 1993
- Reconstruction to improve curve alignment, and the provision of eastbound and westbound overtaking lanes and intersection improvements, 8.5 to 11.0 km west of Ballina.

### **Goonellabah Reconstruction (3x3)**

- Stage 2*
- ▼ Estimated Cost: \$5.0M
  - ▼ Cost to Date: \$4.1M
  - ▼ 1993-94: \$0.86M
  - ▼ Estimated Completion: Dec 1994
- Construction of dual carriageway from Lombardos Corner to Kadina Street, Goonellabah, 20.1 to 21.0 km west of Ballina.

### **Girard Forest**

- ▼ Final Cost: \$0.4M
  - ▼ 1993-94: \$0.3M
  - **COMPLETED:** Jul 1994
- Construction of a westbound passing lane 84.0 to 85.0 km west of Casino.

## **Other Works**

### **Avoca Drive - Davistown Road**

- (Main Road No 504)*
- ▼ Estimated Cost: \$1.9M
  - ▼ Cost to Date: \$0.9M
  - ▼ 1993-94: \$0.9M
  - ▼ Estimated Completion: Jun 1995
- Construction of a roundabout to improve traffic management.

### **Avoca Drive - Greenslope Drive to Elfin Hill Road**

- (Main Road No 504)*
- ▼ Estimated Cost: \$6.0M
  - ▼ Cost to Date: \$3.1M
  - ▼ 1993-94: \$1.8M
  - ▼ Estimated Completion: Jun 1995
- Construction of dual carriageway, reconstruction of the existing road and provision of traffic management improvements, near Green Point.

### **Wyong Road (3x3)**

- (Main Road No 335)*
- ▼ Estimated Cost: \$61.0M
  - ▼ Cost to Date: \$41.0M
  - ▼ 1993-94: \$8.0M
  - ▼ Estimated Completion: 1996
- Construction of dual carriageways, rehabilitation of existing roadway and provision of traffic management improvements along the 11.6 km length between the Pacific Highway and The Entrance Road.

### **George Booth Drive**

- (Main Road No 223)*
- ▼ Final Cost: \$13.8M
  - ▼ 1993-94: \$5.8M
  - **COMPLETED:** Jun 1994
- Upgrading between Northville Drive and Government Road, realignment between Government Road and Cameron Park Drive and provision of a roundabout at Cameron Park Drive and Government/Withers Road.

### **Lenaghans Drive - F3 Link**

- ▼ Estimated Cost: \$60.0M
- Three stage upgrading of Lenaghans Drive to provide an improved link between the Sydney-Newcastle Freeway and John Renshaw Drive.

#### *Stage 1*

- ▼ Final Cost: \$7.7M
  - **COMPLETED:** Dec 1993
- Upgrading local road system and project development costs.

#### *Stage 2*

- ▼ Estimated Cost: \$30.2M
  - ▼ Cost to Date: \$1.5M
  - ▼ Estimated Completion: 1997
- Full earthworks and construction of a single northbound carriageway.

#### *Stage 3*

- ▼ Estimated Cost: \$23.3M
- ▼ Estimated completion: (Dependent on funding.)

### **Lake Road, Glendale**

- (Main Road No 217)*
- ▼ Estimated Cost: \$2.5M
  - ▼ Cost to Date: \$0.6M
  - ▼ 1993-94: \$0.6M
  - ▼ Estimated Completion: Jun 1995
- Road widening from near Main Road, Glendale (Main Road No 223) to Newcastle City boundary (Main Road



No 217) to provide four lanes and pavement rehabilitation, together with developer funded intersection improvements at Reservoir Road junction.

### **South West Rocks Road, Kempsey (3x3)**

(Main Road No 198)

▼ Cost: \$1.2M

▼ 1993-94: \$0.01M

● **COMPLETED:** Aug 1993

A new bridge and approaches at Spencers Creek, 32.75 km north of Kempsey.

### **Coffs Harbour-Grafton Road (3x3)**

(Main Road No 151)

▼ Final Cost: \$1.0M

▼ 1993-94: \$0.3M

● **COMPLETED:** Dec 1993

New bridge and approaches over Tallawadjah Creek at Glenreagh, 38.0 km north of Coffs Harbour, replacing two old narrow timber beam bridges in poor condition.

### **Coffs Harbour-Grafton Road (3x3)**

(Main Road No 151)

▼ Estimated Cost: \$0.7M

▼ Cost to Date: \$0.5M

▼ 1993-94: \$0.3M

▼ **Estimated Completion:** Sept. 1994  
Construction of new bridge and approaches over Flaggy Creek, 45.0 km north of Coffs Harbour.

### **Summerland Way (3x3)**

(Main Road No 83)

▼ Final Cost: \$0.5M

▼ 1993-94: \$0.2M

● **COMPLETED:** Dec 1993

Raising of roadway north of Deep Creek at Leeville, 93.67 to 94.57 km north of Grafton, to improve safety at the entrance to the local public school, reduce closure of the road during floods and reduce maintenance costs.

### **Summerland Way (3x3)**

(Main Road No 83)

▼ Final Cost: \$1.4M

▼ 1993-94: \$0.6M

● **COMPLETED:** Jun 1994

Improvement of existing alignment at a number of locations 19.0 to 23.4 km north of Kyogle.

### **Summerland Way**

(Main Road No 83)

▼ Final Cost: \$2.1M

▼ 1993-94: \$2.0M

● **COMPLETED:** Mar 1994

Rehabilitation of selected lengths and construction of a deviation north of Kyogle.

### **Lismore-Bangalow Road (3x3)**

(Main Road No 65) (3x3)

▼ Final Cost: \$0.7M

▼ 1993-94: \$0.3M

● **COMPLETED:** Aug 1993

Reconstruction through Bexhill, 10.0 km east of Lismore.

### **Gundy Bridge Scone**

(Main Road No 105)

▼ Final Cost: \$1.3M

▼ 1993-94: \$0.6M

● **COMPLETED:** Dec 1993

A new bridge to replace a timber bridge washed away by floodwaters in 1992.

### **Chandler River Bridge (3x3)**

(Main Road No 74)

▼ Estimated Cost: \$3.3M

▼ Cost to Date: \$1.6M

▼ 1993-94: \$1.6M

▼ **Estimated Completion:** Dec 1995

The bridge replaces an old single lane timber structure on the Armidale-Coffs Harbour Road near Wollomombi.

## **Appendix 4. Major Works - Southern Region**

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

### **F6 Waterfall-Bulli Tollway**

#### **New Driver Aid System**

▼ Estimated Cost: \$3.1M

▼ 1993-94: \$3.0M

▼ **Estimated Completion:** Dec 1994

A new system is being field tested to provide a wide range of information to assist motorists on the tollway, particularly during fog.

### **Hume Highway**

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

#### **Menangle to Goulburn**

▼ Final Cost: \$18.0M

▼ 1993-94: \$18.0M

● **COMPLETED:** Jun 1994

Pavement rehabilitation was completed on several sections of highway north of Goulburn (to preserve the road asset and to improve ride quality).

#### **Cullarin Range**

#### **Deviation to Yass Bypass**

▼ Estimated Cost: \$63.9M

▼ Cost to Date: \$42.9M

▼ 1993-94: \$31.2M

▼ **Estimated Completion:** Apr 1995

This 17.0 km project is the final stage in the duplication of the Hume Highway between Sydney and Yass. The first 12.0 km section was opened to traffic in September 1994.

### **Yass Bypass and Barton Highway Connection**

▼ Estimated Cost: \$141.2M

▼ Cost to Date: \$124.6M

▼ 1993-94: \$48.9M

▼ **Completed:** July 1994 (Yass Bypass)

▼ **Estimated Completion:** Apr 1995

(Barton Highway Connector)

The 18.0 km bypass was opened to



traffic on 25 July 1994 and has removed Sydney/Melbourne through traffic from the centre of Yass.

The 10.0 km Barton Highway connection, to the east of Yass, will provide a grade separated interchange between the Hume and Barton Highways and remove Canberra/Melbourne through traffic from Yass.

#### **Bowning Deviation Overlay**

▼ Final Cost: \$7.2M

▼ Cost to Date: \$7.1M

▼ 1993-94: \$6.1M

● COMPLETED: Jun 1994

A 4.9 km concrete overlay on the southbound carriageway 87.0 to 91.9 km south of Goulburn, links with Yass Bypass.

#### **Bowning Creek to Dunderalligo Creek Overlay**

▼ Estimated Cost: \$10.7M

▼ Cost to Date: \$1.0M

▼ 1993-94: \$1.0M

▼ Estimated Completion: May 1995

This 6.6 km section adjoins the above work, extending the concrete overlay on the southbound carriageway from 91.9 to 98.5 km south of Goulburn. The work will reduce future maintenance costs, provide better ride quality and enhance road safety.

#### **Jugiong Bypass**

▼ Estimated Cost: \$81.9M

▼ Cost to Date: \$33.4M

▼ 1993-94: \$26.3M

▼ Estimated Completion: Dec 1995

The 13.0 km bypass will improve road safety, reduce travelling times and transport operating costs by eliminating the steep climb at Jugiong Hill. It will also replace the last remaining section of the Hume Highway subject to flooding.

#### **Tarcutta Range Deviation**

▼ Estimated Cost: \$53.9M

▼ Cost to Date: \$17.1M

▼ 1993-94: \$11.1M

▼ Estimated Completion: Jun 1996

A 9.4 km extension of the existing dual carriageways south of Gundagai and a grade separation at the intersection with the Sturt Highway.

#### **Kilgowla Overlay**

▼ Final Cost: \$6.8M

● COMPLETED: Dec 1993

This 11.0 km section involves upgrading the northbound carriageway south of Tarcutta with a new concrete overlay.

#### **Comatawa Overlay**

▼ Final Cost: \$2.5M

● COMPLETED: Dec 1993

This 4.0 km section adjoins the above work and extends the concrete overlay on the northbound carriageway, south of Tarcutta.

#### **Ironbark to Kyeamba Duplication**

▼ Estimated Cost: \$8.3M

▼ 1993-94: \$3.7M

▼ Estimated Completion: Jan 1995

This work will provide 3.0 km of dual carriageway. It is the first of three planned stages for upgrading of the highway through Kyeamba Range.

#### **Little Billabong Duplication**

▼ Final Cost: \$6.5M

▼ 1993-94: \$4.5M

● COMPLETED: May 1994

Duplication of Billabong Creek bridge and approaches provided an extra 2.0 km of dual carriageway.

