4. Audit fee
During 2007-08 an expense of $7,000 (2006-07 - $6,540) excluding GST was incurred by the Division for the audit of the financial statements by The Audit Office of NSW which was fully paid for by the Roads and Traffic Authority of NSW.

5. Related party transaction
(a) Relationship between between RTA and the Division
As a result of the Public Sector Employment Legislation Amendment Act 2006 (PSELAA), from 17th March 2006 previous employees of the RTA are now employees of the RTA Division of the Government Service of New South Wales (the Division).

The Division is a controlled entity of the RTA and its only function is to provide personnel services in the form of employee related activity to the RTA.

(b) Transactions between RTA and the Division
RTA Division provides personnel services to RTA. Information related to personnel services is as follows:

(i) Personnel services provided $555.576 million

(ii) Receivable due from the RTA $451.279 million

The receivable is unsecured and the consideration to be provided on settlement will be equal to the total payables and provisions of the Division. No provision for doubtful debts relating to the receivable has been raised nor has an expense been recognised during the period in respect of bad or doubtful debts due from the RTA.

6. After balance sheet date event
There are no significant after balance sheet date events

End of audited financial statements
Appendix 1. Major works

<table>
<thead>
<tr>
<th>Project description</th>
<th>Location</th>
<th>Status</th>
<th>Announced completion date</th>
<th>Estimated total cost</th>
<th>2007-08 exp</th>
<th>Previous years exp</th>
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* Expenditure does not include any Private Sector Expenditure.
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<th>2007/08 exp</th>
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<th>2007/08 exp</th>
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<tr>
<td>New England Highway, Realignment at Halcombe Hill (Federal funded)</td>
<td>Aberdare</td>
<td>Completed</td>
<td>2007</td>
<td>15,400</td>
<td>3,966</td>
<td>11,371</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New England Highway, Wilsheys Drive Interchange (Federal funded)</td>
<td>Beresfield</td>
<td>2008</td>
<td>51,800</td>
<td>22,100</td>
<td>12,362</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New National Network Link, F3 Freeway to New England Highway West of Branston (Planning and Pre-construction, State and Federal funded)</td>
<td>Seacompton- Brandton</td>
<td>NA</td>
<td>NA</td>
<td>7,362</td>
<td>402,48</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Third Hunter River Crossing</strong></td>
<td>Matlanta</td>
<td>2011</td>
<td>65,000</td>
<td>4,652</td>
<td>4,022</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>North Coast and Northern NSW</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>New England Highway, Sunnyvale Realignment (Planning, Federal funded)</td>
<td>Armidale</td>
<td>2009</td>
<td>13,500</td>
<td>577</td>
<td>362</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oxley Highway Upgrade from Wrights Road to the Pacific Highway</td>
<td>Port Macquarie</td>
<td>2011</td>
<td>158,000</td>
<td>2,688</td>
<td>9,987</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>South Western NSW</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barton Highway, ACT to Murrambahman Bypass (Planning, Federal funded)</td>
<td>Murrambahman</td>
<td>NA</td>
<td>NA</td>
<td>752</td>
<td>1,141</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Western NSW</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Newell Highway, Moree Bypass (Federal funded)</td>
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</tr>
</tbody>
</table>
### Appendix 2. Threatened species recovery plan

The RTA is required by legislation to report on the cost and progress of threatened species recovery plans.

<table>
<thead>
<tr>
<th>Measures</th>
<th>Action taken to implement measures</th>
<th>Estimated annual cost</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acacia pubescens (Downy Wattle) Recovery Plan</td>
<td>Identify existing and potential threats to the A. pubescens population at Beverly Hills/Narwee on the M5 (north of Windarra Street). Environmental Services Representative to visit site and identify existing and potential threats to the population.</td>
<td>$580</td>
<td>Site visited and extent of population mapped in 2000. Sites to be included on the Roadside Corridor Management Plans. These plans are being compiled for release 2008-09.</td>
</tr>
</tbody>
</table>

Develop and implement a threat and habitat management program for the A. pubescens population at Beverly Hills/Narwee on the M5 (north of Windarra Street). Asset Services to develop a threat and habitat management program to be incorporated into the Maintenance Plan for the F5, with advice from Environmental Services Representative. Asset Services to ensure that the program is implemented. Interlink Roads has incorporated threat and habitat management of the species into landscaping management plans for the M5 Motorway. |

Monitor the A. pubescens population at Beverly Hills/Narwee on the F5 (north of Windarra Street) on a regular basis assess the effectiveness of the threat and habitat management programs | Environmental Services Representative to conduct at least an annual inspection of the population. Following each inspection compare inspection records and initiate corrective action if required. | $620 | Inspection completed for 2006. Requires inspection in 2008-09. |

Assess development activities with reference to the recovery plan, the EIA Guidelines for A. pubescens and future advice from the National Parks and Wildlife Service (NPWS). Environmental Services representative to advise project manager of this requirement if aware of the proposed activity before the EIA process. Project manager to advise EIA Consultant of this requirement. Environmental assessor to ensure that the recovery plan, EIA guidelines and NPWS advice have been considered in all relevant EAs. Environmental assessor to take this requirement into account when preparing decision reports. Environmental Services representative advised the project managers of the F5 widening and the M5 widening of the potential presence of A. pubescens. A. pubescens was not located within the study area of either of these projects. |

Prepare or review any relevant environmental policies or management plans with reference to the recovery plans and any future advice from the NPWS. Asset Services has added references to the A. pubescens recovery plan in the Maintenance Environmental Management Plan (EMP) for the M5, with advice from Environmental Services representative. Asset Services to develop a threat and habitat management program to be incorporated into the Maintenance Plan for the M5 Motorway. |

Forward to the NPWS information on all planning decisions which affect populations of A. pubescens, including decisions that protect habitat as well as those that lead to reduction of habitat and/or individuals. Environmental Services representative to advise project manager of this requirement. RTA project manager to forward the information to NPWS. Environmental Services representative to advise project manager of this requirement. RTA project manager to forward the information to NPWS. |

<table>
<thead>
<tr>
<th>Measures</th>
<th>Action taken to implement measures</th>
<th>Estimated annual cost</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eucalyptus caleyi Threatened Species Recovery Plan</td>
<td>Control of drainage runoff from Ryland Track in Ku-ring-gai Chase National Park.</td>
<td>Investigations to be made to determine controls of runoff from other side of road.</td>
<td>Nil</td>
</tr>
</tbody>
</table>

Sympathetic management of plants on roadways. Inform maintenance contractor of appropriate maintenance techniques for minimising damage to G. caleyi. |

Darwinia biflora Threatened Species Recovery Plan | Endorsement of the D. biflora Threatened Species Recovery Plan. | Comments on draft recovery plan provided to NPWS. | N/A | Recovery plan approved in October 2004. |

Public authorities will implement threat and habitat management programs on public lands. Identify threats to population adjacent F3 Freeway at Mt Colah. Manage threats appropriately. |

Informed environmental assessment and planning decisions will be made. D. biflora EIA guidelines to be used when considering any activity that may impact on the species. |

NPWS to be advised of any consents or approvals which affect D. biflora. Advise NPWS when RTA proposals will affect D. biflora. |

<table>
<thead>
<tr>
<th>Measures</th>
<th>Action taken to implement measures</th>
<th>Estimated annual cost</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grevillea caleyi Threatened Species Recovery Plan</td>
<td>Identify threats to population adjacent F3 Freeway at Mt Colah. Manage threats appropriately.</td>
<td>Inform maintenance contractor of appropriate maintenance techniques for minimising damage to G. caleyi.</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Measures</th>
<th>Action taken to implement measures</th>
<th>Estimated annual cost</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grevillea caleyi</td>
<td>Identify threats to population adjacent F3 Freeway at Mt Colah. Manage threats appropriately.</td>
<td>Inform maintenance contractor of appropriate maintenance techniques for minimising damage to G. caleyi.</td>
<td>N/A</td>
</tr>
</tbody>
</table>

D. biflora Endorsement of the D. biflora Threatened Species Recovery Plan. Comments on draft recovery plan provided to NPWS. Recovery plan approved in October 2004. |

Public authorities will implement threat and habitat management programs on public lands. Identify threats to population adjacent F3 Freeway at Mt Colah. Manage threats appropriately. |

Informed environmental assessment and planning decisions will be made. D. biflora EIA guidelines to be used when considering any activity that may impact on the species. |

NPWS to be advised of any consents or approvals which affect D. biflora. Advise NPWS when RTA proposals will affect D. biflora. |

<table>
<thead>
<tr>
<th>Measures</th>
<th>Action taken to implement measures</th>
<th>Estimated annual cost</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acacia pubescens</td>
<td>Identify existing and potential threats to the A. pubescens population at Beverly Hills/Narwee on the M5 (north of Windarra Street). Environmental Services Representative to visit site and identify existing and potential threats to the population.</td>
<td>Site visited and extent of population mapped in 2000. Sites to be included on the Roadside Corridor Management Plans. These plans are being compiled for release 2008-09.</td>
<td>Site visited and extent of population mapped in 2000. Sites to be included on the Roadside Corridor Management Plans. These plans are being compiled for release 2008-09.</td>
</tr>
</tbody>
</table>

Develop and implement a threat and habitat management program for the A. pubescens population at Beverly Hills/Narwee on the M5 (north of Windarra Street). Asset Services to develop a threat and habitat management program to be incorporated into the Maintenance Plan for the F5, with advice from Environmental Services Representative. Asset Services to ensure that the program is implemented. Interlink Roads has incorporated threat and habitat management of the species into landscaping management plans for the M5 Motorway. |

Monitor the A. pubescens population at Beverly Hills/Narwee on the F5 (north of Windarra Street) on a regular basis assess the effectiveness of the threat and habitat management programs | Environmental Services Representative to conduct at least an annual inspection of the population. Following each inspection compare inspection records and initiate corrective action if required. | Inspection completed for 2006. Requires inspection in 2008-09. |

Assess development activities with reference to the recovery plan, the EIA Guidelines for A. pubescens and future advice from the National Parks and Wildlife Service (NPWS). Environmental Services representative to advise project manager of this requirement if aware of the proposed activity before the EIA process. Project manager to advise EIA Consultant of this requirement. Environmental assessor to ensure that the recovery plan, EIA guidelines and NPWS advice have been considered in all relevant EAs. Environmental assessor to take this requirement into account when preparing decision reports. Environmental Services representative advised the project managers of the F5 widening and the M5 widening of the potential presence of A. pubescens. A. pubescens was not located within the study area of either of these projects. |

Prepare or review any relevant environmental policies or management plans with reference to the recovery plans and any future advice from the NPWS. Asset Services has added references to the A. pubescens recovery plan in the Maintenance Environmental Management Plan (EMP) for the M5, with advice from Environmental Services representative. Asset Services to develop a threat and habitat management program to be incorporated into the Maintenance Plan for the M5 Motorway. |

Forward to the NPWS information on all planning decisions which affect populations of A. pubescens, including decisions that protect habitat as well as those that lead to reduction of habitat and/or individuals. Environmental Services representative to advise project manager of this requirement. RTA project manager to forward the information to NPWS. Environmental Services representative to advise project manager of this requirement. RTA project manager to forward the information to NPWS. |
<table>
<thead>
<tr>
<th>Measures</th>
<th>Action taken to implement measures</th>
<th>Estimated annual cost</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Microtis angusii (Angus Onion Orchid) Threatened Species Recovery Plan</td>
<td>Consider the impact of any activities undertaken within areas under control of the RTA that are known to contain M. angusii or are potential habitat. Environmental Services representative to advise relevant project manager of the requirement prior to any activity that may impact on this species. Environmental assessor to take this requirement into account when preparing decision reports for projects that may have an impact on this species.</td>
<td>N/A</td>
<td>Ongoing.</td>
</tr>
<tr>
<td></td>
<td>Liaise with NPWS, Warringah Council, Pittwater Council and Ku-ring-gai Council to achieve and maintain a permanent record of the location of M. angusii populations and potential habitats. RTA recovery team member to share information with other recovery team members and update records accordingly.</td>
<td>In kind support</td>
<td>Ongoing RTA involvement in recovery team.</td>
</tr>
<tr>
<td></td>
<td>Ensure that roadworks/maintenance will not cause destruction of degradation to populations of M. angusii. Environmental Services representative to advise relevant project manager of the requirement prior to any activity that may impact on this species. Environmental assessor to take this requirement into account when preparing decision reports for projects that may have an impact on this species.</td>
<td>N/A</td>
<td>Ongoing.</td>
</tr>
<tr>
<td></td>
<td>Ensure that all environmental personnel are familiar with the location of M. angusii. RTA Environmental Services to establish central database for sensitive sites, including known and potential locations of M. angusii locations. RTA recovery team to brief Environmental Services Branch on location of M. angusii populations and potential habitat.</td>
<td>N/A</td>
<td>Locations of sensitive sites to be included on the Roadside Corridor Management Plans. Environmental Services Branch staff to be briefed on location of populations and potential habitat.</td>
</tr>
<tr>
<td></td>
<td>Ensure that all site personnel are familiar with the location of M. angusii populations and potential habitat. RTA recovery team member to provide information to maintenance contractors regarding the identification of M. angusii known and potential locations of M. angusii populations and preferred weed control methods.</td>
<td>$630</td>
<td>Maintenance contractors advised of location, potential habitat and preferred weed control in population locations.</td>
</tr>
<tr>
<td></td>
<td>Ensure that Environmental Impact Assessment surveys are conducted between May and October. Environmental Services representative to advise relevant project manager of this requirement prior to any activity that may impact on this species. Project manager to advise EIA consultant of this requirement.</td>
<td>N/A</td>
<td>Ongoing.</td>
</tr>
<tr>
<td></td>
<td>Notify NPWS of any new M. angusii populations discovered. RTA recovery team member to notify NPWS when new populations of this species discovered.</td>
<td>N/A</td>
<td>No new populations have been identified by the RTA.</td>
</tr>
<tr>
<td></td>
<td>Duffy's Forest Endangered Ecological Community Draft Recovery Plan</td>
<td>Liaise with NPWS, Warringah Council, Pittwater Council and Ku-ring-gai Council to develop the Duffy's Forest Endangered Ecological Community Recovery Plan. RTA recovery team member to share information with other recovery team members to develop action plans.</td>
<td>In-kind support.</td>
</tr>
<tr>
<td></td>
<td>Public authorities will implement threat and habitat management programs on public lands. Identification of threats to populations on RTA-controlled lands. Manage threats appropriately.</td>
<td>N/A</td>
<td>Areas of Duffy's Forest within RTA controlled lands underway have been identified. Sites to be included on the Roadside Corridor Management Plans.</td>
</tr>
<tr>
<td></td>
<td>Islandia obesus (Southern Brown Bandicoot) Threatened Species Recovery Plan</td>
<td>Endorsement of the I. obesus Threatened Species Recovery Plan. Formal notification to NPWS.</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Liaise with NPWS, Hornsby/Warringah, Pittwater and Ku-ring-gai councils to manage areas with known Southern Brown Bandicoot populations. RTA recovery team member to share information with other recovery team members to develop action plans.</td>
<td>In-kind support.</td>
<td>Ongoing RTA involvement in recovery team.</td>
</tr>
<tr>
<td></td>
<td>Ensure that Environmental Impact Assessment surveys are conducted between May and October. Environmental Services representative to advise relevant project manager of this requirement prior to any activity that may impact on this species. Project manager to advise EIA consultant of this requirement.</td>
<td>N/A</td>
<td>Ongoing.</td>
</tr>
<tr>
<td></td>
<td>Litoria aurea (Green and Golden Bell Frog) Draft Management Plan</td>
<td>Review of the L. aurea management plan. Formal notification to NPWS, Sydney Catchment Management Authority (CMA).</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Liaise with NPWS, Parramatta, Holroyd City and Auburn councils and Sydney CMA to manage Green and Golden Bell Frog populations. RTA recovery team member to share information with other recovery team members to develop action plans.</td>
<td>In-kind support.</td>
<td>Ongoing RTA involvement in recovery team.</td>
</tr>
<tr>
<td></td>
<td>Ensure that Environmental Impact Assessment surveys accommodate significance of original habitat as set out in DECC guidelines. Environmental Services representative to advise relevant project manager of this requirement prior to any activity that may impact on this species. Project manager to advise EIA consultant of this requirement.</td>
<td>N/A</td>
<td>Ongoing.</td>
</tr>
</tbody>
</table>
Appendix 3. Committees and significant advisory groups

RTA staff serve as members of many committees and advisory groups.

A list of significant committees and advisory groups can be found below.

The Services chapter details information on Austroads and the Australian Transport Council.

Roads and Traffic Advisory Council

Established under the Transport Administration Act 1988, Roads and Traffic Advisory Council (RTAC) advises the RTA and the Minister for Roads on:

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

Membership of RTAC is by appointment by the Minister for Roads and comprises representatives from various organisations.

As at 30 June 2008, the council comprised:

- Councillor Allan Smith (Chair) representing the Local Government and Shires Associations of NSW.
- Mr Brett Gale representing NRMA Limited (resigned from NRMA March 2008).
- Dr Emeritus Professor Ron Huckstep representing the medical profession (retired April 2008).

Ex-officio members:

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

Local Government Liaison Committee

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

During 2007-08 the Committee discussed a broad range of issues including the Regional Road Timber Bridge Partnership, council contracts for road maintenance, administrative arrangements between Council and the RTA for road management, council audits, road safety issues and freight transport issues.

Membership is:

- Mr Les Wielinga, Chief Executive, RTA (Chair).
- Mr Michael Bushby, Director, Network Management, RTA.
- Mr David Stuart-Watt, Director, Licensing Registration and Freight, RTA.
- Mr Peter Collins, Director, Regional Operations & Engineering Services, RTA.
- Dr Soames Job, A/Director, NSW Centre for Road Safety, RTA.
- Councillor Genia McCaffery President of the Local Government Association of NSW.
- Councillor Bruce McIvor, President of the Shires Association of NSW.
- Councillor Barry Johnston OAM, Vice President Shires Association of NSW and representing the Associations’ Economic Committee.
- Bill Gilleoey AM, Executive Director of the Local Government and Shires Associations of NSW.

State Road Authorities Project Management Executive

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

Australian Road Forum

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

Transport Certification Australia Limited

Transport Certification Australia Limited (TCA) is a public company established to manage the national technical and business administration of the Intelligent Access Program (IAP) on behalf of Australian road agencies.

TCA’s membership comprises all Australian state and territory road transport and traffic authorities, and the federal Department of Transport and Regional Services. It is governed by a board of directors who are responsible for setting the strategic direction, supporting strategies and operating performance objectives of the TCA.

The RTA’s David Stuart-Watt, Director, Licensing Registration & Freight, is the TCA board member for NSW.

ARRB Group Ltd

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

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

- RTA.
- ViRoaI (the Roads Corporation of Victoria).
- Department of Infrastructure, Energy and Resources, Tasmania.
- Transport South Australia.
- Department of Main Roads, Queensland.
- Main Roads, Western Australia.
- Commonwealth Department of Transport and Regional Services.
- Department of Infrastructure, Planning and Environment, Northern Territory.
- Department of Urban Services, Australian Capital Territory.
- Transit New Zealand.

Road Safety Taskforce

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

Members:

- Mr Les Wielinga, Chief Executive, RTA (Chair).
- Mr Peter Steele, NRMA Motoring and Services.
- Mr David Bowen, Motor Accidents Authority.
- Mr Les Tree, Ministry for Police.
- Chief Superintendent John Hartley, NSW Police Force.
- Professor Danny Cass, Children’s Hospital Westmead.
- Dr Jane Elkington, Health Consultant.
- Dr Julie Hatfield, University of New South Wales.
- Mr Brad Welsh, Youth Advisory Council (from February 2005).
- Mr Jack Whelan, Director, Business Coordination, Road Safety and Policy, RTA.
- Dr Soames Job, General Manager, Road Safety, Branch, RTA.
As at 30 June 2007, the council comprised:

- Mr Les Wielinga, Chief Executive, RTA (Chair).
- Mr John Fenley, Attorney-General’s Department.
- Chief Superintendent John Hartley, NSW Police Force.
- Ms Pam Albany, NSW Health.
- Mr Caroline Boden, Independent Transport Safety and Reliability Regulator.
- Mr David Bowen, Motor Accidents Authority.
- Mr Rob Randall, Department of Education and Training.
- Mr Garry Payne, Department of Local Government.
- Mr David Stuart-Watt, Director Licensing, Registration and Freight, RTA.
- Dr Soames Job, General Manager, Road Safety Branch, RTA.
- Mr Luke Grant, Department of Corrective Services.
- Ms Jenny Thomas, NSW WorkCover.
- Ms Gillian Calvert, NSW Commission for Children and Young People.
- Mr Steve Merritt, NSW Department of Aboriginal Affairs.
- Mr Ken Browne, NSW Department of Gaming and Racing.
- Mr Jack Whelan, Director, Business Coordination, Road Safety and Policy, RTA.
- Dr Patricia Bryant, Manager Road User Safety, RTA.
- Mr Russell Humble, Manager Road Safety Strategic Projects, RTA.
- Ms Rosemary Caruana, Department of Corrective Services.
- Mr Peter Harvey, Department of Corrective Services.