### **Federal Highway**

#### **Rose Lagoon to Willow Tree Creek**

▼ Final Cost: \$3.5M

▼ 1993-94: \$3.1M

● COMPLETED: Dec 1993

Realignment of the southbound carriageway, 26.2 to 28.4 km south of Goulburn.

### **Barton Highway**

The Barton Highway links Canberra with the Hume Highway near Yass. The new route for the 10.0 km connection of the highway to the Yass Bypass, to the east of Yass, is currently under construction (See Hume Highway - Yass Bypass and Barton Highway Connection).

### **Princes Highway**

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

#### **Bomaderry to Nowra (3x3)**

▼ Final Cost: \$12.0M

▼ 1993-94: \$1.2M

● COMPLETED: Dec 1993

Upgrading to dual carriageway between Cambewarra Road and Bolong Road. The first stage, between Cambewarra Road and Lynburn Avenue, was opened to traffic in October 1991. The final stage to Bolong Road was completed in December 1993.

#### **Tomerong Bypass (3x3)**

▼ Estimated Cost: \$22.4M

▼ 1993-94: \$8.8M

▼ Estimated Completion: Apr 1995

Stage 1 completed, Stage 2 works are well advanced and earthworks for Stage 3 have started.

#### **Higgins Creek (3x3)**

▼ Final Cost: \$1.0M

▼ 1993-94: \$1.0M

● COMPLETED: May 1994

Widening of a narrow bridge and its approaches, south of Termeil.

#### **Batemans Bay to Eden**

▼ Final Cost: \$4.8M

▼ 1993-94: \$4.8M

● COMPLETED: Jun 1994

Improved safety and travelling conditions and widened carriageway by recycling the existing failed pavement.

#### **Wolumla to Yellow Pinch (3x3)**

▼ Final Cost: \$10.0M

▼ 1993-94: \$5.7M

● COMPLETED: 17 Dec 1993

This project eliminates a narrow substandard section of highway north of Merimbula Bypass and includes a new bridge over Yellow Pinch Creek. Stage 1 completed in December 1992 and Stage 2 in December 1993.

#### **Yowaka Creek (3x3)**

▼ Estimated Final Cost: \$0.5M

▼ 1993-94: \$0.2M

▼ Estimated Completion: Oct 1994

Widening of a narrow bridge and its approaches, south of Pambula.



## Snowy Mountains Highway

### Bega to Tathra

▼ Final Cost: \$0.6M

▼ 1993-94: \$0.6M

● **COMPLETED:** Jun 1994

Restoration of failed pavement sections.

## Monaro Highway

### ACT Border to Bombala (3x3)

▼ Final Cost: \$7.5M

▼ 1993-94: \$6.7M

● **COMPLETED:** Jun 1994

A widened carriageway by recycling failed pavement, at various locations.

### South of Bombala (3x3)

▼ Final Cost: \$3.0M

▼ 1993-94: \$1.5M

● **COMPLETED:** Mar 1994

Realignment and sealing 39.3 to 42.2 km south of Bombala to eliminate the second last section of unsealed pavement on this route.

## The Kings Highway

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

### Clyde Mountain (3x3)

▼ Final Cost: \$1.0M

▼ 1993-94: \$1.0M

● **COMPLETED:** Jun 1994

Reconstruction and widening of a narrow, substandard section of mountainous road west of Nelligen, including an overtaking lane 35.3 to 36.3 km west of Batemans Bay.

### Clyde Mountain (3x3)

▼ Estimated Cost: \$1.2M

▼ 1993-94: \$0.5M

▼ Estimated Completion: Oct 1994

Reconstruction and widening of a narrow section of road and a minor deviation to eliminate a sharp curve, 32.6 and 33.5 km west of Batemans Bay.

## Sturt Highway

### Balranald

▼ Estimated Cost: \$3.2M

▼ 1993-94: \$1.2M

▼ Estimated Completion: Feb 1995

Construction of a new bridge & approaches at Yanga Creek will remove a substandard section of the highway subject to flooding.

### Hay

▼ Estimated Cost: \$7.9M

▼ 1993-94: \$1.0M

▼ Estimated Completion: Mar 1995

Pavement restoration works from 134.4 to 149.7 km west of Narrandera to improve travelling conditions.

## Riverina Highway

### Albury (3x3)

▼ Final Cost: \$5.2M

▼ 1993-94: \$1.8M

● **COMPLETED:** Dec 1993

New bridges, approaches and restoration of pavement at Woolshed and Sandy Creeks, east of Albury, eliminating a narrow, substandard section of road.

## Cobb Highway

### Booligal, north to Jumping Sandhills (3x3)

▼ Estimated Cost: \$7.8M

▼ Cost to Date: \$5.1M

▼ 1993-94: \$1.7M

▼ Estimated Completion: May 1996

Reconstruction and sealing to provide all-weather access to Ivanhoe have been extended to 112.5 km north of Hay.

## Newell Highway

### Floodways

▼ Estimated Cost: \$10.6M

▼ Cost to Date: \$6.2M

● **COMPLETED:** Feb 1994

Replacement of 6.0 km of deteriorating pavement and nine causeways, subject to flooding, with culverts, north of West Wyalong.

## Tocumwal to Finley

▼ Estimated Cost: \$7.4M

▼ Cost to Date: \$2.7M

▼ 1993-94: \$2.3M

▼ Estimated Completion: Dec 1995

Continuing pavement restoration work, 6.1 to 16.9 km north of Tocumwal, will improve travelling conditions, particularly for heavy vehicles, and replace a section of narrow, substandard carriageway.

## Other Works

### Olympic Way (3x3)

▼ Estimated Cost: \$43.2M

▼ Cost to Date: \$9.7M

▼ 1993-94: \$6.7M

▼ Estimated Completion: Jun 1998

The Gobba Deviation, including the new bridge over the Murrumbidgee River and floodplain, will provide flood-free access to Wagga Wagga from the north and bypass the old Hampden Bridge.

### Picton Road Wilton Bypass

▼ Final Cost: \$14.0M

▼ 1993-94: \$1.4M

● **COMPLETED:** Jul 1993

This 5.3 km bypass of Wilton eliminates a hazardous intersection which was the scene of a number of heavy vehicle accidents on this coal haulage route.

### Mount Ousley Road and F5 Freeway

▼ Final Cost: \$3.0M

▼ 1993-94: \$3.0M

● **COMPLETED:** Jun 1994

Pavement rehabilitation between Mt Ousley Road and F5 Freeway to improve travelling conditions on this heavily trafficked coal haulage route.

### Mount Ousley Road

▼ Estimated Cost: \$5.7M

▼ 1993-94: \$2.5M

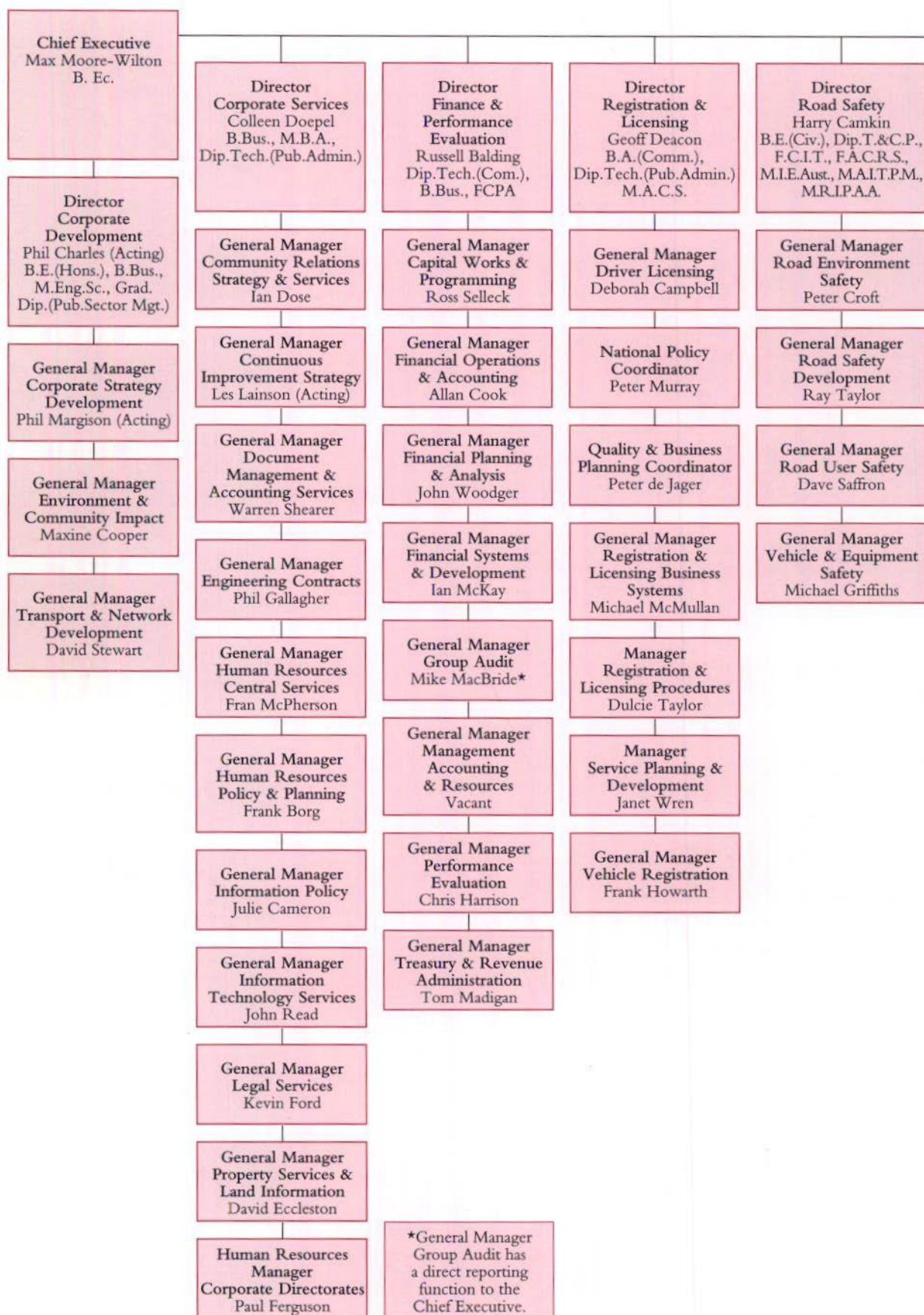
▼ Estimated Completion: Nov 1994

Construction of a westbound overtaking lane between 0.0 km and 3.0 km west of Mt Ousley Road.