Government Agencies Road Safety Council

Government Agencies Road Safety Council was established to:

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

As at 30 June 2007, the council comprised:

- Mr Les Wielinga, Chief Executive, RTA (Chair).
- Mr John Fenley, Attorney-General’s Department.
- Chief Superintendent John Hartley, NSW Police Force.
- Ms Rosemary Caruana, Department of Corrective Services.
- Mr Russell Humble, Manager Road Safety Strategic Projects, RTA.
- Dr Patricia Bryant, Manager Road User Safety, RTA.
- Mr Jack Whelan, Director, Business Coordination, Road Safety and Policy, RTA.
- Mr Steve Merritt, NSW Department of Aboriginal Affairs.
- Dr Soames Job, General Manager, Road Safety Strategic Projects, RTA.
- Ms Pam Albany, NSW Health.
- Mr Caroline Boden, Independent Transport Safety and Reliability Regulator.
- Mr David Bowen, Motor Accidents Authority.
- Mr Rob Randall, Department of Education and Training.
- Mr Garry Payne, Department of Local Government.
- Mr David Stuart-Watt, Director Licensing, Registration and Freight, RTA.
- Dr Soames Job, General Manager, Road Safety Branch, RTA.
- Mr Luke Grant, Department of Corrective Services.
- Ms Jenny Thomas, NSW WorkCover.
- Ms Gillian Calvert, NSW Commission for Children and Young People.
- Mr Steve Merritt, NSW Department of Aboriginal Affairs.
- Mr Ken Browne, NSW Department of Gaming and Racing.
- Mr Jack Whelan, Director, Business Coordination, Road Safety and Policy, RTA.
- Dr Patricia Bryant, Manager Road User Safety, RTA.
- Mr Russell Humble, Manager Road Safety Strategic Projects, RTA.
- Ms Rosemary Caruana, Department of Corrective Services.
- Mr Peter Harvey, Department of Corrective Services.

NSW Bicycle Advisory Council

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

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

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

The Chair of the BAC is appointed by the Minister for Roads with the right of direct access to the Minister as well as to the Chief Executive of the RTA. The current Chair is Mr Jack Whelan (Minister for Roads). The current Chair is Mr Jack Whelan (Minister for Roads). The current Chair is Mr Jack Whelan (Minister for Roads). The current Chair is Mr Jack Whelan (Minister for Roads). The current Chair is Mr Jack Whelan (Minister for Roads). The current Chair is Mr Jack Whelan (Minister for Roads).

Roads with the right of direct access to the Minister as well as to the Chief Executive of the RTA. The current Chair is Mr Jack Whelan (Minister for Roads). The current Chair is Mr Jack Whelan (Minister for Roads). The current Chair is Mr Jack Whelan (Minister for Roads). The current Chair is Mr Jack Whelan (Minister for Roads). The current Chair is Mr Jack Whelan (Minister for Roads).

As at 30 June 2008, the Council comprised:

- Les Wielinga, Chief Executive, RTA (Chair).
- Alan Evans, President, NRMA.
- Peter Fox, Chairman, Linfox.
- Philip Lovel, Chief Executive Officer, Victorian Transport Association.
- Jim Savage, President, Livestock and Bulk Carriers Association.
- Stephen Thacker, Director, Supply Chain, Ingram Micro Pty Ltd.
- Terry Pennington, Chief Technical Officer, Truck Industry Council.
- Mark Croswell, Secretary, Newcastle and Northern Sub-Branch, Transport Workers Union.
- Ron Finemore, Executive Chairman, Ron Finemore Transport.
- Geoff Thomas, National Transport Manager, Woolworths Limited.
- Vicky Leeds, National Industrial Relations Manager, Leighton Holdings Pty Ltd.
- Tony Davidson, Chair, Sea Freight Council of NSW.
- Ingkay Dickson, Vice President, Logistics and Procurement, Bluescope Steel.

Other

The RTA also provides representatives to a number of local and regional committees. These include technical and professional forums and institutions, university advisory boards, research reference groups, Australian standard committees, technology review panels, industry advisory committees, traffic committees and safety taskforces.
Appendix 4.
Senior executive performance statements

Significant achievements in 2007-08

Organisational management
- Oversaw the appropriate allocation of the RTA’s resources and budget across programs to achieve RTA results and services for the community and meet Government priorities.
- Led the development and delivery of Blueprint – the new RTA corporate plan for 2008-2012 which was released on 14 March 2008. Mr Wielinga visited and presented Blueprint to each of the RTA’s six regions before 30 June 2008. Blueprint is aligned to the NSW State Plan, and sets out the RTA’s key ‘agenda’ of priorities over the next few years.

Inter-agency planning and delivery
- Led the RTA’s involvement and contribution to the NSW State Plan. As the Lead Agency Chief Executive for Priority 57: Safer Roads, Mr Wielinga oversaw the development of the 57 Priority Development Plan (PDP), including the delivery of a summary 57 PDP and road safety performance data. Mr Wielinga also oversaw the RTA’s input as a ‘partner agency’ to several State Plan priorities. The RTA has also been identified by other agencies to contribute to their achievement of particular milestones and actions for other State Plan priorities.
- In order to assist the delivery of the 57: Safer Roads priority, Mr Wielinga oversaw the establishment and start of operations of the NSW Centre for Road Safety in January 2008. The work of the centre is based on the four pillars of road safety – Safer People, Safer Roads, Safer Vehicles and Safety Technology – representing the key components of the RTA Safe System Partnership approach to road safety.
- In addition to the State Plan, oversaw the RTA’s contribution to the implementation of the Metropolitan Strategy, the State Infrastructure Strategy and the Premier’s Urban Transport Statement.
- Led the RTA’s involvement with other transport and planning agencies including the Ministry of Transport, the Department of Planning, the Department of Environment and Climate Change, and the Office of the Coordinator General to ensure a whole of Government approach.

Road development
- Led and managed the delivery of the RTA’s $1.4 billion Road Development program.
- Oversaw the continuation of the strategic partnership with the Federal Government through the AusLink land transport investment program for road development and maintenance on the National Network and other key strategic routes in NSW. This includes the duplication of the southern Hume Highway and the upgrading of the Pacific Highway.

Road management
- Oversaw the management of the seamless transition of the Sydney Harbour Tunnel to full electronic tolling in July 2007 and increased the number of E-only lanes on the Sydney Harbour Bridge.
- Oversaw a significant increase in the tolling market share. The number of RTA tags increased by 200,000 in 2007-08 (growth of 40 per cent). This represents roughly 48 per cent of the tolling tag market share in NSW.
- Oversaw tolling product interoperability with the Eastern Distributor (M1), the Hills Motorway (M2), State Wide Roads (M4) and Interlink (M5).
- Continued to lead the provision of efficient and safe management of traffic flow on the road network through the RTA’s Transport Management Centre and the planning and operation of effective responses to incidents.
- Achievement of successful coordination of traffic management for significant events in Sydney including the Asia-Pacific Economic Cooperation (APEC) meeting hosted in September 2007, New Year’s Eve celebrations and other planned events. Led the RTA’s road and traffic management planning in the lead up to World Youth Day.
- Continued to work with the Ministry of Transport to ensure the delivery of bus priority infrastructure across the Sydney Strategic Bus Corridor network, including completion of 72 projects.
- Oversaw the awarding of the contract for the M5 East Tunnel air filtration.
- Delivery of the $1 billion Infrastructure Maintenance program with significant outcomes including 11 new bridges.
- Represented the RTA on a range of high level committees including the Chief Executives’ Committee, the NSW CEO Transport Cluster and at the national level, the Standing Committee on Transport/Transport Agencies Chief Executives, Australian Transport Council and the Austroads Council.
- Start of improvement works for the $100 million Pinch Points program.
- Oversaw the implementation of projects to address the NSW Auditor-General’s recommendations arising from the report on the Condition of State Roads.
- Chaired the RTA Executive Environment Committee to drive the continual improvement of environmental planning, management and performance across the organisation.

Road use
- Continued to lead the delivery of a range of road safety programs and initiatives. The combination of engineering, enforcement and education programs have resulted in a provisional financial year road toll of 396 people killed in 2007-08 (compared to 446 for 2006-07) and a fatality crash rate reduced to 5.7 per 100,000 population (compared to 6.5 for 2006-07).
- The 2007 provisional road toll was 445, the lowest since World War II with 10 per cent reduction on 2006 figures.
- Improved heavy vehicle compliance through:
  - The development and implementation of the first stage of the Intelligent Access Program (first service provider certified in April 2008).
  - The expansion of the Higher Mass Limits Network (HML), with 90 per cent (14,000km) of the eligible NSW road network within the expanded HML access zone approved for HML.
  - Oversaw an increase in the number of transactions which can be completed online. Transactions completed online increased from 11.5 per cent at the end of June 2007 to 23.6 per cent by the end of June 2008. This volume includes approximately 26 per cent of registration renewals.
  - During 2007-08, the RTA provided registration and licensing services in relation to 4.64 million drivers and riders and 5.2 million registered vehicles in NSW.
  - Achieved customer satisfaction results for 2007-08 which exceeded the target of 90 per cent with 93 per cent of customers rating motor registry services as very good or good.
  - Oversaw the development of a single set of NSW road rules, by incorporating the Australian Road Rules and existing local road rules (NSW Road Rules implemented on 1 July 2008).
  - Oversaw a range of road transport legislation and regulations.

Individual statements

<table>
<thead>
<tr>
<th>Name:</th>
<th>Les Wielinga</th>
</tr>
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<tbody>
<tr>
<td>Position:</td>
<td>Chief Executive</td>
</tr>
<tr>
<td>Level:</td>
<td>8</td>
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<tr>
<td>Period in position:</td>
<td>2007-08</td>
</tr>
<tr>
<td>Total remuneration package:</td>
<td>$412,820</td>
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During the period Mr Wielinga continued to focus on delivering a safe, sustainable and efficient road transport system. He directed a range of significant policy and infrastructure activities in support of the NSW Government priorities and led improvements to the management of the RTA’s internal business operations.
Road safety

- As the RTA Director responsible for the delivery of the State Plan priority S7: Safer Roads, Mr Whelan oversaw and managed the RTA’s further development of the S7 Priority Development Plan (PDP) and reporting of road safety performance data.
- To assist the delivery of the S7: Safer Roads priority, Mr Whelan oversaw the start of operations of the NSW Centre for Road Safety in January 2008. The centre is based on the four pillars of Safer People, Safer Roads, Safer Vehicles and Safety Technology — which represent the key components of the RTA Safe System Partnership approach to road safety. Recruitment of positions has begun, with three of five key management positions filled. Other positions within the centre will be advertised and filled, as required, during 2008-09.
- Oversaw the achievement of further reductions in the NSW road toll. The 2007 preliminary road toll was 445, the lowest since World War II, with a 10 per cent reduction on the previous year.
- Achieved a 45 per cent reduction in the number of deaths from crashes involving a P1 driver, which fell from 49 in 2006 to 27 in 2007.
- The ‘Speeding. No one thinks big of you’ campaign won 49 in 2006 to 27 in 2007.
- Achieved a 45 per cent increase in the number of kilometres of the network covered by fixed speed cameras.
- Acknowledgment received for the success of key highway reviews, with staff from the NSW Centre for Road Safety winning the Premiers Award (silver) for ‘Delivering Better Services’.
- The RTA Crashlab delivered $3.2 million in revenue — an increase of $350,000 from the previous financial year.
- The highly successful motorcycle cornering campaign, developed in March 2007 and continued until March 2008, using a series of motorcycle magazine advertisements, billboards and convenience advertising.
- The continued implementation of 40km/h high pedestrian zones, with an additional 12 areas implemented or upgraded during 2007-08.
- The development and implementation of Road Safety Impact Statements (RSIS) including phase one — infrastructure maintenance programs and infrastructure development projects — and phase two — developing a new methodology for RSIS to incorporate consideration of additional factors such as crash severity, speed zoning and climate zoning.
- More than 60 vehicle crash tests conducted by Crashlab with 40 per cent of these in support of vehicle safety development initiatives during the 2007-08 period.
- The development and implementation of education campaigns targeting heavy vehicle drivers including seat belts, fatigue, drug driving and speeding.

Public communication

- Led the management of Sydney’s Big Weekend campaign to advise motorists of changes to traffic conditions from 23-25 February 2008 due to several major events in Sydney. Events included the visit of the Queen Victoria and the QE II cruise ships, major sporting events and festivals. Along with special event clearways and road closures, the campaign aimed to advise the public not to drive and to use public transport. The campaign consisted of press advertising, Australian Traffic Network traffic reports and online advertising.
- The RTA ran an extensive public communications campaign for the 2007 Asia-Pacific Economic Cooperation (APEC) meeting hosted in Sydney in September 2007. More than 230,000 letters and 10,000 postcards outlining special event clearways and other traffic arrangements were distributed to affected residents, businesses, properties and vehicles along clearway routes. The campaign also included extensive media coverage, both newspapers and radio.
- Oversaw the development of the Sydney Orbital television commercial, aired to promote the orbital network and the Sydney Motorways website.
- Drove the development and implementation of Summer anti-speeding campaign, launched by the Minister in December 2007, which included ‘road shows’ in December 2007 and January 2008.
- Led planning for RTA’s community relations campaign for World Youth Day.
- Launched a recruitment campaign, in conjunction with Human Resources Branch, to attract engineers to the RTA. The campaign included Careers Fair features in newspapers and booklets targeting school students in Years 9-12.
- Coordinated the development and implementation of a number of campaigns to promote and sell special number plates, including:
  - Point-of-sale displays and merchandise produced for the Sydney International Motor Show, including an auction of a limited range of numeral only number plates.
  - A campaign to promote 16 National Rugby League (NRL) team plates and an online auction of 216 limited release Centenary of Rugby League plates. The campaign reached NRL fans through targeted media, direct marketing, and through Leagues clubs and football clubs. A microsite — www.NRLplates.com.au — was developed to promote the plates throughout the campaign.
- Led the development and distribution of more than 615 community updates, household notifications and displays, as well as more than 230 community meetings, workshops and stakeholder briefings relating to road infrastructure projects.
- Coordinated the development and publication of a plan English public information brochure on the RTA and Property Acquisition and a brochure on Privacy and RTA Projects.
- Oversaw an internal audit of procurement processes in Infrastructure Communication and Corporate Communication branches.

Planning and coordination

- Led the development, delivery and communication of Blueprint — the new RTA corporate plan for 2008-2012. Blueprint was released in March 2008. An internal communication strategy was developed, including the Chief Executive visiting and presenting Blueprint to all RTA regions by 30 June 2008.
- Led RTA activities in relation to internal staff communication, ministerial correspondence and media enquiries.
- As Chairperson of the inaugural Public Sector Charity Ball on 2 November 2007, led the development, promotion and management of the ball which raised over $50,000 for the APEX Australia Destiny Youth Trust.
Significant achievements in 2007-08

-ventus transitioned the Sydney Harbour Tunnel to full electronic tolling and increased the number of E-only lanes on the Sydney Harbour Bridge.
- Significantly increased the tolling market share, by increasing the number of RTA tags by 200,000 in 2007-08 (growth of 40 per cent). This represents roughly 48 per cent of the tolling tag market share in NSW.
- Established tolling product interoperability with the Eastern Distributor (MH), the Hills Motorway (HM2), State Wide Roads (HM) and Interlink (MS).
- Improved heavy vehicle compliance through:
  - Implementing Heavy Vehicle Inspection Scheme online bookings.
  - In 2007-08, the RTA provided registration and licensing services in relation to 4.6 million drivers and riders and 5.2 million registered vehicles in NSW.
- Achieved customer satisfaction results for 2007-08 which exceeded the target of 90 per cent, with 93 per cent of customers rating motor registry services as very good or good.
- Implemented the new test for Class 12 drivers.
- Implemented young driver and older driver initiatives.
- Established the National Transport Policy Secretariat to provide support to the Transportation Marketplace Working Group and lead developments in national transportation policy initiatives, including heavy vehicle issues.
- Participated in national road transport reform through:
  - Leading the Austroads Registration and Licensing and Freight Programs.
  - Supporting the CE in the Standing Committee on Transport.
  - Undertaking the role of Director Transport Certification Australia, ARRB Group and Australian Road Forum.
- Successfully facilitated the transfer of the Tow Truck Authority to the RTA, establishing the RTA as the tow truck regulator; requiring legislative amendments; the integration of budgets and the implementation of RTA systems and processes.
- Managed the making of the following regulations:
  - Road Transport (Driver Licensing) Amendment (Notice of Licence Suspension or Cancellation) Regulation 2007.
  - Road Transport (General) Amendment (Class 9 and 10 Officers) Regulation 2007.
  - Road Transport (General) Amendment (Mobility Parking) Regulation 2007 and Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Mobility Parking Scheme) Regulation 2007.
  - Road Transport (Vehicle Registration) Amendment Regulation 2007 (with consequent amendments to other regulations).
  - Tow Truck Industry Amendment Regulation 2007.
  - Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2008.
  - Road Transport (Driver Licensing) Amendment (Temporary Overseas Visitors) Regulation 2008.
  - Prepared the Regulatory Impact Statement for and managed the process towards, the making of the Tow Truck Industry Regulation 2008.
  - Implemented a single set of NSW Road Rules on 1 July 2008, by incorporating the Australian Road Rules and existing local road rules.
- Completed a suite of compliance-related business improvement initiatives, including:
  - Undertaking the first RTA mock trial to test new legislation.
  - Completing a round of education and awareness sessions for regional solicitors.
  - Establishing a number of inter-agency committees for the implementation of case management and systems integration.
  - Scoping the requirements for a Court Case Management System.

**APPENDICES 217**

**Name:** David Stuart-Watt  
**Position:** Director Licensing, Registration & Freight  
**Level:** 6  
**Period in Position:** 2007-08  
**Total Remuneration Package:** $311,950

- Increased the number of transactions which can be completed online. Transactions completed online increased from 15.5 per cent at the end of June 2007 to 23.6 per cent by the end of June 2008. This volume includes approximately 26 per cent of registration renewals.
- Improved customer and business-to-business services by:
  - Improving the Customer Authentication System to support online customer service.
  - Starting the registration transfer process, increasing the potential for electronic transactions.
  - Implementing the E-Toll casual user pass product, to increase e-business usage.
  - Implementing Heavy Vehicle Inspection Scheme online bookings.
- In 2007-08, the RTA provided registration and licensing services in relation to 4.6 million drivers and riders and 5.2 million registered vehicles in NSW.
- Achieved customer satisfaction results for 2007-08 which exceeded the target of 90 per cent, with 93 per cent of customers rating motor registry services as very good or good.
- Implemented the new test for Class 12 drivers.
- Implemented young driver and older driver initiatives.
- Established the National Transport Policy Secretariat to provide support to the Transportation Marketplace Working Group and lead developments in national transportation policy initiatives, including heavy vehicle issues.
- Participated in national road transport reform through:
  - Leading the Austroads Registration and Licensing and Freight Programs.
  - Supporting the CE in the Standing Committee on Transport.
  - Undertaking the role of Director Transport Certification Australia, ARRB Group and Australian Road Forum.
- Successfully facilitated the transfer of the Tow Truck Authority to the RTA, establishing the RTA as the tow truck regulator; requiring legislative amendments; the integration of budgets and the implementation of RTA systems and processes.
- Managed more than 800,000 camera-detected penalty notices (speeding, bus lane, Safe-T-Cam and emissions).
- Managed court briefs and documentation for almost 7000 mentions and almost 2000 hearings.
- Consistently maintained a high level of speed camera operational uptime, with a 2007-08 average of 94 per cent.
- Undertook more than 3600 certifications and calibrations on speed cameras.
- Supported the use of alternative transport through bus lane enforcement, with more than 85,000 bus and transit lane incidents being verified.
- Supported the Safety Around Schools initiative through the installation of 23 additional cameras in 15 school zone locations, bringing the number of cameras in school zones to 53 cameras operating in 38 school zone locations.
- Coordinated the Licensing, Registration and Freight (LRF) Bill program prior to the Spring and Budget sessions of Parliament and coordinated the progress of the following legislation:
  - Road Transport (General) Amendment (Heavy Vehicle User Charges) Act 2007.
  - Road Transport (General) Amendment (Written-Off Vehicles) Act 2007.
  - Tow Truck Industry Amendment Act 2007.
  - Tow Truck Industry Amendment Bill 2008.
- Managed the remaking of the Road Transport (Vehicle Registration) Regulation 1998 (now 2007) and the Motor Vehicles Taxation Regulation 2003 (now 2008).

**APPENDICES 216**
### Significant achievements in 2007-08

- **Successful coordination of traffic management for the Asia-Pacific Economic Cooperation (APEC) meeting**, New Year’s Eve celebrations and other planned events. Coordinated the RTA’s road and traffic management planning in the lead up to World Youth Day in 2008.
- **Implementation of full electronic (cashless) tolling in the Sydney Harbour Tunnel to allow for reduced travel times through the tunnel and to improve the efficiency of the road network (State Plan Priority E7).**
- **Development of Management Systems for the Sydney Harbour Bridge to enable the rapid closure of the bridge for an emergency, a long-term closure, and the RTA’s Response Plan for a train incident on the bridge.**
- **Delivery of the $1 billion Infrastructure Maintenance Program with significant outcomes including 11 new bridges.**
- **Achievement of an additional $50 million to address pavement surfacing and replacement issues identified in the Auditor-General’s Condition of State Roads report and initiation of 12 projects to implement other recommendations and completion of one project.**
- **Completion of the first stage of the $90 million enhanced funding program to successfully deliver bus priority infrastructure across the Sydney Strategic Bus Corridor network including completion of 72 projects and start of a further 24.**
- **Start of installation of Public Transport Information and Priority System (PTIPS) with the STA northern beaches bus fleet now on track for completion by October 2008 (it is anticipated that completion of the entire STA fleet will be achieved by the end of 2009).**
- **Successful implementation of a range of key measures as part of the Sydney CBD Bus Strategy:**
  - Contribution to the Ministry of Transport’s Priority Development Plan to address key priorities (S6: increasing share of peak hour journeys on a safe and reliable public transport system and E7: improve the efficiency of the road network) in the State Plan.
  - Completion of 31 pedestrian crossing upgrades on multi-lane State Roads including installation of traffic signals at 25 sites.
  - Completion of seven major railway level crossings upgrades and many minor improvements together with a Motorist Awareness Campaign.
  - Increase of the bicycle network length by 174km and successful sponsorship of the Portfolio Partners Sydney Spring Cycle in October 2007 in which 8500 cyclists participated.
  - Start of improvement works for the $100 million Pinch Points program including work on the Narellan Road/Blaxland Road/Gilchrist Drive intersection, the Campbelltown Road/Blaxland Road intersection and the Richmond Road/St Mary’s Road project with the first two of these to be completed in 2008.
  - Completion and deployment of an enhanced version of the Sydney Coordinated Adaptive Traffic System (SCATS), with SCATS rollout now into 128 sites across 24 countries worldwide (controlling more than 28,000 intersections worldwide).
  - Replacement of all high voltage incandescent lanterns at traffic signal sites in NSW completed with conversion in 848 sites to more environmentally sustainable LED lanterns and a further 192 sites fully converted to quartz halogen lamps.
  - Completion of the M5 East Options Study with recommended options submitted for consideration.
  - Start of video identification of smoke emitting heavy vehicles in the M5 East with infringements issued to offending vehicles.
  - Preparation of a draft strategy document identifying and addressing network planning issues for Sydney over the next 10 years.
  - Provision of input into the F3 to Sydney Orbital Study Inquiry by Justice Pearlman.
  - Revision of the Incident Management Plan for the F3 and development of procedures for contra flow. A suite of improvements to assist in incident management was also developed and construction began on upgrading crossover points, the erection of signposting, the strategic location of resources and the purchase of VMS and CCTV cameras.
  - Development of a strategy and start of implementation to facilitate the smooth transition of the M4 into public ownership in 2010.
  - Assistance with the Victoria Road upgrade project in partnership with stakeholders and the alliance.
  - Completion of the review of the Hunter and Sydney Region road reservations and provision to the Minister, together with progression of regional reviews in rural areas.
  - Development of a Network Management Programming Policy Framework providing the foundation for draft Programming Policy and Guidelines for consultation.
  - Development of Network and Corridor Planning Practice Notes.
  - Audit and re-certification of the Transport Management Centre (TMCC) Business Management System and the BPEC to ISO 27001 (TMCC) and ISO 9001 (BPEC) respectively.
  - Rollout of the TMCC Development Program.
  - Amendment of the RTA Privacy Policy to allow motorway operators access to driver details for multiple non-payment of tolls (subject to Attorney-General’s approval).
  - Implementation of significant business reform programs within the Directorate.
  - Completion of a draft plan (Maintenance of Service Effort) meeting Treasury requirements.
  - Completion of the Brownfields Guide, a road design guide for the re-building of existing roads.

### Significant achievements in 2007-08

- **Core programs of road development, road management and road use amounting to $1.6 billion delivered to meet community needs across the State. Highlights included:**
  - Completion of construction works and opening to traffic of the Brunswick Heads to Yigalma Upgrade on the Pacific Highway.
  - Completion of works on Central Coast Highway Erina – Terrigal Drive to Carlton Road with four-lanes opened to traffic.
  - Completion and opening to traffic of four-lanes on Avoca Drive Green Point – Central Coast Highway to Sun Valley Road.
  - Completion of construction works and opening to traffic of HW2 – Hume Highway – Towrang to Carrick Creek.
  - Road realignment and replacement of three bridges on the Start Highway at Gillelbah.
  - Bonville Bypass – switching of highway traffic onto new sections ahead of time.
  - Achieving key milestones of concept development, final design and proceeding to contract achieved to tight timeframes on the Princes Highway at Conjola Mountain project.
  - Start of construction on the Ballina Bypass, Pacific Highway.
  - Completion of works and opening to traffic of Pambula Bridge, Princes Highway.
  - Replacement of bridge at Swan Brook with a new three span superstructure bridge.
  - Completion of road realignment works on Narellan Road.
— Start of reconstruction works at Hazelbrook to ensure duplication to four lanes on Great Western Highway.
— ‘Protect the peak’ approach to road works to ensure minimal disruption to peak traffic in Sydney.

- Incident management plans for key routes on the State Road Network developed including incident response plans for several segments of the Pacific Highway, New England Highway, Great Western, Mid Western and Newell highways.
- Excellent results achieved in the Road and Fleet Services business — a record income ($742 million) and surplus ($57 million), with a total of $52.4 million won from external clients, up $5.2 million from 2006-07.
- Second phase of the Government’s Safety around Schools initiative (School Zone Alert System) delivered within announced time frames with signage installed on 50 identified sites.
- 40km/h High Pedestrian Activity Area Program progressed across targeted areas in the Sydney metropolitan area.
- Heavy vehicle driver-fatigue reform strategy supported through construction of enforcement bays on the Pacific Highway.
- Excellent results in OHS with a reduction of more than 20 per cent in lost time injuries in Road and Fleet Services, which became the first government organisation to secure accreditation under the Australian Government Building and Construction OHS Accreditation Scheme.
- Endorsement of regional processes and commendations on overall project planning by the legal team involved in the coronial inquiry into crashes on the Princes Highway.
- Ongoing progress made in creating a centre of excellence in engineering through strengthening the RTA’s technical resources in the new Engineering Technology Branch.
- Provided leadership on Aboriginal affairs and results for the RTA through managing the implementation of the Aboriginal Action Plan 2006-10.
- Created a strong performance culture through a rigorous regimen of reporting and tracking of key performance indicators resulting in sharper accountability for results across the Directorate.

**Position:** Director, Major Infrastructure

**Level:** 6

**Period in Position:** 2007-08

**Total remuneration package:** $277,088

During 2007-08 Brian Watters provided leadership in the areas of major project development and delivery, including motorways, with a focus on project development and project management, urban design and the environment.

### Significant achievements in 2007-08

- Led and managed the delivery of the RTA’s $1.4 billion Road Development program.
- Maintained strategic partnerships with the Federal Government, State Government agencies, contractors, consultants and industry associations.
- Oversaw the management of major works on the Pacific, Hume and the Princes highways.
- Oversaw the planning and the development of the Pacific Highway Upgrade and the Southern Hume Highway Duplications.
- Major projects completed under Mr Watter’s leadership and opened to traffic in 2007-08 included:
  - Windsor flood evacuation route over South Creek.
  - Narellan Road extension to The Northern Road.
  - North West Transitway (Blacktown to Parklea).
  - Great Western Highway Hazelbrook railway underpass.
  - Hume Highway Towring/Carrick intersection upgrade.
  - Pacific Highway, Brunswick Heads-Yelgun dual carriageway.
  - Pacific Highway, Tomago Road intersection upgrade.
  - Princes Highway, Parramatta Bridge and approaches.
  - Central Coast Highway, Ocean View-Tumbi Road, stage 1.
  - Avoca Drive, The Entrance Road–Sun Valley Road.
  - Pacific Highway, Dog Trap Road intersection, Ourimbah.
  - Pacific Highway, Tuggerah-Wyong, stage 1.
  - Nelson Bay Road, Bobs Farm–Anna Bay, stage 2.
  - New England Highway, Halcombe Hill realignment.
- Oversaw and facilitated the introduction of alliance partnership contracts on two major Pacific Highway projects (Coopermeek to Herons Creek and Ballina Bypass) and on the Victoria Road Upgrade.
- Oversaw and facilitated the awarding of construction contracts for:
  - Warrigah Freeway pedestrian bridge at Falcon Street.
  - M5 East Tunnel air filtration.
  - M4 Freeway overpass duplication at Manre Road.
  - Cowpasture Road, Camden Valley Way–Main Street.
  - Great Western Highway, Woodford–Hazelbrook, stage 2.
  - Hume Highway, She珊 Bridge duplication at Gundagai.
  - Princes Highway, Conjola Mountain realignment, stage 1.
  - Main Road 92, Nswra–Nerriga, stage 2.
  - Pacific Highway, Lisanow–F3, stage 2.
  - Pacific Highway, Tuggerah–Wyong, stage 2.
  - Nelson Bay Road, Tourie Street Bridge replacement.
  - Moree Bypass, stage 1.
- Continued to lead and develop improvements to project management within the RTA.
- Continued to lead and manage the RTA’s urban design policy.

**Position:** Director, Corporate Services and Reform

**Level:** 5

**Period in Position:** 2007-08

**Total Remuneration Package:** $233,500

**Cashback processed approximately 718,000 claims totaling some $95 million.**

### Significant achievements in 2007-08

- Strategic procurement savings of $3 million per annum, including $2.4 million saved by renegotiating motor vehicle leases.

#### Procurement

- Treasury Managed Fund special award recognising the RTA’s long-term contribution to OHS and injury management within the public sector.
- Achieved better results than WorkCover’s ‘Working Together’ targets with an overall 25 per cent reduction achieved since December 2006 in injury prevention and injury management against the baseline target of 30 per cent, doubling that achieved by the NSW public sector.
- There has been an overall reduction since December 2006 in average claims cost of 52 per cent, which is 37 per cent better than target and 33 per cent better than the NSW public sector.
- Successfully reduced workplace injuries to 6.1 per 100 employees against a target of 6.4 and lost time injuries to 2.8 against a target of 3.3.
- Young Worker Safety Initiative targeting seven intake groups of young workers and their supervisors.

#### Efficient services

- Developed and began implementation of the RTA Fleet Improvement Plan to select vehicles by the criteria of fitness-for-purpose, safety, environmental performance and cost.
- Employee Self Service extended to include on-line flexi-sheets across the RTA.
- Cashback processed approximately 718,000 claims totaling some $95 million.
• 24,000 boxes of abandoned records were processed as part of the Abandoned Records Program. Around 9226 boxes of abandoned records destroyed.
• Document Management Centre relocated to a purpose-built facility that doubled its capacity without any increase in floor space.
• Reduction in renewal premiums for workers compensation of $700,000 from $7.4 million to $6.7 million, with the rebate for both the three and five year hindsight premium reductions of $6.8 million.
• Upgraded CARMS, the corporate record keeping system, to add new functionality.

Information and Communications Technology (ICT)

• Finalising Voice Over IP (VOIP) roll-out across the RTA, achieving better voice services, integrated data and voice communications and reduced costs.
• Successfully completed a $15 million program of work for Licensing Registration and Freight Directorate with a strong focus on expanding the e-business service delivery channel. This program enables key Government initiatives in road safety, such as changes to laws to better protect young drivers, as well as key infrastructure upgrades to ensure business continuity at the motor registries.
• Traffic Volume web site application was launched on 16 October 2007, which provides online access to traffic volume data across the NSW road network.
• The myToll pass system was launched on 4 July 2007, which provides online access to traffic volume data across the NSW road network.
• Directed the review/implementation of key financial policies and communication across the RTA.
• Oversaw the rollout of the revised Work and Development Plan template.
• Oversaw rationalisation of fax, copy and printing devices from 2,100 to approximately 715 Multi Function Devices, resulting in a 25 per cent decrease in energy consumption. This equates to a reduction of approximately 156 tonnes of carbon emissions annually, in addition to significant cost savings from the technology itself.

Green vehicles

• Achieved an environmental score of 8.82 against a target of 12 for the vehicle fleet. This result was distorted because the commercial vehicles available both on Government contract and in the Australian market required for the RTA to meet its business delivery needs fall short of the target. Passenger vehicles outperformed the target, scoring 12.32.

Workforce capability

• The new e+ professional development program was launched, which provides participating engineers with a fast-track to achieving Chartered Status. The program is offered by the RTA in partnership with Engineers Australia and rewards successful participants with an internationally recognised qualification as well as Chartered Membership with Engineers Australia.
• A comprehensive change management tool kit developed for managers and staff.
• Delivered the organisational changes required to establish and resource the NSW Centre for Road Safety.
• The Chief Executive launched the RTA Leaders’ Framework, with the inaugural Senior Leadership Initiative Program beginning in April 2008.
• Leadership Forums for Top 60 Managers were established to support further development of leadership capability.
• A total of 37 graduates, nine trainees, 18 apprentices, 46 scholars and 10 cadets joined the RTA, including four graduates who began under the new NSW wide ‘fast’ track graduate program, to support ageing workforce renewal strategies.
• Implementation of Director’s Human Capital Metrics Framework, with the inaugural Senior Leadership Initiative Program beginning in April 2008.
• Assumed management of Special Number Plates (SNP) commercial program to increase revenue generated from existing and potential commercial activities.
• Commercial Business and Technology Committee (CBTC) established and began operating from October 2007. The CBTC provides strategic direction and support for the identification and development of commercial opportunities across the RTA.

Significant achievements in 2007-08

Commercialisation

• Established Commercial Business and Strategy Branch and appointed General Manager early 2008 to drive commercial program to increase revenue generated from existing and potential commercial activities.
• Commercial Business and Technology Committee (CBTC) established and began operating from October 2007. The CBTC provides strategic direction and support for the identification and development of commercial opportunities across the RTA.
• Assumed management of Special Number Plates (SNP) business from the Licensing, Registration and Freight Directorate to consolidate the focus on development of commercial opportunities within this business.
• Partnered with Road and Fleet Services to improve financial reporting which now places this business at the forefront of commercial management across the RTA.
• Delivered outdoor advertising revenues of $10.4 million in 2007-08, an increase of 21 per cent from the previous year.

Financial management

• Unqualified accounts for 30 June 2007 were signed by the Auditor-General.
• Led ongoing improvements to RTA Financial Dashboard to ensure integrity of financial information across the RTA.
• Sponsored significant program of review of financial policies and communication across the RTA.
• Directed the review/implementation of key financial system modules to support the upgrade of the corporate IMS system.

Unqualified accounts for 30 June 2007 were signed by the Auditor-General.
• Led ongoing improvements to RTA Financial Dashboard to ensure integrity of financial information across the RTA.
• Sponsored significant program of review of financial policies and communication across the RTA.
• Directed the review/implementation of key financial system modules to support the upgrade of the corporate IMS system.
Corporate financial advice

- Managed program of financial advice on private sector infrastructure proposals including refinancing proposals.
- Advice provided on a range of issues relating to the Cross City Tunnel and Lane Cove Tunnel.
- Annual program of reviews for motorways implemented. The reviews provide a mechanism to gauge the performance of Public Private Partnership (PPP) contracts at any time.
- Sponsored implementation of the Contracts Management System for management of financial transactions in PPP contracts. This system provides an ongoing platform for managing financial aspects of current and future PPP contracts. Ninety-five per cent of all contract financial requirements are now incorporated into the system and will be finalised before the end of 2008.
- Annual indexing at December and June implemented for RTA products and services.

Corporate governance

- Annual Audit plan implemented and overseen by the Audit and Risk Committee.
- Sponsored the RTA’s initial Corporate Risk Profile which was adopted by the Executive in September 2007.
- To enhance understanding and consistency of probity integration in major procurement, a probity guide and training across the RTA was finalised by end January 2008.

Corporate and commercial real estate

- Delivered the successful establishment and relocation of staff to new Western Sydney premises at Argyle Street, Parramatta.
- Initiated lease option reviews for RTA Head Office premises at Surry Hills.
- Oversaw the property sales and rental program where revenues exceeded budget by more than $30 million to a total of $79 million.
- Promoted partnering arrangements with LRF to improve planning for leasing and design of Motor Registries and Heavy Vehicle Inspection Stations.
- Directed the 2008-09 Budget negotiations with Treasury and funding allocations across RTA programs.
- Led negotiations to finalise lease review of RTA Head Office. Directed negotiations to secure alternate premises and begin relocation project.
- Sponsored the targeted Special Number Plate (SNP) dealer strategy which realised an increase in SNP sales of more than 70 per cent.
- Sponsored the delivery of the online auction of National Rugby League number plates which resulted in $355,000 of revenue for limited edition Centenary of League plates.

Significant achievements of Rod Tout (Acting Director, Finance and Commercial Development from 31 March to 22 June 2008)

- Led the Directorate during recruitment for the Director, Finance and Commercial Development.
- Directed the 2008-09 Budget negotiations with Treasury and funding allocations across RTA programs.

Appendix 5. Industrial relations

Awards/enterprise agreements

The awards and agreements setting the wages and conditions of employment for all staff expired on 30 June 2008. The Government’s wages policy required the RTA to fund any proposed increases above 2.5 per cent per annum for future awards and agreements through employee-related cost savings. The RTA identified sufficient cost savings to enable it to make an offer of 4 per cent per annum over three years. This offer was made to all unions covering RTA staff on 15 April 2008. The offer was not accepted and agreement could not be reached for new awards before 30 June 2008.

Communication and consultation

The Peak Consultative Committee continues to be the primary point of consultation with salaried staff associations about business improvements impacting on staff.

The agreed consultative processes to discuss crucial industrial issues with all unions/associations continue. Forums and committees are convened periodically to address specific issues.

A Single Bargaining Unit continues to be the main negotiation and consultation forum for wages staff.

 Movements in salaries, wages and allowances

Salaried and wages staff received a 4 per cent increase in salaries from the first full pay period after 1 July 2007 in line with award provisions.

Industrial Relations Commission

The RTA was involved in 17 disputes lodged with the Industrial Relations Commission. Seven were settled by conciliation and four were discontinued. Two disputes were referred for arbitration; however, one was settled prior to going to hearing. Four disputes remained unresolved at 30 June 2008.

Three victimisation applications and related appeals, as well as the three disputes that were unresolved as of 30 June 2007, have all been finalised.

Seven unfair dismissal applications were lodged. Four were settled by conciliation. One was referred for arbitration and two remained unresolved at 30 June 2008. The two unfair dismissal applications that were unresolved at 30 June 2007 were referred for arbitration.

Lost time due to industrial action

73.7 equivalent full-time days were lost due to industrial action.

GREAT appeals – Promotional

Eight promotional appeals were lodged with the Government and Related Employees Appeal Tribunal (GREAT). Three appeals were discontinued and, at 30 June 2008, the remaining five were yet to be heard.