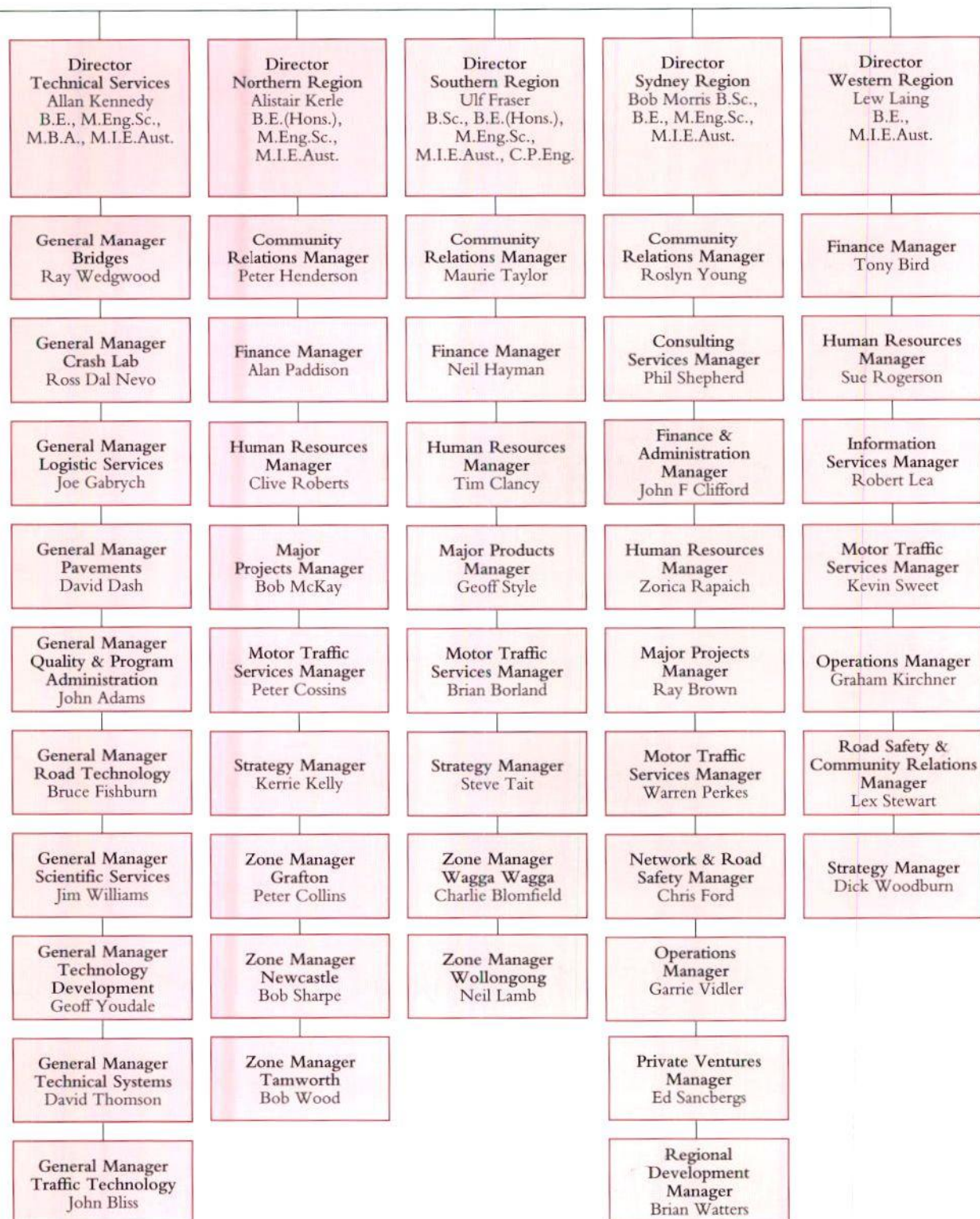
## Appendix 5.

### Organisation Chart and Senior Officers





as at 30 June 1994





## 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; requirements of vehicle drivers, 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 any other matter relating to roads and traffic that the council considers appropriate.

The RTAC is also the Authority's Customer Council, with a role to evaluate the current level of service performance, advise on possible new or modified services, recommend performance indicators of service quality, develop quality assurance procedures and research client needs.

There are five members appointed by the Minister for Roads, representing:

- ▼ the NRMA
- ▼ the road freight industry
- ▼ the Local Government and Shires Associations
- ▼ the Labour Council of New South Wales and
- ▼ the medical profession.

There are four ex-officio members:

- ▼ the Chief Executive of the RTA
- ▼ the Director of the Department of Planning
- ▼ the Director-General of the Department of Transport and
- ▼ the Commissioner of Police.

### Road Safety Advisory Council

The council helps develop effective road safety programs throughout the public and private sectors. Membership currently includes representatives from

- ▼ Roads and Traffic Advisory Council (Chairman)
- ▼ Department of Health

- ▼ Department of School Education
- ▼ Department of Attorney General
- ▼ Roads and Traffic Authority
- ▼ NRMA
- ▼ Police Service
- ▼ Local Government and Shires Associations
- ▼ Department of Transport
- ▼ Australian Institute of Traffic Planning and Management
- ▼ Insurance Council of Australia
- ▼ Motor Accidents Authority.

### Road Safety Forum

The forum provides a link with professional and community organisations with a concern for road safety. Participation is by invitation from the Chief Executive of the RTA. Current membership includes:

- ▼ Royal Australian College of Surgeons
- ▼ Australian Consumers Association
- ▼ Child Accident Prevention Foundation of Australia
- ▼ Insurance Council of Australia
- ▼ Road Transport Industry Training Council
- ▼ Media Council
- ▼ Australian Red Cross
- ▼ St John Ambulance
- ▼ Australian Institute of Traffic Planning and Management
- ▼ NRMA
- ▼ Members of Road Safety Advisory Council (ex-officio)
- ▼ Police Service
- ▼ Motor Cycle Council of NSW
- ▼ State Transit Authority
- ▼ Australian College of Road Safety.

### Road Freight Advisory Council

The council 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. Membership is by invitation from the Minister for Roads and currently includes:

- ▼ An independent chairperson

- ▼ Two individual members appointed to represent independent fleet operators and warehousing/distribution.
- ▼ Livestock Transporters Association
- ▼ National Road Freight Association (to members).
- ▼ NSW Road Transport Association
- ▼ Transport Workers' Union and

### Environment Council

Established to facilitate greater consultation with Government and the public in relation to environmental issues. The council provides independent environmental policy and strategic advice to the RTA. Membership is currently drawn from:

- ▼ Worldwide Fund for Nature
- ▼ Environment Institute of Australia, NSW Branch
- ▼ Environmental Law Association of NSW
- ▼ Australian Institute of Landscape Architects (NSW)
- ▼ School of Civil Engineering, University of NSW
- ▼ Environment Protection Authority
- ▼ NRMA
- ▼ NSW Road Transport Association
- ▼ RTA

### Bicycle Advisory Council

Established to advise the RTA on all bicycle related matters. Membership is currently drawn from:

- ▼ Local Government and Shires Associations (Chairperson)
- ▼ Bicycle Institute of NSW
- ▼ Newcastle Cycleways Movement
- ▼ Department of Transport
- ▼ RTA
- ▼ Police Service

### 3x3 Committee

This independent committee monitors expenditure to ensure that 3x3 funds are spent on road projects in accordance with criteria contained in the legislation.

Legislation enacted by NSW Parliament



increased the State's business franchise levy on fuel by three cents a litre for 3 years from September 1989. The objective was to provide \$600 million of additional funding for road improvement and road safety. The program is known as the 3x3 program. The program has been extended for a further 3 years until 1995.

Membership of the committee currently consists of:

- ▼ President of the NRMA (Chairman)
- ▼ Chairman of the Local Government Grants Commission and a past President of the Shires Association of NSW

- ▼ A past President of the Country Women's Association of NSW
- ▼ A senior partner of a leading private legal firm; and
- ▼ Chairman Designate International Accounting Standards Committee and a senior partner of a leading accounting firm.

## Appendix 7. Senior Executive Positions and Performance

### Senior Executive Performance Statements

#### (Level 5 and above)

Name: Max Moore-Wilton

Position: Chief Executive

Period in Position: 11 April to 30 June 1994

The Hon Bruce Baird MP, Minister for Roads and Minister for Transport has indicated his satisfaction with Mr Moore-Wilton's performance. Since his appointment Mr Moore-Wilton has completed an orientation program to meet staff and familiarise himself with current management structures. He has also commissioned a study to identify opportunities for the commercialisation of RTA activities and commenced an examination of management structures.

Name: Bernard Fisk

Position: Chief Executive

Period in Position: 1 July 1993 - 10 April 1994

Mr Fisk completed his contract with the RTA on 10 April 1994. The Minister has indicated his satisfaction with the achievement of targets detailed in his Performance Agreement, including a number of strategic initiatives in the areas of road safety, network development, environment and vehicle roadworthiness.

Name: Robert Morris

Position: Director Sydney Region

Level: 6

Period in Position: 1993-94

Major initiatives completed in the Sydney Region included the Hornsby to Liverpool National Highway Route study and the opening of the privately funded M5 Casula Link three months ahead of schedule. The Cumberland Highway/Polding Street grade separation was also successfully completed and the M2 North West transport link is proceeding satisfactorily. A Road Safety Strategic plan covering 20 local government areas was developed together with a Regional Road Safety Audit Plan. Substantial progress was made in developing a performance based contract for road maintenance.

Level	Total CES/SES 30 June 1993	Total CES/SES 30 June 1994
6	2	1
5	2	3
4	5	5
3	12	11
2	27	27
1	18	14
CEO	1	1
Total	67	62

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



**Name:** Peter Wolfe

**Position:** Director Corporate Development

**Level:** 6

**Period in Position:** 1 July 1993 - 17 January 1994

Mr Wolfe left the RTA on 17 January 1994. In the previous six months his achievements included the integration of the Environmental Management System into RTA business plans, quality management systems and operations and the development of an air quality community awareness program in conjunction with the Environmental Protection Authority. A review of road accountability and funding arrangements for State and Local Governments was undertaken.