GREAT appeals – Disciplinary

Six disciplinary appeals were lodged with GREAT. Five were settled through conciliation and, at 30 June 2008, the other was yet to be heard.

TOTAL EFFECTIVE FULL TIME EMPLOYEES BY CATEGORY

<table>
<thead>
<tr>
<th>Year</th>
<th>Salaried Staff</th>
<th>Wages Staff</th>
<th>Casual Staff</th>
<th>Total Staff</th>
</tr>
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<tbody>
<tr>
<td>2004-05</td>
<td>5228</td>
<td>16/15</td>
<td>26</td>
<td>6869</td>
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<tr>
<td>2005-06</td>
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<td>17/50</td>
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<td>2006-07</td>
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<td>17/18</td>
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<tr>
<td>2007-08</td>
<td>5395</td>
<td>14/96</td>
<td>38</td>
<td>6929</td>
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</table>
Diversity & Equity in the RTA

Human Resource Strategy branch is actively working to ensure RTA staff are representative of the communities we serve. The more diversity we build into our teams, the more creative, innovative and responsive our workforce will be to the challenges ahead.

Historically, the RTA has been an active contributor to the Government objective of a diverse workforce. These outcomes will be expanded by this dedicated HR role.

We aim to increase participation and develop a wide range of age, cultural and skill groups to enhance our business and customer service delivery.

Our key philosophy for equity is to ensure that identified target groups are encouraged in their input to RTA’s key result areas. We use strategy review, policy and project outcomes and personal development.

The 2007-08 actions towards gender equity for women

During 2007-08, the participation by women in the RTA workforce increased to 37 per cent.

Within RTA management, several women have taken up senior executive appointments. However with only 2 per cent of total staff appointed to USS 10 or above being women, we still have need to improve the development and support of women in management.

Recruitment of women in our 2007-08 intake has been enabled via Employment Program pathways including Traineeships (5), Para-professionals (3), Rural Scholarships (10), our first female Engineering Cadet (1) and the accredited Graduate Program (15).

Skill development of our staff has been facilitated by the RTA template for Work and Development Planning (WDP) to provide evidence of on-job training and record project accomplishments. Staff WDP champions were identified and video cameos recorded to promote the WDP template: 40 per cent of the videos feature female staff.

Skill development also occurs via formal, fully sponsored training programs including:
- e+ Chartered status accreditation for Engineers, introduced this year (in partnership with Engineers Australia).
- Top Steps to establish career pathways and development for women in middle management.
- Seminars, training and networking events by the Institute of Public Administration Australia – formal certified training in project management.
- Financial assistance and study leave provisions to support female staff studying post graduate studies in Transport & Traffic (3) and Masters Degrees in Pavement Technology (1), Transport Management (2) and Engineering (1).

Our Spokeswomen’s Program in 2007 with the theme ‘Blow your own trumpet’ was fully subscribed at all venues across the state, with participation from more than 550 women and excellent evaluation results.

In late 2007, we established the RTA Professional Women’s Network, a regular luncheon meeting with high profile speakers for senior female staff across the organisation.

RTA has maintained an active membership of NSW Equal Employment Opportunity Practitioners’ Association (NEEOPA).

Skill development continues through a range of projects focussed on increasing our recruitment and interactions in conjunction with Engineers Australia.

The inaugural RTA Equity Scholarships for Engineering studies attracted candidates from diverse and disadvantaged circumstances in 2008. We recruited four additional scholars including one rural woman in her second year; one rural Aboriginal student, and two metropolitan-based second year scholars from multicultural backgrounds.

2007-08 actions to increase employment and participation of Aboriginal people

The NSW State Plan and ‘Two Ways Together’ economic development plan require the identification of senior executive performance targets and increases in Aboriginal employment. The ‘Making It Our Business’ (MIOB) strategic framework tracks the organisation’s performance against key result areas. In 2007-08 RTA has identified and filled Aboriginal positions including traineeships, apprenticeships, cultural and heritage advisors, driver licensing and road safety strategy advisors.

RTA has established a secondary scholarship for Aboriginal students, to assist Year 11 and 12 students in completion of maths and science subjects (both engineering prerequisites) in their NSW Higher School Certificate. The scholarship funds can be approved for practical support including purchase of a laptop or internet access, furnishings for a home study area, curriculum texts, resources or tutoring. Initially offered within the north western region of NSW, the scholarship is now available across regional NSW.

The 2008 Elsa Dixon grant submissions funded the establishment of:
- An Aboriginal Employment Coordinator; full-time permanent role, reporting to Principal Advisor Diversity & Equity (Department of Education & Training budget approval pending).
- An Aboriginal Cultural Heritage Advisor; south west region.

The RTA Aboriginal Action Plan 2006 – 2010 is under review in conjunction with ‘Making It Our Business’ reporting to RTA executive and NSW Premiers department.

As one of the initiatives implemented under the Aboriginal Action Plan, identified Aboriginal positions were established in entry level training programs including Motor Registry traineeships (Cert III Business), Apprenticeships (various trades), Civil Construction traineeships and administration traineeships (Cert III Government) based in various regional and city offices.

2007-08 actions to increase employment and participation of people with a disability

People who have disclosed a disability represent 4 per cent of the RTA workforce. The RTA has joined The Australian Employers Network on Disability (AEND), to facilitate any required adjustments at work, ensure we are supporting our staff with disabilities equitably and to build our ‘disability confidence’ as an employer. Membership of AEND was established at Bronze level for 2007-8 and promoted to Gold level for 2008-09. This increased support will assist a range of projects focussed on increasing our recruitment and support of staff identifying with a disability.

The RTA planned and promoted a forum on ‘Disabled in the Workplace’, for staff who have a disability or those who have a work or personal interest in disabilities and employment. The forum is expected to result in the development of a steering committee of up to 10 staff members to provide advice and support to the Principal Advisor Diversity and Equity on the Diversity and Equity Plan, relevant policies, customer service or development programs and disability issues.

During March 2008, the RTA participated in the Department of Premier and Cabinet’s review of agency procedures for customers with writing difficulties to explore alternative communication methods for customers with literacy problems.
TABLE 16. TRENDS IN THE REPRESENTATION OF EEO GROUPS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Women</td>
<td>50</td>
<td>31</td>
<td>34</td>
<td>34</td>
<td>35</td>
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<tr>
<td>Aboriginal people and Torres Strait Islanders</td>
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<td>3</td>
<td>1.8</td>
<td>1.9</td>
<td>1.8</td>
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<tr>
<td>People whose language first spoken as a child was not English</td>
<td>20</td>
<td>17</td>
<td>16</td>
<td>16</td>
<td>16</td>
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<tr>
<td>People with a disability</td>
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<td>12</td>
<td>12</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>People with a disability requiring work related adjustment</td>
<td>7</td>
<td>4</td>
<td>3.5</td>
<td>3.4</td>
<td>3.4</td>
</tr>
</tbody>
</table>

Key initiatives for diversity & equity in 2008-09

- Develop an RTA Diversity & Equity plan for 2008-12 in consultation with internal and external stakeholder groups.
- Review the Aboriginal Action Plan and confirm culturally appropriate projects and programs to support the community licensing, road safety and employment targets.
- Establish the Steering Committee for Disabilities at Work.
- Recruit and induct the role of Aboriginal Employment Coordinator in conjunction with Aboriginal Programs branch.
- Maintain input to RTA branding and communications for employee attraction and engagement.
- Determine and agree with key stakeholders a range of HR metrics and benchmarking targets for measurement and reporting on workplace culture.
- Quarterly (reporting) of Aboriginal identified positions and Aboriginal persons employed including numbers and trends, development strategies, mentoring and regular one-to-one visits by Aboriginal Programs staff.
- Review and update relevant RTA policies such as flexible work including job swap/job share; employment of persons with a disability; special leave provisions, including community work; review workplace practices including use of first aid rooms for new mothers returning to work.
- Sponsored Programs to review women’s participation in development opportunities, tertiary studies, research projects and completion rates.
- Scholarships targeting female candidates; single parents and mature age tertiary study.
- Review of recruitment to encourage female apprentices.
- Audit of recruitment process, resources and selection panel advice to ensure equitable access for disadvantaged groups including Aboriginal persons and persons with a Disability.
- Establish a ‘Stepping into Engineering’ internship program for trial of final year engineering (various disciplines) students identifying with a disability.

2007-08 actions to increase the integration and retention of young people aged under 35 years (‘Generation Y’, born post 1980)

The RTA’s Employment Programs Unit is being restructured to provide increased management and student support, tertiary institution liaison and proactive participant placement for the range of targeted pathways.

There was an exponential increase in the 2008 undergraduate intake for all entry categories, particularly rural engineering scholarships and cadetships. As the RTA is a regionally focused organisation, selection panels, comprising local managers, the tertiary education provider and human resource personnel, met in seven regional locations.

The 2008 paraprofessional program expanded to build career pathways from electrical trades into traffic network modeling and to develop RTA skills on-the-job in property acquisition/asset management and road design specialties.

A new committee was formed for the RTA Young Professionals Network (YPN) to raise the profile of young staff members via ‘The Young Ones’ regular feature in Momentum, a YPN Intranet page and coordination of social networking events in key locations.

Austroads Young Professional Study tour (Europe) nomination panels are working in partnership with other Australian agencies to provide a research team towards road safety improvements.

2007-08 actions to increase the participation of staff members with a multicultural background

The RTA will maintain membership of and participation in the Community Relations Commission (CRC) and undertake an ongoing agency review against the EAPS framework. The RTA staffing profile displays a wide cross-section of cultural and ethnic heritage. The principles of inclusion and equity apply across the RTA.

Key initiatives in support of all of our employees

- EEO Data collection and review of reporting.
- Access to and uptake of flexible work practices.
- Work and development planning; professional and technical development.
Appendix 7. Ethnic Affairs
Priorities Statement and Plan

The RTA meets all requirements of the Ethnic Affairs Priorities Statement and Plan (EAPS) regulations and has reported on progress made during 2007-08 and forward strategies, as documented in the Community Relations Report, Youth Diversity and Harmony, Shaping our Future 2007. Key activity areas include:

Planning and evaluation

Drawing from the State Plan, the Blueprint RTA’s Corporate Plan for 2008 – 2012 sets out short and long-term priorities, key result areas and values for the conduct of all RTA interactions, internal and within the community. These corporate goals are evolved into Directorate and branch business plans which are reviewed on a quarterly basis. Research, consultation and evaluation of ethnic affairs initiatives and our key values are measured through formal performance agreements and annual leadership feedback surveys.

Program and service delivery

Our external programs, delivery and outcomes are based on detailed research from local and international academic organisations, plus incident reporting and focus group feedback from our key customer groups. Internal program development, delivery and evaluations are devised through project teams, drawing on a diversity of skills, resources and expertise for team contribution. Special needs are resourced and monitored for positive outcomes as required.

Staffing

Our recruitment strategies encourage applicants from diverse backgrounds, with both short and long-term development opportunities offered across the organisation. Promotion of RTA employment opportunities occurs through intranet, internet, public sector notices, news sheet and selected recruitment agency avenues. All staff training from induction to formal qualification-oriented development is linked to our leadership framework, encouraged by individual work and development planning and accessible to all staff. Community Language Allowance Scheme (CLAS) accredited staff contribute to our customer service, particularly within our Motor Registry venues.

Communication

The RTA authenticates and distributes critical identity and licence documentation on behalf of the Government. The RTA translates key documents and assessment tools into a range of community languages. CLAS officers do form part of this information and communication network.

Communication channels for road safety messages include written (formal and informal), spoken, and an increasingly wide range of audio-visual mediums (from billboards to nursery songs) to proactively convey and reinforce safety messages to all road users within the diverse community.

Funded services

The RTA contracts service providers through approved Government panels or via public tender process. Evaluation and appointment of providers is based on the published criteria, including the core knowledge, skills and experience required by the contractor. The RTA requests specific cultural diversity outcomes in areas including Aboriginal participation in construction.

Our Diversity and Equity Plan for 2008 – 2012 will be compiled after consultation with key stakeholder groups by our Principal Advisor Diversity & Equity. Our focus will be on the development and support of our staff in the performance of their duties.

Appendix 8. Disability Plan

The RTA Diversity & Equity Plan was under review during 2007. Proposed initiatives for the 2008-09 period are listed at page 227.

It is a legal requirement to have Disability included in Diversity & Equity plan. For the year 2007-08, there weren’t any significant new development towards Disability. However, with Principal Advisor Diversity & Equity appointed, significant initiatives have been planned and being worked on for the year 2008-09.
Appendix 9. Overseas travel by RTA officers

From 1 July 2007 to 30 June 2008, officers of the RTA travelled overseas on 27 occasions to undertake official duties for the RTA and the Government of NSW. At no cost to the RTA, overseas visits were made by:

• The Manager, Network Performance Development, and the Manager, Client Liaison, to Auckland, New Zealand, to provide consulting services and project management for the implementation of the SCATS Ramp Metering System.
• The SCATS Training and Documentation Manager and a SCATS Principal Systems Analyst to Auckland, New Zealand, to provide SCATS training to staff of Transit New Zealand’s Auckland Transport Management Unit.
• The Manager, Client Liaison, and a SCATS Principal Systems Analyst to Auckland, New Zealand, to attend the annual meeting of the SCATS New Zealand User Group.
• The Manager, Network Performance Development, to Auckland, New Zealand, to provide consulting services and project management for the implementation of a SCATS Metering System.
• The General Manager, Safer Roads, to Brussels, Belgium, to visit the International Road Federation and European Transport Safety Council and present a paper on NSW Highway Safety Reviews at the Safe Highways for the Future Conference and to The Netherlands to visit the Highway Safety Reviews at the Safe Highways for the Transport Safety Council and present a paper on NSW’s SCATS Metering System.
• The Director, Licensing, Registration and Freight, and the Director, Freight Strategy and Policy, to Wellington, New Zealand, to attend the Australasian New Car Assessment Program and Used Car Safety Rating meetings.
• The Director, Licensing, Registration and Freight, and the General Manager, Compliance and Freight Strategy, travelled to Wellington, Palmerston North and Auckland, New Zealand, to attend the 44th Austroads Council meeting and visit New Zealand Transport Agencies.
• The Manager, Corporate Planning and Performance, travelled to Paris, France, to attend the World Road Organisation (PIARC) technical committee on Good Governance of Road Administration meeting.
• The Manager, Trends Analysis and Reporting, travelled to Ljubljana, Slovenia, to attend the International Road Federation Awards at which the NSC Centre for Road Safety received an International Road Safety Award.
• The General Manager, Infrastructure Maintenance, travelled to Wellington, New Zealand, to attend the Austroads Council Taskforce meeting.
• The Pavement Strategy Manager travelled to Kanasaskis and Calgary, Canada, to attend the 2008 Deighton Users Conference and the 7th International Conference on Managing Pavement Assets.
• The Manager, Client Liaison, a SCATS Principal Systems Analyst and the ITS and PTS Principal Systems Analyst travelled to Beijing, China to exhibit SCATS and related Intelligent Transport System products at the Australian stand at the 14th World Congress on Intelligent Transport Systems.
• The Quality and Statistical Control Officer travelled to Christchurch, New Zealand, to present a technical paper at the 9th South-East Asian Survey Congress.
• The Bitumen Sprayer Inspector travelled to Port Moresby, Lae, Mount Hagen and Liiv, Papua New Guinea, to test and calibrate bitumen sprayers.
• The Manager, Corporate Planning and Performance, and the Manager, Workforce Capability, travelled to Wellington, New Zealand, to attend the Austroads’ Capability Taskforce Workshop.
• The Project Director, Traffic Systems Branch, travelled to Wellington, New Zealand, to participate in a study unit of the Executive Masters of Public Administration course of the Australia and New Zealand School of Government.
• On a separate occasion, the Transport Planning Manager travelled to Wellington, New Zealand, to participate in a study unit of the Executive Masters of Public Administration course of the Australia and New Zealand School of Government.
• The Manager, recalls and Regulations, travelled to Wellington, New Zealand, to attend the Australasian New Car Assessment Program and Used Car Safety Rating meetings.

Appendix 10. Freedom of Information

During 2007-08 the RTA received 1973 requests for information under the Freedom of Information Act 1989 (FOI Act), compared with 1652 in 2006-07. In addition, 197 applications were brought forward from the previous period (compared to 145 in 2006-07), making a total of 2170 applications to be processed. At the end of the 2007-08 reporting period 193 applications were not completed.

The use of FOI by insurance and finance companies continues to increase significantly. The majority of these applicants use FOI to obtain the identity and address of registered operators of motor vehicles whom they are trying to trace. There has also been a marked increase in the number of applications lodged by the media, opposition MPs, community groups and solicitors.

Of the 1874 requests completed 193 applications applied for documents that were not held by the RTA. 1464 were granted in full, 63 in part, 172 were refused and none were deferred. Three were transferred to other agencies and 100 were withdrawn. Of those refused in full or part, 22 were refused on the grounds that the information is otherwise available and 119 were refused as the applicant did not pay the necessary fees (see table detailing for disallowing or restricting access).

Of those requests not granted in full, internal reviews were finalised for 24 decisions and two appeals to the Ombudsman were finalised. There were no appeals completed at the Administrative Decisions Tribunal this year. 1088 applications required consultation with 1537 third parties external to the organisation. The estimated operating cost of processing FOI requests was $98,137 ($79,098 in 2006-07) and fees received totalled $91,424 ($114,129 in 2006-07). There was one request received for amendments to personal records. No requests were received for notations to personal records and no ministerial certificates were issued. A total of 302 applications were finalised after the statutory processing period.

One of the factors contributing to this was the continuing high number of applications – an increase of 15.51 per cent on those received the previous year. Overall, there was a 20 per cent increase in the total applications processed in 2007-08 compared to 2006-07.

In 2007-08 the RTA continued to review the resources available to the area responsible for FOI privacy and contract reporting. A number of business solutions have been introduced to improve the efficiency and effectiveness of the FOI process and the area is restructuring a number of business processes.

The RTA continued with the identification, computerised recording and the provision of policy documents in accordance with the requirements of the FOI Act. The RTA’s Statement and Summary of Affairs are published on its website at www.rta.nsw.gov.au.

FOI appeals to the Ombudsman

Nine appeals to the Ombudsman were commenced, continued or concluded during 2007-08.

In the first case, on 7 February 2007 the RTA received an application for documents relating to the payment of $25 million to Connector Motorways to allow for a delay of road changes around the Lane Cove Tunnel. On 16 February 2007 the RTA requested an advance deposit which was received on 26 February 2007. On 11 April 2007, the RTA advised the applicant that third party consultations for business affairs would be required. On 4 May 2007 the applicant lodged an application for an internal review on the grounds of a deemed refusal. The RTA made a determination of the internal review to refuse access to all documents on the grounds that the documents were exempt under clauses one, six, seven, nine, 10 and 15 of Schedule 1 of the FOI Act. The applicant made a complaint to the Ombudsman on 22 June 2007 which initiated an investigation under section 13 of the Ombudsman Act 1974 into the actions of the RTA in dealing with the application. The Ombudsman issued a notice to the RTA under section 18 of the Act requiring the production, by 27 August 2007, of documents captured by the scope of the application, reasons for the delay in responding to original application and a conclusive certificate from the Director-General of the Department of Premier and Cabinet pursuant to section 22 of the Act for documents claimed to be Cabinet documents.

The Ombudsman extended the due date for a response to 3 August 2008. On 3 August 2007 Ms Robyn Kruk, Director-General of the Department of Premier and Cabinet issued
Ombudsman suggested that the RTA review the original
to section 52A (1)(a) of the FOI Act, the office of the NSW
on 17 September 2007. The applicant applied to the office
review was determined not to vary the original decision
under Schedule 1 Clause 9(1). An application for internal
grant access in part to the documents that were located on
2007 the applicant narrowed the terms of the application
concessions and created after 1 January 2006. On 30 May
made for documents, including written advice to the NSW
In the second case, on 28 May 2007
Administrative Decisions Tribunal. A planning meeting is
commenced proceedings against the RTA in the NSW
legal professional privilege. On 27 June 2008 the applicant
made for documents, including written advice to the NSW
the Ombudsman had formed the view that the documents
not covered by the section 22 certificate from Ms Kruk
should be disclosed to the applicant and that a finding of
reasonable conduct under section 26 of the Act be made
against the RTA's response. The RTA undertook further consultations with a third party about
the status of documents on 31 October 2007. The RTA
reviewed the determination of the internal review and in
light of the statement decided to revise the determination
and released the majority of the documents covered by the
application and remove the claim of Cabinet confidentiality
to all but four of the documents not covered by the section
22 certificate. The RTA claimed a further ground to exempt
documents under Clause 13 of Schedule 1 of the FOI Act.
The RTA's response to the statement also provided reasons why a finding of unreasonable conduct by the RTA
should not be made. On 28 March 2008 the Deputy
Ombudsman issued a report under section 26 of the Act
in which he recommended that all documents be disclosed to
the applicant except for those documents covered by the
section 22 certificate and also a document which was
considered by the Deputy Ombudsman to be exempt for
legal professional privilege. On 27 June 2008 the applicant
commenced proceedings against the RTA in the NSW
Administrative Decisions Tribunal. A planning meeting is
scheduled for 26 August 2008.
In the second case, on 28 May 2007 an application
was made for documents, including written advice to the NSW
Minister for Roads, relating to RTA-administered pensioner
concessions and created after 1 January 2006. On 30 May
2007 the applicant narrowed the terms of the application
because the request was too broad. The RTA determined to
grant access in part to the documents that were located on
3 August 2007. The RTA considered the documents exempt
under Schedule 1 Clause 9(1). The RTA determined to
grant access to all documents located in that section. On 21 April 2008
the RTA determined to
varies the original determination made on 3 August 2007
to provide access to all documents previously not granted.
Exempt material was excised from some documents
because the information did not directly relate to any
consideration by the RTA of pensioner concessions on
motor vehicle registration charges.
In the third case, on 29 October 2007 an application
was made for documents regarding a matrix and all notes or
information regarding the applicant being unsuccessful in
obtaining an interview for various job applications. On
10 December 2007 the applicant was forwarded a copy of
a matrix relating to the job applications. On 6 January
2008 the applicant sought further additional information
such as a copy of the electronic application, the name of the
panel members, any documentation advising other
applicants as to whether they were called and the reason
and any additional documentation. On 24 January 2008
documents were released to the applicant. On 1 February
2008 the applicant's father contacted the RTA and stated
that 'other' documentation was requested, including all
applicant resumes for those applicants who were called for
interviews and a matrix of all applicants who were called for
an interview. On 12 March 2008 a request for the advanced
deposit was sent to the applicant. On 4 April 2008 the
applicant requested an internal review of the advanced
deposit. On 29 April 2008 the internal review determination
endorsed the request for advance deposit. On 14 May 2008
the Ombudsman's office wrote to the RTA notifying of an
external review request by the applicant.
In the fourth case, on 9 February 2008 an application
was made for documents relating to the average PM and
PM peak travel times for seven selected routes to the
Sydney CBD. The RTA determined on 17 March 2008 that
documents were otherwise available on the NSW Premier
and Cabinet website. An application for internal review
on the basis that relevant documents were not otherwise
available in the level of detail as documents held by the RTA
was received on 26 March 2008. The applicant
declared a deemed refusal upon the expiration of the statutory
deadline for an internal review determination to be made.
The applicant applied to the Ombudsman's office for an
external review of the RTA's FOI determinations on
8 April 2008. The matter is currently being investigated
by the Ombudsman.
In the fifth case, on 10 March 2008 an application was
made for documents relating to the Ride Quality and
Pavement Durability figures as published in this Auditor-
General's Report for the year to 2007. The application
further sought approximate timeframes for when significant
upgrade projects are scheduled to improve their standard
under present funding priorities. On 7 May 2008 the RTA
determined that the agency did not hold the documents
requested pursuant to Schedule 1Section 28 (1)(b) of the
FOI Act. The applicant sought an internal review on 12 May
2008. The applicant declared a deemed refusal upon
the expiration of the statutory deadline for an internal review
determination to be made. The NSW Ombudsman notified
the RTA on 17 June 2008 that the applicant had sought an
external review. The matter is currently being investigated
by the NSW Ombudsman.
In the sixth case, on 22 December 2007 an application
was made for documents that involved allegations made
against a former employee of the RTA. An additional request
was made for documents, including written advice from
Ms Kruk, Parramatta CBD 2124. The Records Access Unit did not
receive a copy of this application nor the $30 application fee.
In the seventh case, on 29 August 2007 an application
was made for documents relating to details of when a damaged
70kmh speed limit sign was removed from pole NWS15 on
the Western Distributor coming out of the Cross City Tunnel
before the Anzac Bridge around the Easter long weekend
(April 2007). The RTA determined that no documents were
held; however, information regarding the request from the
General Superintendent, Traffic Facilities, was disclosed to
the applicant on 26 September 2007. An application for
internal review on the basis that the information received
was incorrect and contained a fraudulent claim was received
on 10 October 2007 and the original determination was
upheld on 20 November 2007. The applicant applied to
the Ombudsman's office for an external review of the RTA's
FOI determinations on 10 January 2008. The RTA's FOI
determinations were upheld by the Ombudsman on
12 February 2008.
In the ninth case, on 17 October 2007 an application
was made for documents addressed to the FOI Officer: PO Box
973, Parramatta CBD 2124. The Records Access Unit did not
receive a copy of this application nor the $30 application fee.
The Records Access Unit informed the applicant, correspondence
between the applicant and the Minister's Office, and referral of the matter to the NSW Ombudsman
on 8 March 2008.
FOI appeals to the Administrative Decisions Tribunal

There were two appeals to the Administrative Decisions Tribunal (ADT) that were either continuing or commenced in 2007-08.

The first case is an ongoing matter. On 30 September 2004 an application was made for documents relating to the construction and maintenance of rest areas at Mundoonan. On 14 January 2005 a further application was made for documents relating to the cost of the rest area when constructed. Both of these applications followed previous applications that were dealt with separately. The initial determination in respect of the September 2004 application was that the RTA did not hold any documents other than those that had been located in relation to earlier requests. In relation to the January 2005 application, the RTA failed to make a determination. Internal reviews were requested in respect of both applications. The internal review for the September 2004 application upheld the original determination. The internal review for the January 2005 application resulted in the RTA being granted certain documents. However, the applicant was not fully satisfied with either internal review and made an application to the ADT to review the RTA’s determinations. On 4 October 2006 the ADT affirmed some of the RTA’s determinations in respect of documents held for others the matter was remitted to the RTA for reconsideration in accordance with certain directions about how the search was to be conducted. The RTA appealed the decision in respect of the orders against it. On 14 June 2007, the Appeal Panel set aside the orders of the ADT and remitted the matter to the tribunal. The RTA then remitted the matter to the RTA for reconsideration in light of the Appeal Panel’s decision. The parties have since been negotiating about the scope of the request and the RTA has located further documents that have been released to the applicant. The matter will return to the ADT in 2008-09.

In the second case, on 19 October 2007 an application was made for documents relating to Safe-T-Cam. The matter involved an objection by a third party to a determination on 7 December 2007 to release documents applied for under the FOI Act. The third party objected on the grounds that the release of the document would affect their business affairs. The applicant sought an internal review on 30 January 2008. The internal review upheld the original determination. The third party then appealed the decision to the ADT. The ADT sought submissions from both parties. The respective submissions were received by the ADT on 27 June 2008. The decision has been reserved and is expected to be handed down within three months of 27 June 2008.

Note on statistics

The Records Access Unit has implemented a new software package to capture the new statutory reporting statistics. This program is experiencing some problems and further enhancements will be implemented in the near future. The reported statistics will vary from previous reporting periods.

SECTION A: NUMBER OF NEW FOI APPLICATIONS

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<td>FOI requests</td>
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<td>1626</td>
<td>1967</td>
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<td>A2 Brought forward</td>
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<td>196</td>
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<td>2163</td>
<td>1650</td>
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<td>A4 Completed</td>
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<td>5</td>
<td>1311</td>
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<td>1971</td>
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SECTION B: DISCONTINUED APPLICATIONS

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<td>B1 Request transferred out to another agency (s.20)</td>
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<td>B4 Applicant failed to amend a request that would have been an unreasonable diversion of resources to complete (s.25(1)(1a))</td>
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SECTION C: COMPLETED APPLICATIONS

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<td>1443</td>
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<td>C2 Granted or otherwise available in part</td>
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<td>63</td>
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<td>C3 Refused</td>
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<td>121</td>
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<td>C4 Documents not held</td>
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<td>124</td>
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<td>C5 Completed</td>
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### SECTION G: EXEMPT DOCUMENTS

#### Number of FOI applications (refused or access granted or otherwise available in part only)

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<td>Restricted documents</td>
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<td>G1 Cabinet documents (Clause 1)</td>
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<td>G2 Executive Council documents (Clause 2)</td>
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<td>Documents requiring consultation:</td>
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<td>G5 Documents affecting inter-governmental relations (Clause 5)</td>
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<td>G9 Schedule 2 exempt agency</td>
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<td>G10 Documents containing information confidential to Olympic Committees (Clause 22)</td>
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<td>G11 Documents relating to threatened species, Aboriginal objects or aboriginal places (Clause 23)</td>
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<td>G16 Documents subject to contempt (Clause 17)</td>
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<td>G17 Documents arising out of companies and securities legislation (Clause 18)</td>
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<td>G18 Exempt documents under interstate FOI Legislation (Clause 21)</td>
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### SECTION D: APPLICATIONS GRANTED OR OTHERWISE AVAILABLE IN FULL

#### Number of FOI applications (granted or otherwise available in full)

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<td>D1 Provided to the applicant</td>
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<td>3</td>
<td>1058</td>
<td>143</td>
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<td>D2 Provided to the applicant's medical practitioner</td>
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<tr>
<td>D3 Available for inspection</td>
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<td></td>
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<tr>
<td>D4 Available for purchase</td>
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<tr>
<td>D5 Library material</td>
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<tr>
<td>D6 Subject to deferred access</td>
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<td>D7 Available by a combination of any of the reasons listed in D1-D6 above</td>
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### SECTION E: APPLICATIONS GRANTED OR OTHERWISE AVAILABLE IN PART

#### Number of FOI applications

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<td>E2 Provided to the applicant's medical practitioner</td>
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</tr>
<tr>
<td>E3 Available for inspection</td>
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<tr>
<td>E4 Available for purchase</td>
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<tr>
<td>E5 Library material</td>
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<td>E6 Subject to deferred access</td>
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### SECTION F: REFUSED FOI APPLICATIONS

#### Number of refused FOI applications

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<td>F2 Deemed refused</td>
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### SECTION K: NOTATION OF PERSONAL RECORDS

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### SECTION L: FEES AND COSTS

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<td>L1 All completed requests</td>
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### SECTION M: FEE DISCOUNTS

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<td>M1 Processing fees waived in full</td>
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<td>M2 Public interest discounts</td>
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<td>M3 Financial hardship discounts Pensioner/Child</td>
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<td>M4 Financial hardship discounts Non profit organisation</td>
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<td>M5 Total</td>
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### SECTION N: FEES REFUNDED

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### SECTION J: APPLICATIONS FOR AMENDMENT OF PERSONAL RECORDS

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<td>J2 Agreed in part</td>
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### SECTION I: FORMAL CONSULTATIONS

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### SECTION H: MINISTERIAL CERTIFICATES (S.59)

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<th>Number of Ministerial Certificates issued</th>
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### SECTION G: DOCUMENTS SUBJECT TO EXEMPTIONS

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<th>Number of documents subject to legal professional privilege (Clause 10)</th>
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### SECTION F: OTHER EXEMPTIONS

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### SECTION E: DOCUMENTS AFFECTING ECONOMY OF THE STATE (Clause 14)

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### SECTION D: DOCUMENTS AFFECTING FINANCIAL INTERESTS (Clause 15)

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### SECTION C: DOCUMENTS AFFECTING SECRECY PROVISIONS (Clause 16)

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### SECTION B: INTERNAL WORKING DOCUMENTS (Clause 9)

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### SECTION A: OTHER EXEMPTIONS

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<td>R1 Access refused</td>
<td>9</td>
<td>1</td>
<td>299</td>
<td>514</td>
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<td>R2 Access Deferred</td>
<td>5</td>
<td>1</td>
<td>283</td>
<td>1056</td>
<td>288</td>
<td>1057</td>
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<td>R3 Amendment of personal records refused</td>
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<td>2</td>
<td>456</td>
<td>146</td>
<td>462</td>
<td>148</td>
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<td>R4 Over 21 days – deemed refusal where no extended determination period applies</td>
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<td>273</td>
<td>153</td>
<td>276</td>
<td>154</td>
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<tr>
<td>R5 Total</td>
<td>23</td>
<td>5</td>
<td>1311</td>
<td>1869</td>
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### SECTION P: PROCESSING TIME (HOURS)

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<td>P1 0-10 hours</td>
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<td>5</td>
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<td>1842</td>
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<td>P2 11-20 hrs</td>
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<td>10</td>
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<td>P4 Over 40 hrs</td>
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<td>9</td>
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<tr>
<td>P5 Total</td>
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<td>5</td>
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### SECTION Q: NUMBER OF REVIEWS

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<td>Q2 Ombudsman reviews</td>
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<td>Q3 ADT reviews</td>
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### SECTION R: RESULTS OF INTERNAL REVIEW

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<td>R3 Exempt matter deleted from documents</td>
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<tr>
<td>R4 Unreasonable charges</td>
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<td>4</td>
<td></td>
<td></td>
<td>4</td>
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<tr>
<td>R5 Over 35 days – deemed refusal where no extended determination period applies</td>
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<tr>
<td>R6 Over 35 days – deemed refusal where no extended determination period applies</td>
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<tr>
<td>R7 Amendment of personal records refused</td>
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<td></td>
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<tr>
<td>R8 Total</td>
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<td>22</td>
<td>2</td>
<td>22</td>
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Appendix 11: Ombudsman

During 2007-08 the Ombudsman referred nine complaints to the RTA for investigation. This compares to seven complaints referred for investigation in the previous financial year. Complaints were received from the Ombudsman on the following matters:

• In September 2007 a complaint was received concerning Ki-Gi Commuter e-bikes. The complaint related to the fringing of riders of the e-bikes by the NSW Police Force for various offences such as using an unregistered and uninsured vehicle, in accordance with the view of the Police that e-bikes are motor vehicles. The complainant indicates the RTA has a contrary view insofar as e-bikes are categorised as power-assisted pedal cycles under Australian Design standards. The complainant raised concerns about the interpretation of the Road Transport (Vehicle Registration) Act and associated legislation and road rules by the two Government authorities. The Ombudsman asked the RTA to provide answers to a number of questions. The RTA provided detailed answers to the Ombudsman’s questions outlining its position in relation to e-bikes in accordance with the Road Transport (Vehicle Registration) Act, the Australian Design Rules and the Australian Road Rules. The Ombudsman advised that it had met with the NSW Police Force and Office of Fair Trading to explore better ways of dealing with e-bikes, and that a discussion paper had been prepared. The RTA also advised that further discussion would take place between the agencies to analyse the need for regulatory change, based on the feedback from the discussion paper.

• A further complaint was received in September 2007 about the removal of trees as part of safety improvements to Moss Vale Road, Kangaroo Valley. Concerns were raised about the RTA’s decision to remove 96 trees, the community consultation process involved and the release of project documents to the local action group. The Ombudsman asked the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all of the Ombudsman’s questions. The RTA also provided an outline of the history of the Moss Vale Road safety improvements. The Ombudsman subsequently wrote to the RTA advising no further action will be taken.

• In November 2007 a complaint was received about notices issued for breaches of the Safe-T-Cam driving hours. The complaint also related to the issue of a fine for driving a vehicle that had been issued with a defect notice. The Ombudsman requested the RTA to provide answers to a number of questions before deciding whether further action would be taken. The Ombudsman also requested copies of correspondence between the complainant and the RTA, and other documentation relating to the issue. The RTA provided detailed answers to all of the Ombudsman’s questions and copies of relevant documents. The Ombudsman subsequently wrote to the RTA advising no further action will be taken.

• In November 2007 a complaint was received pursuant to the Protected Disclosures Act 1994 concerning, amongst other matters, the management of the RTA Engineering Certification Scheme. The Ombudsman requested advice on any action taken by the RTA in relation to the concerns raised and invited further comment before deciding whether any further action would be taken against the RTA. The RTA advised the Ombudsman that the matter had been investigated and it was revealed that improvements needed to be made to the policies and procedures used to manage the scheme. As a result, the RTA Chief Executive established an independent inquiry into the Engineering Certification Scheme and directed that the office of the Ombudsman be fully briefed on its progress and outcomes.

• An additional complaint was received in November 2007 regarding the transfer of a motor vehicle registration from its new owner back to the motor dealership from which the car was purchased without the new owner’s knowledge. The complaint raised concerns about the decision to remove 96 trees, the community consultation process involved and the release of project documents to the local action group. The Ombudsman asked the RTA to provide answers to a number of questions before deciding whether the matter should be formally investigated. The RTA provided detailed answers to all of the Ombudsman’s questions. The RTA also advised that the dealership had claimed the registration had been transferred in error and had produced the Certificate of Registration, signed by the new owner, supporting the request to correct the registration record.

• A further complaint was received in November 2007 about the availability of documents to the public concerning Spit Bridge opening times. The complainant had previously contacted the RTA and been advised that there had been extensive consultation with stakeholders. The Ombudsman asked for any documents or website links giving information on the reasons for the agreed opening times. The RTA provided details of website links and copies of relevant reports and brochures. The RTA also provided details of the display of the Review of Environmental Factors report and the number of submissions received.

• In March 2008, the Ombudsman advised the RTA that it had decided to conduct an investigation into various matters relating to the certifying of Wheelchair Accessible Taxis (WATs) by private engineering signatories to comply with the Commonwealth Disability Standards for Accessible Public Transport (DSAPT). This was initiated by a complaint that alleged that WATs converted by two companies did not meet one of the clauses of the DSAPT. Subsequent enquiries raised concerns about differing understandings and expectations of the requirements of the DSAPT between the Ministry of Transport, the RTA, private engineering signatories, WAT converters and WAT users. The Ombudsman asked the RTA to provide answers to a number of questions. The RTA provided detailed answers to all of the Ombudsman’s questions.

• Also, in March 2008 a complaint was received which alleged a number of councils were failing to comply with the RTA Pay Parking Manual and, in turn, the RTA was failing to ensure compliance. The Ombudsman asked the RTA to provide answers to a number of questions and the RTA provided answers to all of these. The RTA advised that under current road transport legislation it was not required to monitor the operation of council pay parking schemes. The RTA pointed out that it had a role in reviewing proposed pay parking schemes and the authorisation process of associated signposting. However, once a pay parking scheme had been implemented the RTA was limited to action in the Supreme Court.

• In May 2008 a complaint was received about the inspection and registration of a motor vehicle that was defective by the RTA three weeks after its purchase. Civil action taken by the new owner against the seller was successful. The new owner also raised concern about whether the inspections and reports carried out by the RTA and ALVIS inspector met standards and obligations. The new owner had previously been advised by the RTA that there were no grounds for compensation. The Ombudsman asked the RTA to provide answers to a number of questions and copies of relevant documents. The Ombudsman also invited any suggestions to help resolve the matter. The RTA provided detailed answers to all of the Ombudsman’s questions. The RTA also emphasised that it did not conduct roadworthiness inspections on the vehicle but passed it as being not stolen or rebirthed. Further, the RTA advised that it does not conduct roadworthiness inspections on light vehicles entering the fleet – this is the role of ALVIS. Following a further complaint, the RTA conducted an audit and subsequently cancelled the accreditation of the ALVIS that conducted the inspection. The RTA offered to meet with the Ombudsman to further discuss the matter.
Appendix 12.
Consumer response

TABLE 17. NUMBER OF COMPLAINTS

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<td>399</td>
<td>348</td>
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<td>231</td>
<td>195</td>
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<td>Road asset provision – environment</td>
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<td>3</td>
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<td>Noise</td>
<td>451(^1)</td>
<td>513</td>
<td>296(^2)</td>
<td>12</td>
<td>19</td>
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<td>Transport efficiency</td>
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<td>181</td>
<td>628(^3)</td>
<td>584(^4)</td>
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<td>1583</td>
<td>476</td>
<td>300</td>
<td>417</td>
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1. Complaints relating to Noise Abatement Program for existing roads.
2. Total noise complaints compiled in the Noise Abatement Program Geodatabase.
3. Includes 314 complaints related to clearway towing.
4. Includes 54 complaints related to clearway towing.
5. Includes 477 complaints related to clearway towing.