**Name:** Colleen Doepel

**Position:** Director Corporate Services

**Level:** 5

**Period in Position:** 1993-94

Significant progress has been made in developing the RTA's initial enterprise agreements. Customer service continued to be a focus with a revised Guarantee of Service and programs developed to evaluate service delivery. Major initiatives were the development of a Continuous Improvement Strategy and completion of a draft Human Resources 2000 Strategic Plan. Other initiatives included successful completion of Stage 2 of the Contract Management Manual and development of a corporate Document Management System.

**Name:** Alan Kennedy

**Position:** Director Technical Services

**Level:** 5

**Period in Position:** 1993-94

The Directorate was restructured during the year with significant changes to senior management arrangements. Major initiatives included the development of a Technology Strategic Plan and enhancement of the Maintenance System. A review of quality management procedures relating to the hire of plant from external contractors was completed and Stage 1 of a Bridge Management System implemented.

## Appendix 8. Audit and Evaluation

### 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 four years. The Committee meets every three months to provide advice to the Chief Executive, consider progress under 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 pays particular attention to matters relating to potential corruption as well as fraud and to ethical conduct.

The Committee makes an effective contribution to internal control and ensures improved accountability through its review of recommendations arising from audits and management's responses to these.

### Audit and Review of all Operations

During the year the functions of internal audit and engineering (operations) auditing and review were rationalised as Group Audit. This has facilitated a multi-disciplined approach to auditing the financial and

management aspects of operations, and reviewing the effectiveness and efficiency of the RTA's works and technical operations.

### Internal Audit

A wide range of comprehensive audits was carried out in accordance with the Audit Plan, aimed at improving the efficiency and effectiveness of financial and management systems. Benefits from these audits include:

- ▼ development of regional inspection programs and procedures which provide more frequent assurance of the control environment
- ▼ strengthened internal controls on cash handling and banking procedures throughout the RTA
- ▼ improved controls over the issue of new vehicle number plates and disposal of surrendered ones
- ▼ enhanced practices for research and development projects, resulting in a new publication establishing project management guidelines for these projects
- ▼ improved management reporting related to the Fine Defaults System has allowed better trend analyses and targeting of defaulters with serious driving offences.

The audit program covered 66 of the State's 137 motor registries and 32 other corporate and regional offices. These visits assisted in ensuring and where necessary strengthening the adequacy and effectiveness of management controls.

Revised Manager's Control Assurance Programs were introduced for registries and field offices. These list key controls and procedures which must be adhered to at the workplace and provide a valuable management tool in minimising opportunities for fraud and corrupt conduct. The programs were enhanced with the introduction of quarterly certifications to the Chief Executive by line managers as to the adoption of key controls.

Audit continued its involvement in computerised major business systems being developed and/or implemented. Those under review included the major financial system, the driver licensing and vehicle registration system (DRIVES), the human resources and property management information systems and an electronic toll collection system. Numerous improvements to strengthen controls, segregate duties and provide better management information have resulted.

Under the Fraud Control Plan a new



database to record investigations of alleged fraud, misconduct and waste was developed to assist in analysing trends and improving the efficient and effective allocation of investigation and fraud preventive resources. Reports of suspected corrupt conduct referred to the Authority's Anti-Corruption Coordinator were down 10% on the previous year. Findings and investigations continued to be reported to the ICAC.

A survey was initiated to evaluate the effectiveness of previous fraud prevention strategies and to benchmark the ethical culture of the Authority.

### **Operations (Engineering) Audit**

As part of the Group Audit function, the RTA carries out engineering audits and reviews of engineering projects, maintenance operations, technical support areas, and council administration. The Operations Audit Section assesses the RTA's operations performance and conducts post completion reviews of projects in accordance with Government requirements. The section also reports on the appropriateness and efficiency of the RTA's technical operations and initiates improvements in operational areas.

This work provides an independent assessment of the RTA's progress in achieving consistency and ongoing improvement.

During the year, reviews were undertaken of five major engineering projects, two areas of maintenance operations and two technical support areas, as well as audits of nine projects and technical areas. Nine audits of councils' administration of RTA grants were carried out.

The findings and recommendations arising from the audits and reviews were forwarded to line management for action and technical matters were also submitted to the Technical Review Committee, which meets quarterly and monitors the effectiveness of the audit and review process and ensures follow-up action is completed.

The section also prepared monthly reports for management on the physical progress of projects and performance of works management, particularly in

meeting time and cost commitment.

### **Program Evaluation**

Performance evaluation is an integral part of the planning and implementation cycle and encourages the most effective use of resources. The RTA is committed to the application of program evaluation as an element of performance evaluation and maintains a Corporate Schedule of Evaluations. These evaluations are chosen to cover the broad but key aspects of RTA activities. They are undertaken both by corporate staff and by individual program managers.

Performance monitoring and evaluation are key elements of the NSW Government's commitment to managing for results. In support of this commitment, all agencies undertake a program of evaluations.

The Premier's Memorandum 91-3 suggests program evaluations should represent at least 10% of an agency's total annual recurrent expenditure and that a rolling plan for program evaluation should be maintained.

The corporate evaluations (nominated in the Corporate Plan) are estimated to address approximately 14% of the total budget. This represents a minimum estimate of the percentage evaluated since a significant number of other studies are undertaken, only some of which are registered on the Corporate Schedule.

A three year rolling plan of evaluations is maintained which reflects a cross section of RTA programs. Programs are also identified for evaluation through the annual corporate plan review process and are reported in the Annual Report.

### **Road Haulage**

The haulage system operating in the RTA is based on an Industrial Agreement made with the Transport Workers Union (TWU) in 1974 involving lorry owner drivers (LODs) and fleet owners in the contract of haulage for the then Department of Main Roads. It made LODs 'deemed employees' and allocated work based on a seniority list, gained through length of contract with the Department.

The haulage program evaluation identified key issues and proposed

options regarding the future operation and management of the haulage system. The evaluation noted the steady and continuous decline in the use of LOD's over the past few years which has resulted from the trend to contracting for construction and maintenance works.

### **Accident Blackspots**

The Federal Road Safety (Black Spot) Program ran for three years until June 1993. In that time, \$73 million was invested in about 700 NSW blackspot alleviation projects. While the evaluation predominantly covered the Federal program, the observations, findings and recommendations are of direct relevance to any safety program.

The evaluation noted that The Bureau of Transport Communications Economics and the Federal Office of Road Safety completed a pilot study on the cost effectiveness of the blackspot treatments which identified significant benefits. The evaluation identified additional benefits such as the maximisation of opportunities to address safety issues identified by the community.

A community awareness survey showed that while unprompted awareness of the program was extremely low, the concept of the program had few critics and had the potential to arouse community support.

The evaluation made a number of recommendations including the need to implement quality procedures as well as the need for further studies into the benefits to be achieved through routine safety treatments.

### **Operational Services**

The Operational Services Program, with an allocation of \$16 million a year, provides funds to service a number of specialist support functions such as Clearway Towing, Operational Lighting and Electrical Charges and Snow Clearance. The evaluation identified that the elements of the program would be more appropriately funded through objective based programs which directly link to the Corporate Plan. With this re-allocation achieved, the Operational Services Program structure can be discontinued.



The evaluation also made recommendations regarding areas for improvement within the specified activities.

#### **Road Safety**

As part of the strategic management cycle, an evaluation of the Road Safety 2000 Strategy was listed for 1993-94. The evaluation was initially deferred due to a review of the Corporate Development Directorate (November 1993) and then had to allow for the formation of the Road Safety Directorate and the transfer of the Crashlab facility to Technical Services Directorate.

The last quarter of the 1993-94 saw the release of several road safety initiatives and an internal review of road safety performance indicators was commenced to support the current Corporate Plan.

### **Management Reviews**

#### **Motor Registries**

A Review of Motor Registries and Registry Agencies commenced in August 1993 with the objective of improving customer service within existing financial constraints.

The first stage of the review, released for staff and community comment on 2 June 1994, proposed four major options, which are outlined on page 17

#### **Corporate Development**

In December 1993, a review of the Corporate Development Directorate resulted in significant changes to the responsibilities of several Directorates. The most significant change was the upgrading of the Road Safety area to Directorate level. At the same time, the RTA's vehicle testing laboratory, Crashlab, was to operate as a business

unit with the longer term objective of full commercialisation.

As part of the reorganisation, the Environment and Community Impact Branch increased its responsibilities to become the single focus for environmental policies and standards in the RTA. The Regions also assumed increased responsibility for the integration of environmental considerations into all aspects of their operations.

The Review also saw the re-allocation of management responsibilities in the areas of Works Programming and Technology Development.

## **Appendix 9. Risk Management**

The Corporate Risk Management Unit is located within the Financial Operations and Accounting Branch.

A revised Risk Management Policy has been developed which clearly establishes the responsibility of the Corporate Risk Management Unit for the development and oversight of risk management Policies and procedures and line management for the identification and management of risks.

In order to reinforce this accountability, a methodology has been implemented for the distribution of all insurance

premiums to responsibility centres based on their claims record. This means that managers who are able to reduce claims will be rewarded by lower premium charges.

Work is underway to adapt the Public Works Department's 'Guidelines for Risk Management' to suit the RTA's operations and enable them to be adopted throughout the Authority. A major priority is the incorporation of risk management techniques into the development and planning phases of all new projects and commercial activities.

Workers' Compensation and Motor Vehicle claims performance has again been better than actuarial predictions. Premium refunds of \$493,140 and \$447,625 respectively were received from the NSW Treasury Managed Fund during 1993-94.



## Appendix 10. Overseas Visits by RTA Officers

The Sydney Co-ordinated Adaptive Traffic System (SCATS) has now been adopted by nine countries and its success in controlling traffic movements in heavily populated cities continues to attract interest. Because of this activity, a number of RTA experts from the Traffic Technology Branch travelled overseas to service installation contracts, conduct testing auditing and training and to promote possible future sales of the system. Officers involved in these visits were John Longfoot, Peter Lowrie, Nicholas Rubbi, Ken Mcallum, Alan Dixon, Peter Jacka, John Robert, Michael McFarland, Grahame Davis, Paul Firkin, Jon van Luyt, David Lowe, James Giffin, George Siu, Colin Hall, Graeme McLure and Peter Jones. The Countries visited were **China, Hong Kong, New Zealand, Philippines, Singapore and Thailand.**

Graham Brisbane travelled to the USA to present a paper at the Pacific Rim TransTech Conference held in **Seattle, Washington.** His topic was the installation of a new Driver Aid (Fog Warning) system on the F6 Tollway. Mr Brisbane also inspected the fog warning system which operates alongside the Washington River.

A team of Australian Road Research Board (ARRB) officers and Kim Finch from the RTA's Electrical Engineering Services group travelled to **Turkey** to make a presentation to senior road authority officials on the suitability and benefits for the Turkish Government of an in-motion truck weighing system. The High Speed EMU (Electronic Mass Unit) System was developed jointly by ARRB and the RTA. The Turkish Government is interested in purchasing up to 54 EMU Systems, estimated income from which would exceed \$10 million.

NCR Australia Pty Ltd was invited to submit a proposal for a consultancy to achieve the computerisation of motor vehicle registration, driver licensing and a public motor vehicle licensing system

in **Papua New Guinea.** As NCR did not have the necessary expertise, the RTA agreed to a request from NCR to make available, on a consultancy basis, the General Manager Registration and Licensing, Michael McMullan, who visited **Papua New Guinea** for four days to develop the terms of reference for the project.

Safe-T-Cam is an innovative digital imaging system being developed for the RTA by Telecom. Under the arrangement, the RTA receives a discount on units purchased and also a 10% return on sales. In return, the RTA has agreed with Telecom to be an international reference site and to provide limited resources to assist in international marketing. As part of this agreement, Chris Murdoch, Manager, Business System Analysis, attended the 26th International Symposium on Automotive Technology and Automation (ISATA) Conference held in **Aachen, Germany.** Mr Murdoch also assisted in marketing Safe-T-Cam at Telecom's exhibition booth at the Advanced Technologies in Transportation and Traffic Management Conference held in Singapore.

The General Manager of the Transport and Network Development Branch, David Stewart, also visited **Singapore** to attend the Advanced Technologies in Transportation and Traffic Management Conference. The Transport and Network Development Branch is responsible for project managing the implementation of the electronic toll collection system on the Sydney Harbour Bridge and Tunnel and for future strategies for electronic toll collection. The Branch is also responsible for the development of strategies in most of the areas covered by the Conference.

Ray Wedgwood, General Manager Bridges, travelled to **Austin, Texas, USA,** to attend the Bridge Management for Transportation Agencies Conference conducted by the Transportation Research Board of the

National Research Council of the USA. Mr Wedgwood is responsible for developing a bridge management system for the RTA.

Stuart Curtis, Manager Bridge Construction Services, travelled to **Kyoto, Japan** to present two technical papers on 'Modern Prestressing Techniques and their Application' at the International Federation of Prestressing (FIP) Symposium. While in Japan, Mr Curtis also took part in a three day post-symposium technical tour inspecting bridges and bridge sites on routes between **Honshu and Shikoku.**

Stuart Curtis also travelled to **Europe** to meet and consult with concrete research engineers, major prestressing companies and 'leading edge' Quality Assurance contractors. These consultations were structured around his attendance and presentation of two papers at the international conference 'Concrete Across Borders' in **Odense, Denmark.** The papers presented by Mr Curtis spanned a wide spectrum of current key issues in bridge construction including concrete materials technology, (basic research and practical application), quality assurance, on-site prestressing practice and control of sub-contractors.

The Manager Road Safety Development, Ray Taylor, travelled to **Kuala Lumpur, Malaysia,** to attend an Asian Road Safety Conference and exhibition. The Conference was initiated by the OECD and was a mechanism to provide a forum in the Asian Pacific region for road safety issues to be developed and canvassed. Attendance at the Conference and exhibition not only had the benefit of increasing Australia's, and the RTA's, presence in the region, it also enhanced the prospects of marketing road safety products and expertise in Asia.

Ross Dal Nevo of the Vehicle and Equipment Safety (VES) Section, and Manager of the Crashlab, travelled to **San Antonio, Texas** to attend three



international conferences and two international committee meetings. The conferences and meetings dealt with the broader medical engineering aspects of road trauma and prevention, vehicle and biomechanical aspects of occupant protection design for injury protection, child restraint systems and occupant protection. Mr Dal Nevo also inspected test facilities of Ford and General Motors in **Michigan** and **US** Government test facilities in **Ohio**.

Australia is a member of the Permanent International Association of Road Congresses (PIARC). Geoff Youdale, General Manager, Technology Development, is a member of PIARC Committee C3 (Technological Exchanges and Development). The main current activity of PIARC Committee C3 is the development of a world-wide technology transfer network to improve information transfer and technological exchange and development. In this capacity, Mr Youdale attended Committee meetings in **Brighton, England**, and **Toledo, Spain**, and PIARC Conferences in **Brighton, England**, and in **Casablanca, Morocco**.

The OECD initiated a major international research project in 1993, known as DIVINE (Dynamic Interaction of Vehicle and Infrastructure Experiment) as part of its Road Transport Research Program. The DIVINE project consists of six inter-related research elements, one of which, Dynamic bridge testing, measures the effect of dynamic loads on bridges. Geoff Youdale, General Manager, Technology Development, who is also AUSTROAD's Technology & Environment Program Manager, visited **New Zealand** to attend meetings in connection with the DIVINE project.

There was an urgent need for the Vehicle Registration Branch to expand its knowledge on the latest overseas developments and to improve its contacts with overseas authorities. The most important issues on which more knowledge was urgently required were emission testing for cars, anti-lock braking systems (ABS) brakes on B-Doubles and heavy vehicle stability. The Manager of the Vehicle Standards Section, Bruce Dowdell, travelled to

the **USA**, **Canada** and **Europe** to carry out investigations and attend briefings on the latest developments in these areas.

The RTA, through its Road Safety Bureau and its Southern Region, supported the development of Illawarra Healthy Cities and Safe Communities. The Road Safety Manager in the Southern Region, Ken McNally, travelled to **California** to attend the International Healthy Cities and Communities Conference and to have discussions with counterpart agencies in Northern and Southern California. The Healthy Cities movement was originally fostered by the World Health Organisation (WHO) in Europe in 1986 and there are now more than 1,000 recognised communities in more than 20 countries.

The Director, Corporate Services, Colleen Doepel, and the General Manager, Information Technology Services, John Read, undertook a study tour of **Japan**, **California (USA)**, **Great Britain** and **Finland** to investigate current Open System facilities and future developments in the information technology industry.

Dr Maxine Cooper, General Manager, Environment and Community Impact Branch, received a Fulbright Professional Award in the area of Government and Public Policy. Dr Cooper travelled to the **USA** to accept the prestigious Fulbright Professional Award and to undertake the four months work program with six weeks in **California**, four weeks in **Washington** and six weeks in **Massachusetts**. The program undertaken by Dr Cooper dealt with the 'Environmental Policies Affecting Transport Policies; The pursuit of Economically Sustainable Development and the role of transport environmental policies'.

Dr Cooper, who is also Coordinator of the AUSTROADS Environmental Liaison Group, presented a paper on Communication and Public Involvement - Australian Experiences and Lessons at an international OECD seminar on Strategic Environmental Impact Assessment of Roads. The seminar was held in **Palermo, Sicily**.

Richard Horner, Manager, Chemical

Section, in the Scientific Services Branch, travelled to **Fiji** to carry out a laboratory assessment on behalf of, and at cost to, the National Association of Testing Authorities, Australia (NATA).

While in the **USA** on a combined personal and professional visit, Ron Ferguson, Manager, Research and Development (R&D) Program, attended, in an official capacity, the Third International Conference on Managing Pavements, conducted by the Transport Research Board (USA), held in **San Antonio, Texas**. The objective of the conference was to enhance the effectiveness and efficiency of managing pavements for roads.

Malcolm Frost, Road Asset Manager, Sydney Region; Christine Lithgow, Supervising Legal Officer, Contracts and Grant Sheldon, Asset Strategy Manager, Transport and Network Development Branch accepted an invitation to visit **British Columbia, Canada**, to investigate contracting techniques. Mr Frost and Mr Sheldon also attended the International Conference on Managing Pavements.

The General Manager, Registration and Licensing Systems Branch, Mr Michael McMullan, travelled to **Vienna, Austria** to deliver a keynote address at Texas Instrument's world-wide Information Engineering Facility (IEF) Conference (IEF is the development tool used in the DRIVES system). While in Europe for the conference, Mr McMullan, accepted an invitation to visit **Poland** to promote DRIVES and other technologies such as Safe-T-Cam. Mr McMullan also had discussions in the **United Kingdom** with IEF users, particularly British Telecom.



## Appendix II. Human Resources

### Enterprise Bargaining

The RTA is entering enterprise bargaining negotiations to improve the customer focus of the organisation and provide better value for money to the community. The process provides for greater involvement of staff in improving customer service with associated improvements for staff in remuneration and conditions.

In negotiating the implementation of its initial Enterprise Agreements the RTA has focused on achieving organisational change through the following agenda.

- ▼ Work re-design to ensure that processes performed within the RTA are customer focused.
- ▼ Competency based training to develop a more highly skilled and flexible workforce.
- ▼ Performance Management Scheme to ensure leadership which provides clear direction to all staff on the RTA's future direction and goals.
- ▼ Flexible work patterns to better meet the needs of customers and staff.
- ▼ A review and modernisation of conditions of employment, where necessary.

The RTA is also proposing to rationalise its 43 awards and registered agreements into no more than six Enterprise Agreements.

Enterprise bargaining negotiations commenced in the RTA in June 1993 but slowed between July and November 1993 while the Public Service Association of NSW (PSA) and Professional Officers Association of NSW (POA) pursued a 10% productivity award application across the public sector.

In December 1993, the Industrial Commission awarded a 7% increase in rates of pay to 4,200 salaried staff.

During the first half of 1994, the RTA entered into negotiations with Labor Council, its wages union affiliates and the Barrier Industrial Council on behalf of wages staff and the Association of Professional Engineers, Scientists and

Managers on behalf of professional engineers with a view to flowing on the Industrial Commission's 7% productivity award increase through Enterprise Agreements.

In seeking to comply with the Government requirement of having all of its staff covered by Enterprise Agreements by 31 December 1995, the RTA is proposing to re-commence negotiations with the PSA and POA in the second half of 1994.

The RTA has developed strategies to ensure that its staff will have on-going involvement throughout the enterprise bargaining process and thereby ensure ownership of its outcomes.

In December 1993 and February 1994, a series of staff and management workshops, involving 500 staff, were conducted to provide staff with the opportunity to contribute to the development of the proposed enterprise bargaining agenda.