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

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

Appendix 13.
Legal change

This appendix sets out legislation administered by the Minister for Roads, legislation introduced during 2007-08 and judicial decisions made during 2007-08 that affect the RTA.

Legislation administered by the Minister for Roads

Campbelltown Presbyterian Cemetery Act 1984 No. 19

Driving Instructors Act 1992 No. 3

Motor Vehicles Taxation Act 1988 No. 111

Motor Vehicles Taxation Regulation 2003

Photo Card Act 2005 No. 20

Photo Card Regulation 2005

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

Road Transport (Driver Licensing) Act 1998 No. 99

Road Transport (Driver Licensing) Regulation 1999

Road Transport (General) Act 2005 No. 11

Road Transport (General) Regulation 2005

Road Transport (Mass, Loading and Access) Regulation 2005

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

Road Transport (Heavy Vehicles Registration Charges) Regulation 2006

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

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

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

Road Transport (Vehicle Registration) Act 1997 No. 119

Road Transport (Vehicle Registration) Regulation 2007

Rounds Act 1993 No. 33 (except parts administered by the Minister for Climate Change and the Environment, Minister for Local Government and Minister for Lands).

Roads Regulation 2008

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

Tow Truck Industry Act 1998 No. 111

Tow Truck Industry Regulation 1999

Transport Administration Act 1988 No. 109 (Part)

Transport Administration (General) Regulation 2005 (Part)

Transport Administration (Staff) Regulation 2005 (Part)

New Legislation from 1 July 2007 – 30 June 2008

New acts

Tow Truck Industry Amendment Act 2007

This Act was assented to on 15 November 2007 and commenced on 30 November 2007 and abolished the Tow Truck Authority, transferred tow truck industry regulatory functions to the RTA, abolished the job allocation scheme and required towing authorisations to be obtained for the carrying out of accident towing work.

Road Transport (General) Amendment (Written-off Vehicles) Act 2007

This Act was assented to on 23 November 2007 and commenced on 21 December 2007. The Act extended the requirement for a zero prescribed concentration of alcohol for drivers holding an Australian learner licence or a NSW provisional licence to visiting drivers holding an overseas learner licence or an interstate or overseas provisional licence (or equivalent). It also extended certain offences relating to alcohol and other drug use that are currently directed at NSW full driver licence holders who are supervising drivers holding an Australian learner licence, to visiting drivers holding an interstate or overseas full driver licence and to the supervision of visiting drivers holding an overseas learner licence (or equivalent).
Road Transport Legislation (Breath Testing and Analysis) Act 2007
This Act was assented to on 13 December 2007 and commenced in part on 13 December 2007 and in full on 25 January 2008. It enabled the concentration of alcohol revealed by a breath sample to be expressed in terms of the amount of alcohol in grammes in 210 litres of breath in line with the National Measurement Institute’s new standard for evidential breath analyses (as well as by reference to alcohol in 100 millilitres of blood for older breath measuring devices).

Road Transport (General) Amendment (Heavy Vehicle User Charges) Act 2007
The Act commenced on the date of assent which was 13 December 2007 and enabled the implementation of decisions by the Council of Australian Governments in its 2007 Road Reform Plan with respect to trials for incremental pricing schemes for higher mass and other innovative vehicles.

Road Transport Legislation Amendment (Car Hoons) Act 2008
This Act was assented to on 19 March 2008 and commenced in part on 6 June 2008. The Act amended the Road Transport (Safety and Traffic Management) Act 1999 and the Road Transport (General) Act 2005 regarding the sanctions relating to the confiscation, impounding and forfeiture of motor vehicles used in connection with street racing and burnout offences.

New Regulations
Road Transport (Driver Licensing) Amendment (Novice Drivers) Regulation 2007
This regulation commenced on 1 July 2007 and amended the Road Transport (Driver Licensing) Regulation 1999 to ensure that the “L” and “P” plates were displayed on vehicles in a manner that was clearly visible and did not obscure the letters on the plates to make it a condition of a provisional P1 licence held by a person under 25 years of age that the holder does not drive a vehicle between 11 pm and 5 am with more than one passenger (other than the driver) who is under 21 years of age. This Regulation also enables a penalty notice to be issued for a breach of a licence condition imposed by clause 15(3) of the Road Transport (Driver Licensing) Regulation 1999. That condition prevents the holder of a provisional P1 licence who is under 25 years of age from driving a vehicle between 11 pm and 5 am with more than one passenger (other than the driver) who is under 21 years of age. This Regulation also enables a penalty notice to be issued for a breach of clause 47F of the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 which prevents the holder of a learner licence or provisional P1 licence from using a mobile phone while driving.

Road Transport (Driver Licensing) Amendment (Notice of Licence Suspension or Cancellation) Regulation 2007
This regulation commenced on 14 September 2007 and amended the Road Transport (Driver Licensing) Regulation 1999 to make provision for a police officer and a person appointed by the RTA to personally serve a written notice on a person indicating that the records of the RTO show that the person’s driving licence is suspended or cancelled.

Road Transport (General) Amendment (Class 9 and 10 Officers) Regulation 2007
This regulation commenced on 14 September 2007 and amended the definitions of Class 9 officer and Class 10 officer (being enforcement officers) in the Road Transport (General) Regulation 2005 to remove a redundant requirement that a Government department for whom a Class 9 officer works or a corporation for which a Class 10 officer works be authorised in writing by the Commissioner of Police. Such authority is now given by the Director of the SDRO by way of service level agreement with the Government department or corporation concerned.

Roads (General) Amendment (TIDC) Regulation 2007
The regulation commenced on 12 October 2007 and amended the Roads (General) Regulation 2000 to prescribe the Transport Infrastructure Development Corporation as a public authority for the purposes of the Roads Act 1993.

Road Transport (Vehicle Registration) Regulation 2007
The regulation commenced on 1 November 2007 and repealed and replaced, with certain changes, the Road Transport (Vehicle Registration) Regulation 1998 (the old Regulation). The Regulation continues a system for the registration of both light and heavy vehicles that is consistent with the uniform national road legislation envisaged by the National Transport Commission Act 2003 of the Commonwealth, provide for vehicle standards that are applicable to registrable vehicles and for the inspection of such vehicles by authorised persons.

Road Transport (Driver Licensing) Amendment (Vehicle Registration) Regulation 2007
This regulation commenced on 1 November 2007 and amended the Road Transport (Driver Licensing) Regulation 1999 in order to update references to provisions of the Road Transport (Vehicle Registration) Regulation 1998 as a consequence of that regulation being repealed and replaced with the Road Transport (Vehicle Registration) Regulation 2007.

Road Transport (General) Amendment (Vehicle Registration) Regulation 2007
This regulation commenced on 1 November 2007 and amended the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 in order to update references to provisions of the Road Transport (Vehicle Registration) Regulation 1998 as a consequence of that regulation being repealed and replaced with the Road Transport (Vehicle Registration) Regulation 2007.

Road Transport (General) Amendment (Mobility Parking) Regulation 2007
The regulation commenced on 2 November 2007 and amended the Road Transport (General) Regulation 2005 to permit a person who is aggrieved by a decision of the RTA to revoke a mobility parking scheme authority to appeal the decision to a Local Court.

Road Transport (Safety and Traffic Management) (Road Rules) Amendment (Mobility Parking Scheme) Regulation 2007
The regulation commenced on 2 November 2007 and amended the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 to make further provision with respect to the issue and use of mobility parking scheme authorities by persons with disabilities.

Tow Truck Industry Amendment Regulation 2007
The regulation commenced on 30 November 2007 and amended the Tow Truck Industry Regulation 1999 as a consequence of the enactment of the Tow Truck Industry Amendment Act 2007. That Act abolished the Tow Truck Authority and repealed provisions relating to the job allocation scheme.

Motor Vehicles Taxation Amendment (Refunds) Regulation 2008
The regulation commenced on 4 April 2008 and amended the Motor Vehicles Taxation Regulation 2003 to recognise that the amount of taxes paid under the Motor Vehicles Taxation Act 1988 that may be refunded on surrender of registration may be calculated on the basis of the number of whole days of registration that are unexpired when a vehicle was stolen or involved in an incident that caused it to be damaged.
Road Transport (Vehicle Registration) Amendment Regulation 2008
The regulation commenced on 19 May 2008 and amended the Road Transport (Vehicle Registration) Regulation 2007 to provide that registrable vehicles that are first registered, or have their registration transferred, after the commencement of the regulation may generally only have one registered operator; that a light vehicle (other than a seasonal vehicle) may be registered for a period of three months or six months or one year; that a registered operator of a registrable vehicle is required to pay the scheduled fee for an inspection carried out for the purposes of considering whether the defects described in a vehicle defect notice have been rectified that the RTA may suspend or cancel the registration of a vehicle that causes to be the subject of a third party insurance policy under the Motor Accidents Compensation Act 1999; and that the RTA may issue a replacement certificate of registration or registration label, or both, if satisfied that the expiry date included in a certificate of registration or a registration label is different from the expiry date recorded in the Register.

Road Transport (Driver Licensing) Amendment (Temporary Overseas Visitors) Regulation 2008
The regulation commenced on 18 April 2008 and amended the Road Transport (Driver Licensing) Regulation 1999 to provide that temporary overseas visitors (non-citizens who are not permanent Australian residents) not be eligible to obtain a driver licence until they have been in Australia for a continuous period of at least six months; that the maximum period for which a temporary overseas visitor may have a driver licence issued or renewed is 12 months; and to authorise the RTA to include a driver licence issued to a temporary overseas visitor a code or symbol and a statement indicating that the licensee has not provided the RTA with evidence of permanent resident status.

Roads Regulation 2008
The regulation commenced on 3 June 2008 and replaced, with only minor changes in substance, the Roads (General) Regulation 2000. The new Regulation makes provision with respect to roads, tollways, bridges, ferries, public gates other formal and machinery matters.

Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2007
The regulation commenced on 1 July 2007 and varied the annual registration charges payable under Part 2 of the Road Transport (Heavy Vehicles Registration Charges) Act 1995. The regulation applied a 3.5 per cent increase in accordance with advice provided by the National Transport Commission.

Roads (General) Amendment (Penalty Notice Offences) Regulation 2007
The regulation commenced on 1 July 2007 and increased the penalties for offences dealt with by way of a penalty notice issued under section 243 of the Roads Act 1993 in relation to contraventions of certain provisions under the Roads (General) Regulation 2000. The penalty amounts were increased in line with movements in the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar).

Road Transport (Mass, Loading and Access) Amendment (Fees) Regulation 2007
The regulation commenced on 1 July 2007 and increased certain fees in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar). The fees involved relate to the issue of Class 1, 2 or 3 permits, any permit under the Division 6 or 7 of Part 2 of the Road Transport (Mass, Loading and Access) Regulation 2005, any permit exempting a person from the operation of any of the provisions of clause 53(1) of the Road Transport (Mass, Loading and Access) Regulation 2005 (relating to the projection of loading or equipment of vehicles) and the fee for any application to be accredited under a Mass Management Accreditation Scheme.

Road Transport (Safety and Traffic Management) Amendment (Fee and Tow-away Charge) Regulation 2007
The regulation commenced on 1 July 2007 and increased certain fees in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar). The fees involved relate to the registration of an applicant as a participant in the Transitional Fatigue Management Scheme for heavy truck drivers and their employers and the tow-away charge for the removal of unattended motor vehicles or trailers.

Road Transport (General) Amendment (Penalty Levels and Fees) Regulation 2007
The regulation commenced on 1 July 2007 and increased in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar) the 17 penalty levels for penalties for motor vehicle offences that are dealt with by way of penalty notices and the Schedule 1 fees, in the Road Transport (General) Regulation 2005.

Road Transport (Driver Licensing) Amendment (Fees) Regulation 2007
The regulation commenced on 1 July 2007 and increased in line with the annual average (Sydney) Consumer Price Index (at 3.34 per cent) and rounded to the nearest dollar, the Schedule 3 fees pertaining to driver licences in the Road Transport (Driver Licensing) Regulation 1999.

Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2007
The regulation commenced on 1 July 2007 and increased in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar) the Schedule 2 fees in the Road Transport (Vehicle Registration) Regulation 1998 that are payable for services provided by the RTA under the Road Transport (Vehicle Registration) Act 1997.

Driving Instructors Amendment (Fees) Regulation 2007
The regulation commenced on 1 July 2007 and increased in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar) the Schedule 1 fees payable in the Driving Instructors Regulation 2003 in connection with the administration of the Driving Instructors Act 1992.

Photo Card Amendment (Fees and Penalty Notice Offences) Regulation 2007
The regulation commenced on 1 July 2007 and increased in line with the (Sydney) Consumer Price Index (averaged at 3.34 per cent and rounded to the nearest dollar) the fees for the issue of a new Photo Card and for penalties for certain offences dealt with by way of penalty notice in relation to contraventions of the Photo Card Act 2005 and the Photo Card Regulation 2005.

The following regulations did not commence until 1 July 2008 although they were made by the Governor and were, on 13 June 2008, published in the NSW Government Gazette:

• Road Rules 2008
• Road Transport (General) Amendment (Rules Consolidation) Regulation 2008
• Road Transport (Safety and Traffic Management) (Rules) Amendment (Rules Consolidation) Regulation 2008
• Road Transport (Safety and Traffic Management) Amendment (Law Revision) Regulation 2008
• Road Transport (Driver Licensing) Amendment (Rules Consolidation) Regulation 2008.

The following regulation commences on 1 September 2008 although it was made by the Governor and was, on 6 June 2008, published in the NSW Government Gazette:

• Motor Vehicles Taxation Regulation 2008.

The following eight regulations were published in the NSW Government Gazette on 27 June 2008 and commenced on 1 July 2008 and, except the eighth, adjust fees and fixed penalties payable pursuant to a penalty notice generally in line with movements in the (Sydney) Consumer Price Index (averaged at 1.94 per cent and rounded to the nearest dollar): 1. Driving Instructors Amendment (Fees) Regulation 2008.
4. Road Transport (Driver Licensing) Amendment (Fees) Regulation 2008.
7. Road Transport (Vehicle Registration) Amendment (Fees) Regulation 2008.
8. Road Transport (Heavy Vehicles Registration Charges) Amendment Regulation 2008 commenced on 1 July 2008 and varies the annual registration charges payable under Part 2 of the Road Transport (Heavy Vehicles Registration Charges) Act 1995. The Regulation applies new charges in accordance with advice provided by the National Transport Commission.
On 19 January 2002 the plaintiff was riding a motorcycle north along the Putty Road near Oakey Creek when he lost control of his motorcycle near a bend resulting in him being thrown off and striking the Amco railing. The plaintiff sustained severe brain damage and now requires care.

On 19 January 2002 the plaintiff was riding a motorcycle north along the Putty Road near Oakey Creek when he was thrown off and striking the Amco railing. The plaintiff sustained severe brain damage and now requires care.

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Appendix 14.
Land disposal

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

During 2007-08 contracts were brought to account for the sale of 96 properties for a total value of $58.1 million (net of GST). Of these, 42 properties were valued at more than $0.5 million each, with a total value of $51 million.

Eight properties totalling $10.2 million were transferred to Department of Planning. Other major sales included properties in Newcastle ($12 million), Goulburn ($2.7 million) Darlinghurst, ($2.4 million), Seaforth ($2 million), Hoxton Park ($1.6 million), Warringah ($1.8 million) and St Ives ($1.6 million).

No properties were sold to people with a family or business connection between the purchaser and the person responsible for approving the disposal.

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

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

RTA v Royal [2008] HCA 19

The plaintiff, Mr Smurthwaite, was injured on 12 March 2001 driving his motor vehicle on Bago Road, Herons Creek, when he collided with a vehicle being driven by Mr Royal. The plaintiff brought proceedings in the District Court which were heard between April and May 2005. The plaintiff who was driving from Wauchope to Port Macquarie (west to east along Bago Road), across three lanes of the Pacific Highway was struck by the defendant’s vehicle traveling north. The collision occurred, which is material to the case, in the right turn lane for vehicles traveling north intending to turn east towards Port Macquarie. On 7 February 2006 the Judge in those proceedings found that the RTA was not negligent and that the plaintiff was guilty of contributory negligence in the amount of one-third.

The First Defendant lodged an appeal against the judgement in the NSW Court of Appeal. The RTA was represented by John Maconachie QC, who was instructed by McCabe Terrill, Lawyers. The matter was heard on 6 and 7 February 2007. Judgement was handed down on 4 April 2007. As a result the RTA was ordered to pay one third of the judgement (some $290,000 of the $871,019.50 plus one third of Smurthwaite’s trial and appeal costs and Royal’s trial costs on the cross claim). The RTA filed a Special Leave Application with the High Court which was heard on 5 October 2007. The High Court granted the RTA Special Leave and the matter was heard on 31 January 2008. Judgement was handed down by the High Court on 14 May 2008.

The majority of the High Court found that the Court of Appeal did not make a determination in relation to causation. Evidence at trial that there was a sight distance of more than 200 metres from vehicles travelling behind the defendant and the plaintiff was uncontested. An alleged problem that vehicles turning left (west) into Bago Road obscured vehicles travelling behind did not raise a consideration as the accident occurred two lanes over to the east and was not on any assessment causative of the accident. The arguments of the defendant which were accepted by the Court of Appeal, when reconsidered by the High Court went in favour of the RTA, being that they were not causative of the accident. The majority found that the actual cause of the collision was the failure of both the plaintiff and defendant to take action to avoid the accident where there were clear site distances which would have allowed either party to stop, swerve or brake to avoid the accident.

The issue as to breach of duty was taken away from the RTA by the High Court limiting the grounds of appeal to ‘causation’ issues only. The court formally ordered that the appeal be allowed, the orders of the Court of Appeal be set aside and in their place that the appeal to the Court of Appeal be dismissed with costs, reinstating the original orders of Phelan DCJ.
Appendix 15. Publications

The RTA produces a wide range of publications to assist customers, to promote road safety and new technology, and to fulfill statutory requirements under annual reporting, environmental and freedom of information legislation. Publications on driver licensing, vehicle registration and road safety are available free from motor registries. Technical and AUSTROADS publications are available for sale from the RTA Library Services at Level 3, 27 Argyle Street, Parramatta NSW 2150 (tel 8849 2913). The library’s collection of books, journals and CD-ROMs includes extensive coverage in the areas of road and bridge engineering, road safety, environment and management.

The following new or substantially revised titles were issued during 2007-08.

Bicycles and pedestrians

- Cycling in Sydney: Bicycle ownership and use
- Share and be aware: Traveling together safely
- Sydney and Parramatta cycleways map
- Your guide to cycling in Sydney’s south and south-west: Sutherland and Campbelltown

Corporate

- Accessing information from the RTA under NSW Freedom of Information or Privacy legislation
- Annual Report 2007
- Apprenticeship scheme
- Blacktown Motor Registry is moving
- Blueprint – 2008 to 2012 RTA Corporate Plan
- Graduate Recruitment and Development Program
- Looking for a career with drive? (CD-ROM)
- Parramatta Motor Registry is moving
- Traineeship scheme
- Undergraduate program: Building the workforce of the future
- Want to fast track your career as a professional engineer?