In April-May 1994, a stratified survey across 900 staff was conducted to validate the workshop outcomes. All other staff were given the opportunity to participate in a voluntary survey which was run in conjunction with the stratified survey.

The results have been distributed to staff to help identify areas of the RTA which may need improvement.

### Occupational Health and Safety

A number of major projects were completed, including

- ▼ Occupational Health and Safety Strategic Plan for 1994-2000.
- ▼ Occupational Health and Safety Business Plan for 1994-2000.
- ▼ Occupational Health and Safety Manual, which involved development of eight new policies and updating of five others.
- ▼ Occupational Health and Safety Handbook for Employees.
- ▼ Workplace Safety Improvement Program.

Over the last five years the OH&S performance, as measured by the number and severity of workplace injuries, has shown a steady improvement, as shown in Figures 27 and 28. The incidence of major injuries among wages staff is in line with the average for the construction (non-building) industry.

### Industrial Relations

RTA staff are employed under 43 Awards or Agreements in 53 occupational groups. Negotiations are held with 17 unions. During the year, no work days were lost through industrial action. See Figure 29.

### Exceptional Movements in Salaries and Allowances

- ▼ Classifications covered by the PSA and POA were awarded salary increases totalling 7% by the NSW Industrial Relations Commission in December 1993. An initial 4% increase was granted from 14 January 1994 with the further 3% payable from 4 November 1994.
- ▼ Wages staff were awarded a 2.5% increase in expense related allowances by the NSW Industrial Relations Commission in November 1993 to reflect increases in the Consumer Price Index.
- ▼ Transport Workers were awarded an \$8.00 per week increase by the NSW Industrial Relations Commission in February 1994. The increase was in line with the December 1993 State Wage Case.



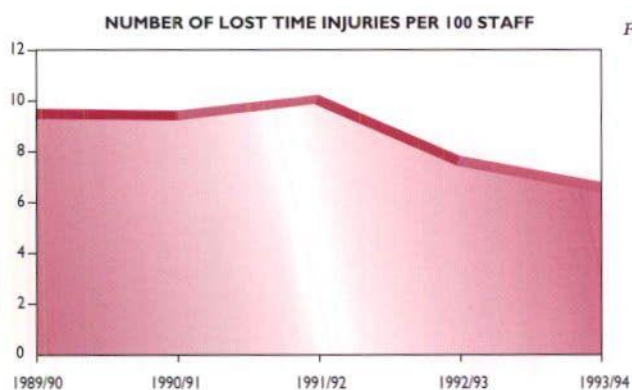


Fig. 27



Fig. 28

\*A major injury is defined as one which results in five days absence.

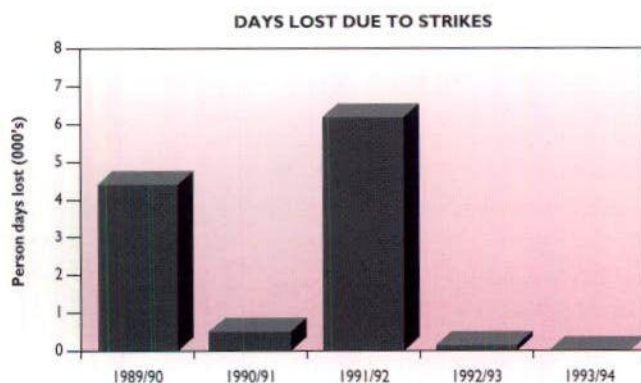


Fig. 29

### ***Application by the State Public Services Federation (SPSF) for a Federal Award***

Discussions were held with and documentation provided to the Department of Industrial Relations, Employment, Training and Further Education for the purposes of arguing against the finding of a dispute in respect of a log of claims for a Federal Award lodged by the SPSF on the RTA and other departments and authorities in the public sector.

### ***Demarcation Dispute***

Proceedings are currently before the NSW Industrial Relations Commission in respect of a demarcation application by the PSA against the Australian Transport Officers' Association (ATOA) for industrial coverage of RTA staff. This follows a decision by the Australian Industrial Relations Commission which ruled that the Australian Services Union (Federal body of the ATOA) could no longer represent the industrial interests of RTA staff.

### ***Inspectors Vehicle Regulation***

Negotiations continued on the industrial aspects of multi-skilling and training proposals for Inspectors Vehicle Regulation.

A decision of the NSW Industrial Relations Commission provided for the payment of excess travelling time and not overtime as sought by the PSA to Inspectors Vehicle Regulation for travel to and from special operations.

### ***Shiftwork Award***

Negotiations were finalised on changes to working arrangements for shift workers at the Data Centre, Flemington. An award covering the new arrangements, including 12.5 hour shifts and an 'all up' salary rate, was handed down by the NSW Industrial Relations Commission in March 1994.

### ***Traffic Operations Supervisors, Sydney Harbour Bridge***

Agreement was reached with the PSA on changed working arrangements for Traffic Operations Supervisors resulting in the payment of an 'all up' salary rate for shiftwork.



### **Management Reviews**

Implementation of the outcomes of a number of reviews have taken place in full consultation with the Labor Council of NSW.

### **Motor Vehicle Use Policy**

Discussions were held with staff associations on the introduction of a Motor Vehicle Use Policy which provides for payment to be made by staff for the use of RTA vehicles in certain circumstances.

### **Authority Career Transition (ACT) Program**

The ACT Program, introduced to facilitate the management of excess staff, was discussed with the Labor Council of NSW and affiliated unions prior to implementation. The program was the subject of a subsequent industrial dispute which has now been resolved.

### **Extended Trading Hours**

Agreement was reached with the PSA on extended trading hours, including Saturday trading, at a number of motor registries throughout the State.

### **Reinstatement Applications**

Six reinstatement applications by former staff on the grounds of unfair dismissal were heard by the NSW Industrial Relations Commission. All were successfully defended by the Authority.

### **GREAT Appeals**

There were 23 appeals finalised before the Government and Related Employees Appeals Tribunal (GREAT). Of these, one Authority decision was varied.

## **Equal Employment Opportunity**

### **Achievements 1993-94**

The last 12 months reflects a positive direction for the implementation of EEO principles to eradicate discriminatory practices, through policies that foster an EEO commitment. This has been particularly notable through the integration of EEO into all facets of Human Resource practices, business plans and the Corporate Plan.

▼ To mark the Year of the Indigenous People in 1993, the RTA awarded four scholarships to Aboriginal students. Two for students to complete their Higher School Certificate, and two \$5,000 scholarships to students at the University of NSW. The scholarships were offered to promote further education, enhance quality employment options, to encourage Aboriginal participation in studies and increase students retention rates.

▼ A draft Aboriginal Employment Strategy was forwarded to the Department of Employment, Education and Training for comment. The strategy is aimed at improving Aboriginal representation within the workforce by providing equitable access to employment and career opportunities.

▼ 1994 is the Year of the Family, which raised the awareness of work and family responsibilities. To assist staff in meeting these needs, the RTA now provides access to the Lady Gowrie Child Care Advisory Service. This Statewide service provides staff and their spouses/partners with information on long day care centres, family day care programs, child care assistance, behavioural problems and child carer problems.

▼ A staff briefing kit was developed to introduce new staff to the RTA. It is recognised that the induction and briefing of a new employee is vital in ensuring the awareness of rights and responsibilities.

▼ As a result of an evaluation conducted in 1993, the Spokeswomen developed a business plan which provides a clear direction for the continuing commitment by the RTA to further develop our female employees through training, education, enhanced communication and increased consultative mechanisms. Regional conferences were also conducted throughout the year by the Spokeswomen.

▼ A draft Disability Strategic Plan was forwarded to the Office on Disability

for comment. The aim of the plan is to ensure adequate and equitable provisions exist for our staff and customers who have special needs.

▼ Two EEO effectiveness surveys were conducted in 1993. The surveys determine if the integration of EEO principles into mainstream policies, procedures and communicative mechanisms are successful. Results of the surveys are provided to the Regional Directors to enable the assessment and review of any practices that may be inhibiting successful integration.

### **Strategies for 1994-95**

▼ Implementation of the Aboriginal Employment Strategy.

▼ Implementation of the Disability Strategic Plan.

▼ Assessment of current child care provisions to determine if there are alternative options which will better suit staff needs.

▼ Continued participation in Enterprise Bargaining.

▼ Updating the EEO database to reflect our current profile.

▼ Continued consultation with the Regions to ensure EEO principles are successfully integrated and communicated.



# **REPRESENTATION AND RECRUITMENT, ABORIGINAL STAFF AND STAFF WITH A PHYSICAL DISABILITY**

	Total Staff*		Aboriginal People <sup>+</sup>		People with a Physical Disability**	
	EFT	Head Count	EFT	Head Count	EFT	Head Count
Total Staff % of Total Staff	7,492	8,064	263 3.51%	277 3.44%	258 3.45%	262 3.25%
Recruited Staff	481	656	0	0	0	0

\* Figures do not include casual staff and represent total head count.

+ 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 disabilities.

## **REPRESENTATION OF WOMEN AND NESB PEOPLE WITHIN SALARY LEVELS JUNE 1994**

SALARY LEVEL	Total Staff*		Women		NESB People**	
	EFT	Head Count	EFT	Head Count	EFT	Head Count
Below \$20,128 % of Total Staff	164	190	29 17.86%	49 25.79%	12 7.33%	13 6.84%
\$20,129 - \$26,438 % of Total Staff	2,977	3,366	457 15.35%	776 23.05%	165 5.53%	177 5.26%
\$26,439 - \$29,554 % of Total Staff	1,239	1,344	723 58.32%	819 60.94%	189 15.25%	200 14.88%
\$29,555 - \$37,401 % of Total Staff	1,591	1,624	285 17.92%	303 18.66%	125 7.88%	127 7.82%
\$37,402 - \$48,365 % of Total Staff	880	891	91 10.32%	96 10.77%	118 13.41%	119 13.36%
\$48,366 - \$60,457 % of Total Staff	576	583	40 6.94%	42 7.20%	74 12.85%	75 12.86%
Above \$60,457+ % of Total Staff	65	66	6 9.23%	6 9.09%	2 3.08%	2 3.03%
Total % of Total Staff	7,492	8,064	1,631 21.77%	2,091 25.93%	685 9.14%	713 8.84%

\* Figures do not include casual staff and represent total head count.

\*\* Staff who are known (through voluntary self nomination) to be from a non-English speaking background.

+ Includes SES staff.



## Appendix 12. Freedom of Information

The RTA received 102 requests for information under the *Freedom of Information Act 1989*, compared to 62 in 1992-93.

FOI requests were received for access to internal documents concerning decisions made, details of access made against licence records, a list of names and addresses of Authorised Inspection Stations, tender details, motor vehicle records, the sources of complaint letters, accident reports on motor vehicles, documents relating to the construction and maintenance of motorways and records relating to maintenance of the road system.

Of the 87 requests completed, 45 were granted in full, 27 in part and 15 were refused.

Of those requests not granted in full, seven applicants sought an internal review of the decision (compared to 10 last year) and three took the matter to the Ombudsman (compared to one last year).

There have been no District Court appeals in the last two years.

Thirty-nine applications required consultation with parties outside the RTA (25 in 1992-93).

Processing FOI requests cost an estimated \$8,317 (\$4,624) and fees received totalled \$6,437 (\$3,760). No requests for amendments to personal records were received. There have been no requests for notations to personal records and no Ministerial certificates have been issued in the last two years.

There continues to be increased awareness by management of the importance of documenting the reasons for decisions. There has been a significant increase in the number of FOI applications and the amount of information which is requested and released.

An FOI Briefing Session was presented at motor registries throughout the State providing staff with a better understanding of the processes necessary for the release of information to customers.

The RTA continued with the identification, computerised recording and the provision of policy documents in accordance with the requirements of the FOI Act.

### FOI Appeals to the Ombudsman

The applicant in the first case had applied for copies of the minutes from meetings of the 3x3 Committee. This Committee consists of five independent members who were selected by, and report to, the Minister for Roads. The RTA stated that the records were not held by the RTA for the purposes of the FOI Act. They are held and maintained by the 3x3 Committee.

The 3x3 Committee subsequently released many of the minutes and the Ombudsman decided not to continue with his investigations. However, he did refer the matter of such committees and their accountability, or otherwise, under the FOI Act to the Deputy Ombudsman for investigation.

The second case related to a complaint letter containing allegations that the applicant was unsuitable to hold a driver's licence. The majority of the letter had been released, but the name, address and a sentence which may have identified the writer was withheld.

The applicant was denied access on the grounds that the release of the information:

- ▼ could identify the source of the information,
- ▼ would involve the unreasonable disclosure of information concerning the personal affairs of any person,
- ▼ would disclose information obtained in confidence,
- ▼ could prejudice the future supply of such information, and
- ▼ would, on balance, be contrary to the public interest.

The Ombudsman upheld the first and last objections but expressed some doubt as to whether the release of the personal information would be unreasonable.

The third applicant's vehicle registration was transferred despite the fact that she had placed an embargo on the transfer. The applicant had requested the name and addresses of the subsequent owners of the vehicle. The RTA had refused to release these details because these people were not the party who had taken possession of the vehicle from the applicant.

The Ombudsman supported the RTA's decision in regard to the FOI application, but had separately addressed the issue of the transfer of the vehicle and possible compensation. (See page.)

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	
	1992-93	1993-94	1992-93	1993-94	1992-93	1993-94
New (including transferred in)	21	35	37	60	58	95
Brought forward	0	1	4	6	4	7
Total to process	21	36	41	66	62	102
Complete	18	31	32	56	50	87
Transferred out	0	1	0	3	0	4
Withdrawn	2	1	4	3	6	4
Total processed	20	33	36	62	56	95
Unfinished (carried forward)	1	3	5	4	6	7

RESULT OF FOI REQUESTS	Personal		Other	
	1992-93	1993-94	1992-93	1993-94
Grant in full	9	20	14	25
Granted in part	7	9	7	18
Refused	2	2	10	13
Deferred	0	0	1	0
Completed	18	31	32	56

BASIS OF DISALLOWING OR RESTRICTING ACCESS	Personal		Other	
	1992-93	1993-94	1992-93	1993-94
Section 19 (application incomplete, wrongly directed)	0	0	0	0
Section 22 (deposit not paid)	0	0	4	2
Section 22 (Unreasonable diversion of resources)	0	0	0	0
Section 25 (1) (a) (exempt)	16	14	15	24
Section 25 (1) (b), (c), (d) (otherwise available)	0	0	0	3
Section 25 (1) (e) documents more than 5 years old	0	0	0	0
Section 24 (2) deemed refused, over 45 days	2	3	5	9
Totals	18	17	24	38

Days to Process	Personal		Other		Hours to Process	Personal		Other	
	1992-93	1993-94	1992-93	1993-94		1992-93	1993-94	1992-93	1993-94
0-30	15	30	22	46	0-10	18	31	27	52
31-45	2	0	4	4	11-20	0	0	4	4
Over 45	1	1	6	6	21-40	0	0	0	0
					Over 40	0	0	1	0
Totals	18	31	32	56	Totals	18	31	32	56

TYPE OF DISCOUNT ALLOWED	Personal		Other	
	1992-93	1993-94	1992-93	1993-94
Public interest	0	0	0	0
Financial hardship - Pensioner/Child	2	7	1	3
Financial hardship - Non profit organisation	4	3	6	5
Deferred	0	0	1	0
Totals	6	10	7	8
Significant correction of personal records	0	0	0	0



GROUNDS ON WHICH INTERNAL REVIEW REQUESTED	Personal				Other			
	Upheld		Varied		Upheld		Varied	
	1992-93	1993-94	1992-93	1993-94	1992-93	1993-94	1992-93	1993-94
Access refused	2	3	1	0	1	2	3	1
Deferred	0	0	0	0	1	0	0	0
Exempt matter	1	1	0	0	0	0	0	0
Unreasonable charges	0	0	0	0	1	0	0	0
Charged unreasonably incurred	0	0	0	0	0	0	0	0
Amendment	0	0	0	0	0	0	0	0
Totals	3	4	1	0	3	2	3	1

## Appendix 13. Legal Change

The RTA administers the following Acts of Parliament:

*Roads Act 1993*

*Traffic Act 1909*

*Motor Vehicles Taxation Act 1988*

*Driving Instructors Act 1992*

*Transport Administration Act 1988*

*Recreational Vehicles Act 1983*

*(Part IV and VI)*

*Sydney Harbour Tunnel (Private Joint Venture) Act 1987*

*Road Improvement (Special Funding) Act 1989*

*Road Obstructions (Special Provisions) Act 1979*

### New Acts

*Traffic (Parking)*

*Amendment Act 1994*

This Act amends the Traffic Act 1909 to enable 'pay and display' coupon or ticket parking schemes to be used for paid parking on public streets. This Act will necessitate the preparation of regulations and guidelines for three types of pay parking schemes - meter, ticket and coupon parking.

*Motor Vehicles Taxation (Amendment) Act 1993*

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 1993*

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 1993* 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 1993*

This Act amends the *Business Franchise Licences (Petroleum Products) Act 1987* to increase the fees paid for licences under that Act.

### *Motor Vehicles Taxation (Further Amendment) Act 1993*

This Act amends the *Motor Vehicles Taxation Act 1988* to extend private rates of weight tax to all vehicles 2.5 tonnes or less acquired by licensed motor dealers and held for resale. Also the granting of the tax concession to primary producer vehicles was extended to vehicles used by one primary producer to assist another in the cartage, without charge, of that person's harvest.

### New Regulations

▼ Increase in fees and charges imposed by the RTA and the level of fixed penalties for traffic and parking offences.

### ▼ Introduction of the Driving

Instructors Regulation to provide administrative detail for the purposes of the *Driving Instructors Act 1992*.

### ▼ Tow-away charge prescribed for the removal of motor vehicles standing unattended and unlawfully.

### ▼ A 12.5 metres length restriction placed on semi-trailers constructed or equipped to carry livestock.

### ▼ Registration required, and the driver licensed, for a vehicle specially constructed to carry invalids on public streets if the vehicle weighs more than 110 kg and is capable of travelling at more than 10 km/h.

### ▼ Authorised officers of the RTA prescribed to issue penalty notices in respect of clearway or transit lane offences.

### ▼ Issue of penalty notices in respect of overloading offences.

### ▼ Fitting of warning signs and lights to school buses to alert motorists to the presence of school children.

### ▼ Display of crimson flashing warning lamps on local council vehicles used for enforcing excess weight limits.

### ▼ Motor vehicle exempted from the requirement to be registered while being road tested by authorised examiners.

### ▼ Bush fire brigade vehicles exempted from loading restrictions on public roads.



▼ Driving instructors of bush fire brigade personnel exempted from the licensing requirements of the *Driving Instructors Act 1992*.

### **Judicial Decisions Affecting the RTA**

#### ***N Stephenson Pty Ltd v RTA***

This was a claim for compensation following acquisition of part of the claimants land (mainly airspace stratum) in connection with roadworks in the vicinity of the fish markets at Pyrmont. The case involved a number of issues concerning the terms of the *Land Acquisition (Just Terms*

*Compensation) Act* as such Act affected the facts of the particular case.

One item of importance was that a resuming authority is not limited to bringing evidence solely from the Valuer General when the matter is before the Land and Environment Court, but can bring evidence before the Court from such other experts as is appropriate in the circumstances.

#### ***RTA v T D Bettington***

This was a stated case to the Supreme Court from the decision of a Magistrate dismissing an information alleging a breach of the *State Roads Act* weight limits.

The evidence was that the defendant owner knew the vehicle was overloaded.

The Supreme Court decided that the defence in S.99 of the *State Roads Act* was cumulative, that is as the owner knew the vehicle was overloaded the defence was not available to the defendant.

## **Appendix 14. Land Disposal**

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

During 1993-94, contracts were signed for the sale of 347 properties for a total value of \$46.8 million.

No properties valued greater than \$5 million were sold by other than auction or tender.

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

Proceeds from property sales are used to

improve of the roads and traffic system.

All documents relating to the disposal of properties are available under the *Freedom of Information Act 1989*.