Driver and vehicle

- BPAY for trailers, vehicles less than three years old and vehicles more than three years old
- CRE8YR OWN NUMBR PL8S
- Guide for international drivers
- Hazard perception test
- Heavy vehicle driver handbook
- Make YR, CAR as individual as YOU R!
- Mobility Parking Scheme
- Motorcycle riders’ handbook
- MY PLATES product and pricing guide
- New driving test
- New South Wales Driver and Vehicle Statistics 2007 (preliminary)
- NRL number plates
- Numerical only plate auction for cars and motorcycles
- Registration rebate for small business engaging new apprentices
- Rego is now easy
- Road Users’ handbook
- We just renewed our registration on line … It was easy!
- We’ve made registration easy (and very convenient) (BPAY)
- You’re always first in line at myRTA.com

Environment

- Maintaining the links: Maintenance of historic timber bridges in NSW (DVD)
- RTA Oral History Program: Sydney Harbour Bridge Celebrating 75 years (CD-ROM)

Heavy vehicle

- Apply for your over size and over mass permits online today!
- Applying for High Mass Limits in NSW
- Enrolling in the Intelligent Access Program (IAP); Industry Fact Sheet
- Hazard perception handbook
- Intelligent Access Program driver obligations
- Intelligent Access Program registered operator obligations
- Operating conditions specific permits for oversize and overmass vehicles and loads
- Reduce your heavy vehicle emissions; Free TAFE course

Infrastructure

- Affords Point Road widening between Clancy Street to Affords Point Bridge community update, November 2007
- Affords Point Road northern approach from Clancy Street to Affords Point Bridge, Review of Environmental Factors, December 2007 (report and CD-ROM)
- Barton Highway future duplication community update, May 2008
- Barton Highway future duplication questions & answers, May 2008
- Boxley to Cup and Sauzer Creek cycleway community update, April 2008
- Bonville upgrade community update, January 2008
- Bridge replacement project Corowa community update, February 2008
- Bridge replacement project at Corowa revised concept design community update, April 2008
- Cahill Expressway maintenance works community update, March 2008
- Camden Valley Way Berrera Road, Prestons to Cowpasture Road, Horningsea Park community update
- Camden Valley Way Berrera Road Prestons to Cowpasture Road Horningsea Park Review of Environmental Factors (report and CD-ROM)
- Camden Valley Way Upgrade: Berrera Road, Prestons to Cowpasture Road, Horningsea Park Species Impact Statement, December 2007
- Central Coast Highway Upgrade: Carlton Road to Ocean View Drive community update, January 2008
- Central Coast Highway and Brisbane Water Drive/ Manns Road intersection upgrade options, West Gosford community update, February 2008
- Coff’s Harbour bypass concept design report, July 2008 (report and CD-ROM)
- Coff’s Harbour bypass concept design community update, July 2008
- Coff’s Harbour Highway Planning Sapphire to Woolgoolga Section Environmental Assessment Volume 1, 2 and 3, November 2007 (CD-ROM)
- Coff’s Harbour Highway Planning Sapphire to Woolgoolga Section Environmental Assessment Submissions Report, June 2008 (report and CD-ROM)
- Coff’s Harbour Highway Planning Strategy Economic Analysis Update, November 2007
- Concrete for road pavements (video)
- Cowpasture Road upgrade community update, April 2008
- Croudace Street at Mitchell Avenue, Pride Avenue and Chilcott Street, Lambton community update, January 2008
- Epping Road and Longueville Road changed traffic conditions December 2007 to January 2008
- Gisborne Road at Kerrick and Watkins Streets, The Junction pedestrian crossing upgrade community update, September 2007
- Great Western Highway Upgrade: Bullaburra East, Ridge Street, Lawson to Genevieve Road, Bullaburra community update, March 2008
- Great Western Highway Upgrade: Bullaburra West, Genevieve Road to Tableland Road, Wentworth Falls community update, August 2007
- Great Western Highway Upgrade: Bullaburra West community update, May 2008
- Great Western Highway Upgrade: Bullaburra West Genevieve Road, Bullaburra to Tableland Road, Wentworth Falls Review of Environmental Factors Volume 1-3, May 2008 (CD-ROM)
- Great Western Highway Upgrade: Lawson Section 1A Ferguson Avenue to Bass Street community update, January 2008
- Great Western Highway Upgrade: Lawson Section 1B and Section 2 community update, March 2008

Publications

Want to fast track your career as a professional engineer?

Undergraduate programs: Building the workforce of the future

Traineeship scheme

Parramatta Motor Registry is moving

Looking for a career with drive? (CD-ROM)

Graduate Recruitment and Development Program

Annual Report 2007

 Apprenticeship scheme

 Blacktown Motor Registry is moving

 Blueprint – 2008 to 2012 RTA Corporate Plan

 Graduate Recruitment and Development Program

 Looking for a career with drive? (CD-ROM)

 Parramatta Motor Registry is moving

 Traineeship scheme

 Undergraduate program: Building the workforce of the future

 Want to fast track your career as a professional engineer?
• Great Western Highway Upgrade: Lawson Section 2 Containment basin Review of Environmental Factors Supplement, June 2008
• Great Western Highway Upgrade: Lawson Upgrade Stormwater drainage works for Clevland and Wilson Streets, Lawson community update, June 2008
• Great Western Highway Upgrade: Leura to Katoomba (Section 2) Kings Road, East View Avenue, Leura to Bowling Green Avenue, Katoomba community update, August 2007
• Great Western Highway Upgrade: Leura to Katoomba (section 2 of upgrade) community update, January 2008
• Great Western Highway Upgrade: Mt Victoria to Lithgow community update, May 2008
• Great Western Highway Upgrade: Mt Victoria to Lithgow Background and Proposed Project Development Report, June 2008
• Great Western Highway Upgrade: Wentworth Falls East Tableland Road to Station Street community update, February 2008
• Great Western Highway Upgrade: Woodford to Hazelbrook community update, January 2008
• Holbrook Bypass community, January 2008
• Hume Highway duplication from the Sturt Highway to Holbrook community update, September 2007
• Hume Highway duplication Mullengandra to Olympic Highway feedback form community information session, July 2007
• Hume Highway duplication Womargama to Top Table community update, July 2007
• Hunter Region Road Occupancy Guidelines
• Jumping off bridges … anti-bridge jumping campaign
• Landscape guideline
• Lawrence Hargrave Drive and Princes highway upgrade community update
• Lawrence Hargrave Drive and Princes highway upgrade submissions report
• MS East tunnel air filtration plant construction fact sheet, October 2007
• MS East tunnel filtration plant fact sheet
• Making and Delivering Concrete for Road Pavements (DVD)
• Manrie Road Bridge duplication over the M1 Motorway community update, July 2007 and February 2008
• Masons Parade and Dane Drive, Gosford Proposed intersection upgrade community update, November 2007
• Maling overpass project community update, February 2008
• Marrue town centre bypass community update, July 2007
• Marrpeth Bridge capacity improvements to bridge approaches community update, June 2008
• Narellan Road extension: Camden Valley Way to The Northern Road, Narellan community update, September 2007
• Newcastle Inner City Bypass: Rankin Park to Jeanmond Submissions Report, January 2008
• Newcastle Road between Croudace Street and Albert Street, Lambton community update, January 2008
• Oak Flats to Dummore community update, November 2007
• Oxley Highway Upgrade Stage one: Wrights Road to Philip Charley Drive community update, January 2008
• Pacific Highway upgrade: Glen Road to Burns Road, Ourimbah Stage 2 community update, August 2007
• Pedestrian Crossing Upgrade Program: Alison Road community update, March 2008
• Pedestrian Crossing Upgrade Program: Anzac Parade community update, March 2008
• Pedestrian Crossing Upgrade Program: Darling Street community update, October 2007
• Pedestrian Crossing Upgrade Program: Euston Road community update, March 2008
• Pedestrian Crossing Upgrade Program: Frenchs Forest Road community update, December 2007
• Pedestrian Crossing Upgrade Program: Great Western Highway Leichhardt Street, Blackheath community update, December 2007
• Pedestrian Crossing Upgrade Program: Mnoque Crescent community update, October 2007
• Pedestrian Crossing Upgrade Program: Old Canterbury Road community update, October 2007
• Planning safety improvements at the Pacific Highway and Violet Town Road at Belmont North and Floraville Road at Floraville community update, May 2008
• Princes Highway Upgrade: Gerringong to Bomaderry community update, July 2007
• Princes Highway Upgrade: Gerringong to Bomaderry nomination form options comparison workshop, August 2007
• Princes Highway Upgrade: Gerringong to Bomaderry options display community update, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry options display feedback form, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Report, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix A Route Options Workshop Findings, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix B Preliminary Geotechnical Report, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix C Preliminary Urban and Regional Design Strategy, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix D Preliminary Traffic Assessment Report, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix E Preliminary Public Utilities and Services Report, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix F Preliminary Social Economic Impacts Report, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix G Preliminary Biological Report – Terrestrial Flora and Fauna, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix I Preliminary Indigenous and Non-Indigenous Heritage Assessment, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix J Preliminary Air Quality Management Report, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix K Preliminary Hydrology/Hydraulics Report, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix L Preliminary Planning and Zoning Issues Report, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix M Preliminary Land Use Issues Report, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix N Preliminary Traffic Noise and Vibration Assessment Report, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix O Preliminary Property Impacts Report, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix P Preliminary Climatic Assessment Report, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix Q Preliminary Cumulative Effects Report, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Appendix R Road Safety Audit Stage 1, Route Options Preliminary Concept Design, November 2007
• Princes Highway Upgrade: Gerringong to Bomaderry Route Options Development Report and Appendices, November 2007 (CD-ROM)
• Realignment of the Princes Highway, Conjola Mountain community update, September 2007
• Repainting of Darling Harbour viaducts community update, June 2008
• Replacement bridge over the Yass River near Gundaroo community update, April 2008
• Richmond Road upgrade: Traffic signals at St Marys Road and Richmond Road, Berkshire Park community update, May 2008
• Richmond Road upgrade: St Marys Road intersection improvements community update, July 2007
• RTA Community Involvement Resource Manual
• RTA procedures for Aboriginal cultural heritage consultation and investigation, May 2008
• Sheahan Bridge duplication community update, May 2008
• Swanesa Bridge maintenance program community update, August 2007
• Swanesa Bridge community update, September 2007, October 2007 and April 2008
• Tarcutta bypass community update, February 2008
• Tom Ugly’s bridge repainting community update, September 2007 and December 2007
• Upgrade of Laryon Drive between Monaro Highway and Tomsitt Drive, Queanbeyan community update, June 2008
• Upgrade of the railway level crossing on Garfield Road at Riverstone level community update, December 2007
• Upgrading of Avoca Drive Sun Vally Road to Bayside Drive, Green Point community update, December 2007
• Upgrading of Avoca Drive Sun Vally Road to Bayside Drive, Green Point Review of Environmental Factors, December 2007
• Upgrading the Pacific Highway: Ballina Bypass upgrade Community update, September 2007
• Upgrading the Pacific Highway: Tintenbar to Ewingsdale Planning Sapphire to Woolgoolga upgrade
• Upgrading the Pacific Highway: Coopernook to Herons Creek (incorporating Coopernook to Mooraland and Mooraland to Herons Creek projects) Design Refinement Summary report, September 2007 (report and CD-ROM)
• Upgrading the Pacific Highway: Coopernook to Herons Creek (incorporating Coopernook to Mooraland and Mooraland to Herons Creek projects) Refined Design community update, September 2007
• Upgrading the Pacific Highway: Coopernook to Mooraland upgrade design refinement consistency review, September 2007
• Upgrading the Pacific Highway: Coopernook to Mooraland upgrade Environmental Assessment, September 2007
• Upgrading the Pacific Highway: Failford Road to Tiriton Road Review of Environmental Factors, May 2008 (report and CD-ROM)
• Upgrading the Pacific Highway: Herons Creek to Stills Road Submissions Report, February 2008
• Upgrading the Pacific Highway: Karuah to Baluvaladel sections 2 and 3 upgrade community update, August 2007
• Upgrading the Pacific Highway: Kempsey to Eugnia Environmental Assessment community update, July 2007
• Upgrading the Pacific Highway: Kempsey to Eugnia Environmental Assessment Vol 1 and 2, July 2007 (report and CD-ROM)
• Upgrading the Pacific Highway: Kempsey to Eugnia Submission Report, March 2008
• Upgrading the Pacific Highway: Mooraland to Herons Creek upgrade Design Refinement consistency review, September 2007
• Upgrading the Pacific Highway: Mooraland to Herons Creek upgrade Environmental Assessment, September 2007
• Upgrading the Pacific Highway: Oxley Highway to Kempsey Highway Access Strategy September 2007
• Upgrading the Pacific Highway: Tintenbar to Ewingsdale Proposed Highway Access Strategy, January 2008
• Upgrading the Pacific Highway: Tintenbar to Ewingsdale Strategic Access Report, January 2008
• Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga upgrading projects) community update, September 2007
• Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga upgrading projects) community update, June 2008
• Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga upgrading projects) Q & A, June 2008
• Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Part 3A Project Application Report, July 2007
• Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga upgrading projects), September 2007
• Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Draft Warrell Creek Review Report, September 2007 (report and CD-ROM)
• Upgrading the Pacific Highway: Warrell Creek to Urunga upgrade (incorporating Warrell Creek and Macksville to Urunga projects) Part 3A Project Application Report, September 2007 (report and CD-ROM)
• Upgrade of the railway level crossing on Garfield Road at Riverstone level community update, December 2007
• Upgrading the Pacific Highway: Woodburn to Ballina upgrade Concept Design Report and Preferred Route Submissions Report, March 2008 (CD-ROM)
• Upgrading the Pacific Highway: Woolgoolga to Wels Crossing Concept Design community update, April 2008
• Upgrading the Pacific Highway: Woolgoolga to Wels Crossing Concept Design Report, April 2008
• Upgrading the Pacific Highway: Woolgoolga to Wels Crossing Concept Design Report, Aquatic ecology survey working paper, April 2008
• Upgrading the Pacific Highway: Woolgoolga to Wels Crossing Concept Design Report, Highway access strategy working paper, April 2008
• Upgrading the Pacific Highway: Woolgoolga to Wels Crossing Concept Design Report, Indigenous heritage impact assessment working paper, April 2008
• Upgrading the Pacific Highway: Woolgoolga to Wels Crossing Concept Design Report, Indigenous heritage impact assessment working paper, April 2008
• Upgrading the Pacific Highway: Woolgoolga to Wels Crossing Concept Design Report, Indigenous heritage impact assessment working paper, April 2008
• Upgrading the Pacific Highway: Woolgoolga to Wels Crossing Concept Design Report, Indigenous heritage impact assessment working paper, April 2008
• Victoria Road upgrade community update, November 2007, February 2008 and April 2008
• Victoria Road upgrade: Iron Cove geotechnical and sediment contamination investigations Review of Environmental Factors, February 2008
• Victoria Road upgrade: Preliminary Environmental Investigation, July 2007
• Victoria Road upgrade: Proposal project application report and preliminary environmental assessment, December 2007
• Victoria Road upgrade: Proposal new Iron Cove Bridge geotechnical and sediment contamination investigations Review of Environmental Factors, February 2008
• Victoria Road upgrade: Proposal showing bus lanes upgrades for Victoria Road and options for new bridge crossing, December 2007
Road safety

- Are you supervising a learner driver?
- Choose right buckle right
- Choose right buckle right infant restraint kit
- Helping learner drivers become safer drivers, presenter's resource kit
- Helping learner drivers become safer drivers. Are you supervising a learner driver?
- Mobile phones and driving
- Move Ahead with Street Sense. Kindergarten orientation day road safety parent presentation, presenter's book
- Move Ahead with Street Sense. Kindergarten orientation day road safety parent presentation kit
- Pedestrian crossings
- Road safety education resources for TAFE NSW, catalogue
- Road safety songs and rhymes for young children (CD-ROM and song book)
- Safer child restraints

School bus safety: how parents can help

- School bus safety: how parents can help
- Signatory information bulletin no 1: Certification of used imported buses
- Technical specification No.142 Rev 7: School bus warning system
- Vehicle inspectors bulletin no 5: Protrusions on the front of vehicles
- Vehicle inspectors bulletin no 6: Requirements for large trailers fitted with electrically operated brakes
- Vehicle inspectors bulletin no 13: Over snow vehicles, April 2008
- Vehicle Inspectors Bulletin No 18 Rev 8: New inspection fees for Authorised Inspection Stations
- Vehicle inspectors bulletin no 21: Test procedure for Mercedes-Benz air-over-hydraulic brake system
- Vehicle inspectors bulletin no 36: Taxis designed to transport passengers in wheelchairs
- Vehicle inspectors bulletin no 52: Exemption from registration for light vehicles driven for inspection or testing
- Vehicle inspectors bulletin no 58: Vehicle Compliance Certification Scheme
- Vehicle inspectors bulletin no 63: Dual foot controls for driving instructors' vehicles
- Vehicle inspectors bulletin no 71: Inspection of used imported buses for registration in NSW
- Vehicle inspectors bulletin no 75: Centralisation of Authorised Inspection Stations administration
- Vehicle inspectors bulletin no 76: Safety Recall Bendix SP-L brake modulating valve fitted to Freightliner Argosy, Centuary S/T and Columbia vehicles
- Vehicle standards information no 2 Rev 4: Restricted engineering signatories
- Vehicle standards information no 5: Vehicle dimension limits
- Vehicle standards information no 6: Guidelines for light vehicle modifications
- Vehicle standards information no 7: Australian Design Rules
- Vehicle standards information no 8: Flashing lights and sirens
- Vehicle standards information no 10: V5: Carrying bicycles on motor vehicles
- Vehicle standards information no 11: Requirements for the movement of buildings
- Vehicle standards information no 12: Guidelines for lights and light signalling devices on heavy vehicles
- Vehicle standards information no 15: Engineering signatories
- Vehicle standards information no 19: Motor-vehicle compliance plates
- Vehicle standards information no 20: Registration of engineering and market evaluation vehicles
- Vehicle standards information no 21: Vehicles modified for people with disabilities
- Vehicle standards information no 27: Mopeds and motor assisted pedal cycles
- Vehicle standards information no 35: Mobile advertising units
- Vehicle standards information no 37: Reporting of vehicle defects, information for fleet owners
- Vehicle standards information no 39 Rev 2: Spray suppression devices for heavy vehicles
- Vehicle standards information no 41: Guidelines for A-frame towing
- Vehicle standards information no 42 Rev 1: Stretched limousines exemption from aspects of ADR58/00
- Vehicle standards information no 46: Registration of non-conforming special purpose vehicles
- Vehicle standards information no 49: Seat belt buckle covers
- Vehicle standards information no 56: Agricultural harvesters – exemption from brake light requirements
- Vehicle standards information no 60: Zero blood alcohol limit for novice drivers

Traffic

- Australian Road Rules
- Code of conduct and ethics
- Delineation guidelines
- Driving to Sydney just got easier
- Guide signposting
- More E-Only lanes from 6 July 2008; Sydney Harbour Bridge lane changes
- Proposed changes to Victoria Road at Drummoyne and Rozelle
- Roundabouts: a step by step guide
- Sydney Harbour Tunnel cashless tolling
- Sydney Harbour Tunnel cashless tolling effective 8 July 2007
- Technical direction: Guide signposting
- Traffic signal design Section 1 Investigation guidelines

Cost of this annual report

The total external cost of producing this report will be about $70,000, which includes $30,000 for design, $19,000 for printing and $21,000 for document development and editing services. Final invoices have not yet been received at time of publication so estimates have been based on revised quotes.

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

Appendix 16. Payments to consultants

Details of the amount paid to consultants in 2007-08 are provided below.

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

<table>
<thead>
<tr>
<th>TABLE 18. CONSULTANTS GREATER THAN $30,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project description</td>
</tr>
<tr>
<td>Chatswood town centre microsimulation study</td>
</tr>
<tr>
<td>Ryde area integrated land use and traffic studies</td>
</tr>
<tr>
<td>Bus corridors projects</td>
</tr>
<tr>
<td>Developer projects</td>
</tr>
<tr>
<td>SHB structural upgrade – heritage advice</td>
</tr>
<tr>
<td>HV9 Willow Tree culvert replacement design</td>
</tr>
<tr>
<td>Culvert inventory data capture</td>
</tr>
<tr>
<td>Russell Avenue slip</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TABLE 19. CONSULTANTS LESS THAN $30,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total number of engagements</td>
</tr>
<tr>
<td>Total cost</td>
</tr>
</tbody>
</table>

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

Appendix 17. Reporting of RTA contracts with third parties

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

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

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

To date the total value of reported contracts for the current financial year, less any material variations with the private sector, exceeds $1.51 billion.