## Appendix 15. Consultants 1993-94

### Consultants costing over \$30,000

Project	Consultant	\$
Financial Assessment Motorway Pacific	ANZ-Capel Court Corp Services	55,272.80
Inaugural Road Use Report	Geographic Technologies Australia	39,771.00
Technology Strategy Development	Invetech Operations Pty Ltd	90,000.00
Implement Research Findings Pacific Hwy Tollroad	RJ Nairn	36,846.00
Infrastructure Projects Review	Price Waterhouse	49,260.00
Executive Support System Review	Deloitte Ross & Tohmastu	62,823.94
Management Review	RJ Cotton	31,538.50
Management Review	Manatech Pty Ltd	166,018.70
Activity Based Management	Price Waterhouse Urwick	146,846.00
Crack Measurement Device Evaluation	Andersen Consultings	42,016.00
Legal Advice M5	Freehill Hollingdale & Page	116,169.00
Private Tollway Legal Advice	Freehill Hollingdale & Page	31,720.62
Legal Advice M5 Casula Link	Blake Dawson Waldron	257,789.46
Financial Services	Schroders Australia Ltd	36,760.00
Assess Concept Proposals	Insearch Limited	36,170.43
Financial Advice North West Transport Link	Infrastructue Development Corporation	189,121.51
Information Systems Strategic Plan	Doll Martin & Associates	<u>33,400.00</u>
Consultancies Costing Over \$30,000	17	1,421,523.96
Consultancies Costing \$30,000 or less	43	<u>392,257.62</u>
<b>Total</b>		<u><b>1,813,781.58</b></u>

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 1993-94.

### Bicycles

- ▼ Ryde to Botany Bay Cycleway

### Construction

- ▼ City-West Link Road Section 4
- ▼ Cullarin Range Deviation
- ▼ Devlin Street Underpass at Victoria Road, Ryde
- ▼ Eastern Distributor Update
- ▼ Guide to the Use of Fibredeck System of Reinforced Bituminous Sprayed Sealing
- ▼ Guide to the Use of Foamed Bitumen in Sprayed Sealing
- ▼ Linden Bends Reconstruction (Great Western Highway)
- ▼ Pennant Hills Road - Widening between Boundary Road and Mahers Road
- ▼ Proposed Intersection Upgrade at Hume Highway, Roberts Road and Centenary Drive, South Strathfield
- ▼ Sydney Newcastle Freeway (Palmer's Road to Minmi and the Newcastle Link Road)
- ▼ Sydney to Newcastle Freeway
- ▼ The New James Ruse Drive and Victoria Road Interchange
- ▼ The RTA Plan for Victoria Road near West Ryde Station
- ▼ Woodford Bends Reconstruction (Great Western Highway)
- ▼ Yass Bypass

### Corporate

- ▼ 1993 Annual Report  
*3,000 copies produced at an unit cost of \$13.76. The 1994 Annual Report is estimated to have a unit cost of \$10.50*
- ▼ Corporate Plan 1993-94
- ▼ Corporate Plan 1994-99

### Customer Service

- ▼ Commitment to Service
- ▼ Electronic Toll Collection
- ▼ Motor Registry Services Review - Discussion Paper

### Driver Licensing

- ▼ A Guide to DART
- ▼ Older Drivers Handbook
- ▼ Unauthorised Driving in NSW

### Environment General

- ▼ Lyons Road to Englands Road
- ▼ North West Transport Link - Baulkham Hills to West Ryde Community Newsletter
- ▼ Raymond Terrace Traffic Relief Route Clause 64 Report
- ▼ Road Corridors: Environmental Information
- ▼ Roadside Corridors in NSW

### Environmental Impact Statements, Assessments and Reviews

- ▼ Brunswick Heads Bypass EIA Report
- ▼ Deviation of New England Highway through Liverpool Ranges EIA Report
- ▼ Federal Highway - Collector to Brooks Creek - Environmental Assessment Review
- ▼ Federal Highway (SH3) Collector to Brooks Creek - Report of Environmental Assessment Review & Submissions
- ▼ Great Western Highway Pedestrian Bridge at Woodford Bends - Review of Environmental Factors
- ▼ Hume Highway Duplication including Bookham Bypass (EIA)
- ▼ Lyons Road to Englands Road (EIS) (Pacific Highway 4.0-10.0 km south

of Coffs Harbour)

- ▼ Lyons Road to Englands Road (EIS) Appendices
- ▼ Main Road 177: Realignment and Construction of Westbound Overtaking Lane at Bulli Tops - Review of Environmental Factors
- ▼ National Highway Interim Connections F3 Freeway to the New England Highway - EIS Assessment Report
- ▼ Oak Flats to Dunmore EIS
- ▼ Oxley Highway Improvements at Mooki River and Carroll Creek Floodplain near Gunnedah - EIA Report
- ▼ Pedestrian Bridge over Epping Road at Moore Street, Lane Cove - Review of Environmental Factors
- ▼ Proposed Motorway Billinudgel to Chinderah (EIS)
- ▼ Proposed New Bridge over Colo River - Review of Environmental Factors
- ▼ Proposed Quarry for Upgrading Federal Highway near Lake George
- ▼ Proposed Road Realignment Works at Eternity Corner - Review of Environmental Factors
- ▼ EIA Report- Raleigh Deviation - Pacific Highway
- ▼ EIA for Reconstruction and Widening of Davis Road, Padstow
- ▼ SH10 - Construction of Realignment and Overtaking Lane North of Ballina - Review of Environmental Factors

### Ethics

- ▼ Stop Unethical Practices

### FOI

- ▼ Customer Information List 1994
- ▼ Inside the RTA - What is the RTA and how does it affect me?

### FOI Policy Statements

- ▼ Consultant Surveyors - Property
- ▼ Rented Properties
- ▼ Statutory Functions Relating to Land and Status of Main Roads



## Maps

- ▼ NSW Road Maps

## Road Safety

- ▼ 20 Safety Tips for Senior Road Users
- ▼ Blackspot Accidents in NSW 1993
- ▼ Bull Bar Safety - proceedings of a workshop held in Sydney, May 1994
- ▼ Cheers Without Fears
- ▼ Drink Driving - It's Not Worth the Risk
- ▼ Kids & Traffic Road Safety Festival Report
- ▼ Choosing a Bicycle Helmet
- ▼ Draft Curriculum for Novice Class 1A Driver Training: Edition 2
- ▼ Drink Driving Campaign Communication Strategy
- ▼ Drink Driving Flyer
- ▼ Driver Education and Training: A Review of the Literature
- ▼ Evaluation of Occupant Protection Activities
- ▼ Headlights On for Safety - Be Safe Be Seen
- ▼ Headlights On in Daytime
- ▼ National Road Safety Education Conference 1991 Proceedings
- ▼ NSW Road Safety Campaigns - July 1994-June 1995 Calendar
- ▼ Occupant Restraint Guide
- ▼ One More for the Road
- ▼ Parent Pack - More Funds for Your School or Centre from RTA Road Safety Education Resources
- ▼ Pedestrian Crossing Lights
- ▼ Pills & Portions = Bad Medicine
- ▼ Problem Definition and Countermeasure Summary: Drink-Driving
- ▼ Problem Definition and Countermeasure Summary: Speeding
- ▼ Problem Definition and Countermeasure Summary: Pedestrians
- ▼ Road Traffic Accidents in NSW 1993
- ▼ Road Safety Educational Material Catalogue
- ▼ Road Safety Information
- ▼ RTA Policy on Roadside Rest Areas and Other Stopping Places
- ▼ Road Whys Implementation Strategy
- ▼ Roadwhys: Where are we at?
- ▼ Safe Driving Policy

- ▼ School Bus Safety - A Message for Parents
- ▼ School Bus Safety - Infants (Years K-2)
- ▼ School Bus safety - Primary (Years 3-6)
- ▼ School Safety Zone Information Sheet
- ▼ Seat Belt and Child Restraint Use - A Guide for Conducting Observation Surveys
- ▼ Seat Belts without Tears
- ▼ Something for Parents and Carers
- ▼ Stop. Revive. Survive.
- ▼ Submission to the Joint Standing Committee on Road Safety for the Inquiry into Pedestrian Safety
- ▼ Wear the Hardwear
- ▼ Where to Have your Child Restraints Checked
- ▼ Who is Allowed to Drive in Bus Lanes
- ▼ Window Tinting & Road Safety - Proceedings of Symposium held in Sydney, Australia on 10 May 1994

## Consultants Reports

- ▼ Driver Education Strategy
- ▼ NESB Occupant/Child Restraint Campaign
- ▼ The Effects of Single Acute Therapeutic Doses of Dexchlorpheniramine, Alone and in Combination with Alcohol on Human Performance in Driving-Related Tests: Exploration of the Relationships between Performance Impairment and Blood Concentrations of Dexchlorpheniramine and Alcohol

## Research Notes

- ▼ NSW Senior Road Users: Road Safety Strategy Progress Report & Action Plan, 1994-95
- ▼ Research to Describe Police Enforcement of Occupant Restraints
- ▼ Restraint Use Attitudes and Knowledge Prior to and following the 1993 Rear Seat Child Restraint Use Campaign in NSW amongst Three Non-English Speaking Background Communities
- ▼ The Effects of Challenge with

- Pentobarbitone and Pentobarbitone/Alcohol on Psychomotor Performance in tests which examine aspects of driving ability of subjects who have received sub-chronic doses of Pentobarbitone
- ▼ The Effects of Drugs on Driving: A Literature Review

## Road User Safety Update

- ▼ Bicycle Helmets
- ▼ Bullbars on Cars in Australia
- ▼ Confusion Over the 'Keep Left Unless Overtaking' Rule
- ▼ Fatigue
- ▼ Novice Driver Curriculum
- ▼ The NSW Restraint Fitting Network
- ▼ The Who, When and How of Seat Belt Use in 1992-93
- ▼ What Do We Know About Drink-Driving?

## Traffic

- ▼ Pacific Highway Trip Planner
- ▼ Plan your trip on the Pacific Highway
- ▼ The Sydney Metroad System
- ▼ Tidal Flow Schemes in Sydney

## Transport Planning

- ▼ Road Use in NSW 1992
- ▼ State Road Network Strategy Summary

## Vehicle Registration

- ▼ Buying a Written-off Vehicle
- ▼ Code of Practice for Light Vehicle Modifications
- ▼ Plant Vehicles: Certification System
- ▼ Plant Vehicles: Registration Options
- ▼ Vehicle Registration Statistics Report 1993
- ▼ Vehicle Safety Check



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20	New Funds Available 1993-94	52
21	Expenditure 1993-94	52
22	Funding of the State Road Network	53
23	Commonwealth Grants per Registered Vehicle	54
24	Commonwealth Road Grants	54
25	New Funds Available 1994-95	57
26	Expenditure 1994-95	57
27	Number of Lost Time Injuries per 100 staff	80
28	Number of Major Injuries per 1,000 Wages Staff	80
29	Days Lost Due to Strikes	80