Any inquiries can be directed to the Manager, Records Access Unit or the Team Leader Privacy & Contract Reporting on (02) 9218 3667.
Appendix 18.
Accounts payment performance

TABLE 20. AGING OF AMOUNTS UNPAID AT MONTH END

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Current</th>
<th>&lt;30 days overdue</th>
<th>30-60 days overdue</th>
<th>60-90 days overdue</th>
<th>&gt;90 days overdue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sep 07</td>
<td>$27,948,128.45</td>
<td>$435,774.17</td>
<td>$70,924.53</td>
<td>$68,172.99</td>
<td>$156,929.40</td>
</tr>
<tr>
<td>Dec 07</td>
<td>$31,129,961.62</td>
<td>$6,290,254.63</td>
<td>$502,672.65</td>
<td>$252,399.07</td>
<td>$464,461.03</td>
</tr>
<tr>
<td>Mar 08</td>
<td>$29,006,037.10</td>
<td>$4,758,522.77</td>
<td>$273,176.55</td>
<td>$138,660.21</td>
<td>$677,684.73</td>
</tr>
<tr>
<td>Jun 08</td>
<td>$42,437,511.38</td>
<td>$4,941,604.34</td>
<td>$208,499.11</td>
<td>$89,225.84</td>
<td>$385,314.89</td>
</tr>
</tbody>
</table>

Appendix 19.
Funds granted to non government community organisations

TABLE 21. ACCOUNTS PAYABLE PAYMENT PERFORMANCE

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Total accounts paid on time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sep 07</td>
<td>86% 90.74% 230,433,779.22 249,118,360.63</td>
</tr>
<tr>
<td>Dec 07</td>
<td>86% 87.23% 193,322,441.63 231,365,598.53</td>
</tr>
<tr>
<td>Mar 08</td>
<td>86% 86.52% 163,609,930.85 201,843,924.21</td>
</tr>
<tr>
<td>Jun 08</td>
<td>86% 90.28% 276,150,302.08 290,096,405.83</td>
</tr>
</tbody>
</table>

Overall performance for the financial year is ahead of the performance target.
Performance for the December & March quarters, while still above target, dropped slightly as a result of some process reengineering aimed at providing ongoing long-term efficiencies.

TABLE 22. TOTAL AMOUNTS PAID ON TIME

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sep 07</td>
<td>230,433,779.22</td>
</tr>
<tr>
<td>Dec 07</td>
<td>193,322,441.63</td>
</tr>
<tr>
<td>Mar 08</td>
<td>163,609,930.85</td>
</tr>
<tr>
<td>Jun 08</td>
<td>276,150,302.08</td>
</tr>
</tbody>
</table>

Directorate | Name of recipient organisation | Amount of grant | Program area as per Budget Paper | Nature & purpose of the project including aims and target audience |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Environment</td>
<td>NSW Wildlife Council</td>
<td>$20,000</td>
<td>Road Use</td>
<td>Contribution to assist wildlife care groups manage roadkill</td>
</tr>
<tr>
<td>Business Coord.</td>
<td>Road Safety &amp; Policy</td>
<td>Griffith University</td>
<td>$30,000</td>
<td>Road Management</td>
</tr>
<tr>
<td>Licensing Registration &amp; Freight</td>
<td>National Motor Vehicle Theft Reduction Council Inc</td>
<td>$172,125 (excl GST)</td>
<td>Road Use</td>
<td>NSW Government funding has been on a 50/50 shared basis by the Police Minister and the RTA since the establishment of the NMVTRC in 1999. This shared funding arrangement was endorsed in 1998 by the then Premier and Treasurer. The NMVTRC is an incorporated not-for-profit association who works with police, insurers, the motor trades, vehicle manufacturers, registration authorities and justice agencies in implementing theft reduction strategies</td>
</tr>
<tr>
<td>Network Management</td>
<td>Bicycle NSW</td>
<td>$195,000</td>
<td>Road Development</td>
<td>Bicycle NSW – Sydney Spring Cycle</td>
</tr>
<tr>
<td>Network Management</td>
<td>Bicycle NSW</td>
<td>$121,000</td>
<td>Road Development</td>
<td>The NSW Great Escapade</td>
</tr>
<tr>
<td>Network Management</td>
<td>Pedestrian Council of NSW</td>
<td>$30,000</td>
<td>Road Development</td>
<td>Walk Safely to School Day</td>
</tr>
<tr>
<td>Network Management</td>
<td>Various Community Groups across NSW</td>
<td>$100,000</td>
<td>Road Development</td>
<td>NSW Bike Week</td>
</tr>
<tr>
<td>DOES – Western Region</td>
<td>Gilgandra Liquor Accord</td>
<td>$5,000</td>
<td>Road Use</td>
<td>Contribution towards alternative transport scheme for Gilgandra</td>
</tr>
<tr>
<td>DOES – Western Region</td>
<td>Moree Liquor Accord</td>
<td>$7,898</td>
<td>Road Use</td>
<td>Contribution towards alternative transport scheme for Moree</td>
</tr>
<tr>
<td>DOES – Western Region</td>
<td>Parkes Liquor Accord &amp; Condobolin Liquor Accord</td>
<td>$5,555</td>
<td>Road Use</td>
<td>Contribution towards alternative transport scheme for Parkes and Condobolin</td>
</tr>
<tr>
<td>DOES – South West Region</td>
<td>Berrigan Golf &amp; Bowling Club</td>
<td>$1,500</td>
<td>Road Use</td>
<td>Support alternative transport</td>
</tr>
</tbody>
</table>
Appendix 20.
Privacy Management Plan

The RTA reports on requests, allegations and complaints submitted under the Privacy and Personal Information Protection Act, 1998 (Privacy Act) and the Health Records and Information Privacy Act 2001 (HRIP Act). Following is the analysis of information regarding the Records Access Unit’s involvement in privacy matters during 2007-08.

The information has been collated as required under Section 33(3) of the Privacy Act.

Statement of action taken by the RTA and results of reviews

Section 33(3)(a)(b) of the Privacy Act requires the RTA to provide a statement of the action taken in complying with the requirements of the Act. The RTA is also required to supply statistical details of any review conducted by it or on its behalf under Part 5 of the Act. In order to comply with the Act, the RTA has reviewed its first Privacy Management Plan and the second edition is on its website to ensure it is available to clients. The RTA also continues to:

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

The Manager of the Records Access Unit has conducted, and is continuing to conduct, face-to-face training sessions for all RTA staff to highlight the principles contained in the Privacy and HRIP Acts. Part of the role of the Records Access Unit is to address the RTA’s responsibilities under the Privacy Act.

Privacy review R07-08/01

On 4 July 2007 a customer sought a review believing the RTA breached his privacy when an insurance company accessed his demerit points via RTA internet without his authority. The customer sought explanation from QBE but was not satisfied with their response. Investigation confirmed that an access had occurred and the RTA IT section confirmed the location of the access. The RTA officially apologised to the customer on 19 September 2007. The customer did not appeal the determination.

Privacy review R07-08/02

On 10 August 2007 a customer sought a review believing the RTA breached her privacy when her address was changed without her authority and her sister accessed her records with little ID. The customer made no further contact and the matter was considered closed on 22 October 2007.

Privacy review R07-08/03

On 10 September 2007 a customer sought a review believing the RTA breached her privacy when her address was changed without her authority and her sister accessed her records with little ID. The RTA was unable to make contact with the complainant to seek further information. The customer made no further contact and the matter was considered closed on 22 October 2007.

In kind support

The RTA supported nine not-for-profit charity groups by hanging banners on the southern pylon of the Sydney Harbour Bridge as in-kind sponsorship. These groups included:

- Red Nose Day
- Jeans for Genes Day
- Red Cross Blood Service
- World Aids Day
- International Day of Disability
- Pink Ribbon Day
- St John’s Ambulance
- Red Cross Calling
- Salvation Army
Privacy review R07-08/04
On 8 October 2007 a customer sought a review believing the RTA breached her privacy when she was issued with a parking infringement notice for parking in Kosciuszko National Park without a valid permit. A review was conducted and the RTA determined that her records had been accessed by NSW National Parks and Wildlife. An error occurred when the registration number was transposed and an infringement notice was sent to the wrong operator by the NSW National Parks and Wildlife. The customer was informed of the result and the NSW National Parks and Wildlife and the RTA officially apologised on 21 November 2007. The customer did not appeal.

Privacy review R07-08/05
On 26 October 2007 a customer sought a review believing the RTA breached his privacy when his personal information held by the RTA road user database may have been improperly disclosed to an insurance company. A review was conducted and the RTA determined that his registration details had been disclosed to an insurance company in relation to an accident claim. On 24 January 2008 the RTA informed the customer of the result and officially apologised. The RTA amended a procedure as a result of this incident. The customer did not appeal.

Privacy review R07-08/06
On 20 November 2007 a customer sought a review believing the RTA breached his privacy when his personal information held by the RTA was released to a telling company without his consent. This resulted in him receiving a toll notice for failing to pay the toll. A review was conducted and the RTA determined that an error occurred on a response received by the RTA from the last registered operator of the vehicle detailed in the toll notice. The toll notice issued to the customer was withdrawn and on 26 February 2008 the RTA officially apologised to the customer. The customer did not appeal.

Privacy review R07-08/07
On 20 December 2007 a customer sought a review believing the RTA had breached his privacy by releasing his personal information without his consent. The customer believed that his new address had been accessed by either the NSW or Federal Police and disclosed to a third party. A review of conduct was initiated by the RTA and investigated by NSW Police. NSW Police determined the access was for lawful reasons and confirmed no improper use. The customer was informed of the RTA’s determination on 6 April 2008. The customer did not appeal.

Privacy review R07-08/08
On 4 April 2008 and 2 July 2008 an RTA employee sought a review believing the RTA had breached his privacy when the RTA fixed a medical certificate to a Military Base Commander where the employee was to undertake military reserve training. The employee was on restricted duties with the RTA at the time. A review was conducted and the RTA determined that a breach of privacy had occurred. The employee was informed of the RTA’s determination and an official apology was given. The applicant had not appealed the determination at the time of writing.

Privacy review R07-08/09
On 14 April 2008 an RTA employee sought a review believing the RTA breached his privacy when his name, address and telephone were emailed via an attachment to other staff members within his unit. A review was conducted and it was established the information was inadvertent attached to the email. The RTA determined that there had been an unintentional breach of privacy and formally apologised to the employee on 16 June 2008. The employee has not appealed the decision.

Privacy review R07-08/10
On 6 May 2008 a customer sought a review believing the RTA breached his privacy when a relative stated they could find out about vehicles he had purchased via an RTA employee in Sydney. In a telephone conversation with the customer, the RTA explained that the RTA DRIVEs log showed no accesses to the customer’s personal information. The complaint was not furthered with the customer’s agreement.

Privacy review R07-08/11
On 7 May 2008 a customer sought a review believing the RTA had breached her privacy when her details were accessed and her address changed without her authorisation. A review was conducted and it was established that the customer’s address had been changed at an RTA call centre. A keystroke error by the RTA operator resulted in an incorrect licence number being entered into DRIVEs which, in turn, resulted in the complainant’s address being changed. On 24 June 2008 the customer was informed of the outcome of the review and that the RTA determined that a breach had occurred. The RTA formally apologised to the customer. The customer has not appealed the determination.

Privacy review R07-08/12
On 16 May 2008 a former RTA employee sought a review believing the RTA had breached her privacy when she received a letter from HealthQuest informing her she was required to attend a fitness assessment requested by the RTA. This occurred after the former employee had resigned her employment with the RTA. A review was still in progress.

Privacy review R07-08/13
On 23 June 2008 a customer sought a review believing the RTA had released his personal details to a third party without his consent or authority. The customer stated he was contacted by a person of the same name who said the RTA E-Toll section had disclosed the applicant’s personal information. The review is in progress.

Privacy appeals to the Administrative Decisions Tribunal (ADT)
One appeal to the ADT was continuing in 2007-08. On 8 May 2007 and 17 September 2007 a former RTA employee commenced two separate sets of proceedings against the RTA in the ADT under the Privacy and Personal Information Protection Act and the Health Records Information Privacy Act. The two sets of proceedings are being heard together. The ADT proceedings relate to appeals against seven separate ‘internal review’ decisions made by the RTA. Broadly, the allegations which are the subject of the proceedings are:

- That the RTA disclosed the employee’s personal and/or health information to unauthorised third parties without consent.
- That the RTA denied the employee access to documents she was entitled to access under the Privacy and Personal Information Protection Act.
- That unauthorised RTA employees handled medical documentation relating to the employee in the process of forwarding that information to the Records Access Unit so it could be provided to the employee in response to a request by her.
- That the RTA breached the employee’s privacy when the convenor of a selection committee contacted referees supplied by the employee.
- That the RTA disclosed the employee’s privacy when an appeal document the employee had sent to the RTA was left on a fax machine overnight.
- That the RTA failed to follow its internal file management policies when handling information concerning the employee.
- That the RTA used medical documentation provided by the employee for purposes other than those for which they were provided.
- That the RTA wrongfully disclosed the employee’s medical information when requesting Health Quest to conduct a medical assessment of the employee’s fitness for duties.

The ADT proceedings were adjourned in 2007 at the request of the employee, and reactivated in early 2008. A hearing in the matter is set down for 15 to 17 July 2008 for the determination of jurisdictional and interim matters. It is likely that a further hearing date will then be set for the determination of outstanding substantive issues, if any.
Appendix 21. Research and development

The RTA has a Research and Development (R&D) Program which identifies and develops innovative solutions to materials, products, equipment, systems and processes to achieve business improvements. In 2007-08 more than $1.9 million was devoted to the program which fosters work throughout the RTA but principally in technology areas. Work with external partners is also undertaken.

The RTA’s Commercial Business and Technology Committee oversees the program and provides advice to the Executive on the direction and level of investment in R&D. The committee also advises on the strategic direction and management of technology and innovation along with any implications for the RTA. Projects under the program were focused around the technical areas of pavements, geotechnology and road and bridge technology. Research was also conducted into road safety.

The RTA also contributes to R&D work by Austroads. Work with external partners is also undertaken.

Projects undertaken in 2007-08 in each technology area are detailed following:

### Pavements

- Development of durable sprayed seals for high stress locations.
- Development of an RTA test method for workability of manufactured sands for use in concrete and asphalt.
- Refinement of ride quality models for concrete pavements.
- Pavement service life – application of plastic theory and limit analysis.
- Review of foamed bitumen stabilisation as a road maintenance and rehabilitation tool.
- Investigation of alternative aggregate sources for improved skid resistance of pavement surfacings (asphalt).
- Development of porous concrete surfacing in preparation for trial in 08/09.
- Increased use of marginal aggregate sources (for sprayed seal).
- Determination of available calcium ion content in blended recycled concrete for use as road base.
- Australian Research Council (ARC) Linkage Project with UNSW to provide an integrated approach to modelling granular materials in a pavement system (second year of three-year project).
- Managing horizontal shear force damage to pavements.
- Study on effect of heavy vehicles on RTA asphalt pavements (using modelling and laboratory testing) including simulating increased tyre pressures and larger vehicles.
- Investigation of the use of cold mix technology to produce durable asphalt.
- Study on the skid resistance performance of high surface texture asphalt.
- Reduced moisture damage in asphalt.
- Contribution to OECD project to develop long life rigid pavements.
- Development of a methodology for determining a more accurate estimate of the remaining life of flexible pavements.

### Bridges

- Review performance of sacrificial cathodic protection systems (CP): discrete anodes, jacket anodes and sprayed zinc system as alternatives to impressed current CP.
- Development of robotic grit blasting device for steel bridges (3rd year of five-year project).
- Investigation of the usability of self-compacting concrete for bridge piers.
- Networked sensing systems research as a means of protecting bridges from over-height vehicles.
- Finalising design procedures for through-deck and embedded expansion joint anchors.
- Investigation of the remaining load bearing capacity of alkali aggregate reaction affected pre-stressed deck beams from Mirrool Creek Bridge.

### Geotechnical

- Guidelines on use of shale in RTA road construction projects.
- Strategic sourcing of construction materials including development of a regional database of existing and potential sources of road aggregates.
- Identifying causes of inter-laboratory variability using RTA Test Method T363 – Accelerated Mortar Bar Test.
- Development of a low temperature test for all bituminous binders.
- Embankment construction using vacuum consolidation (first year of a three-year Australian Research Council (ARC) supported project).
- Investigation of fibre optic sensing technology to monitor pavement strains.
- Investigation into a method to determine the in-field performance of a prime or primer-seal.
- Behaviour of tunnels in sedimentary rocks in the Sydney Basin (final year of a three-year project). Outputs incorporated in new tunnel projects.

### Road design engineering

- Safety barrier crash testing.
- Acceptance of safety barrier products.

### Traffic

- Traffic Congestion Management at the University of Wollongong site.

### Safer roads

- Developed ongoing research and evidence-based policy development including:
  - Rigorous crash reduction model.
  - Crash testing of safety barriers.
  - Researched new design standards for curve radii.
  - Researched incremental clear zones.

### Safer vehicles

Safer Vehicles through its Crashlab test facility participated in a collaborative international research project to investigate occupant-to-occupant interaction and impact injury risk in side impact crashes. The tests conducted at Crashlab brought together experts from US academia, Transport Canada, the Australian Federal Government, NSW Centre for Road Safety and a leading occupant restraint system manufacturer and a global vehicle manufacture. The crash tests conducted by Crashlab utilised two advanced design WorldSID side impact research dummies provided by Transport Canada.
### TABLE 22. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2008 BY YEAR OF MANUFACTURE

<table>
<thead>
<tr>
<th>Year of manufacture</th>
<th>No. of vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-1960</td>
<td>10,248</td>
</tr>
<tr>
<td>60-64</td>
<td>7,079</td>
</tr>
<tr>
<td>65-69</td>
<td>16,931</td>
</tr>
<tr>
<td>70-74</td>
<td>53,768</td>
</tr>
<tr>
<td>75-79</td>
<td>105,055</td>
</tr>
<tr>
<td>80-84</td>
<td>178,584</td>
</tr>
<tr>
<td>85-89</td>
<td>416,122</td>
</tr>
<tr>
<td>90-94</td>
<td>661,845</td>
</tr>
<tr>
<td>95-99</td>
<td>1,113,417</td>
</tr>
<tr>
<td>2000-04</td>
<td>1,483,427</td>
</tr>
<tr>
<td>2005</td>
<td>344,325</td>
</tr>
<tr>
<td>2006</td>
<td>332,666</td>
</tr>
<tr>
<td>2007</td>
<td>351,719</td>
</tr>
<tr>
<td>Unknown</td>
<td>128,230</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5,204,316</strong></td>
</tr>
</tbody>
</table>

### TABLE 23. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2008 BY VEHICLE TYPE

<table>
<thead>
<tr>
<th>Vehicle type</th>
<th>No. of vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger vehicles</td>
<td>2,928,322</td>
</tr>
<tr>
<td>Off-road passenger vehicles</td>
<td>51,471</td>
</tr>
<tr>
<td>Small buses</td>
<td>19,984</td>
</tr>
<tr>
<td>Buses</td>
<td>14,084</td>
</tr>
<tr>
<td>Mobile homes</td>
<td>4,785</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>146,583</td>
</tr>
<tr>
<td>Light trucks</td>
<td>691,980</td>
</tr>
<tr>
<td>Heavy trucks</td>
<td>78,373</td>
</tr>
<tr>
<td>Prime movers</td>
<td>20,660</td>
</tr>
<tr>
<td>Light plant</td>
<td>4,377</td>
</tr>
<tr>
<td>Heavy plant</td>
<td>7,620</td>
</tr>
<tr>
<td>Small trailers</td>
<td>503,203</td>
</tr>
<tr>
<td>Trailers</td>
<td>269,508</td>
</tr>
<tr>
<td>Other vehicles</td>
<td>123</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5,204,316</strong></td>
</tr>
</tbody>
</table>

### TABLE 24. NUMBER OF VEHICLES REGISTERED IN NSW AS AT 30 JUNE 2008 BY VEHICLE USAGE

<table>
<thead>
<tr>
<th>Vehicle usage</th>
<th>No. of vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private</td>
<td>1582,294</td>
</tr>
<tr>
<td>Pensioner concession</td>
<td>638,766</td>
</tr>
<tr>
<td>Primary producer concession</td>
<td>95,823</td>
</tr>
<tr>
<td>Business general</td>
<td>741,654</td>
</tr>
<tr>
<td>Taxi</td>
<td>6,371</td>
</tr>
<tr>
<td>Public bus and coach</td>
<td>9,985</td>
</tr>
<tr>
<td>FIRS</td>
<td>4,276</td>
</tr>
<tr>
<td>Other vehicle coach</td>
<td>125,147</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5,204,316</strong></td>
</tr>
</tbody>
</table>

### TABLE 25. NSW LICENSED DRIVERS AND RIDERS AS AT 30 JUNE 2008

<table>
<thead>
<tr>
<th>By sex</th>
<th>No. of licence holders</th>
<th>% of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Female</td>
<td>2,238,485</td>
<td>48.2</td>
</tr>
<tr>
<td>Male</td>
<td>2,400,239</td>
<td>51.7</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,642,256</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

### TABLE 26. NSW DRIVER AND RIDER LICENCES ON ISSUE AS AT 30 JUNE 2008

<table>
<thead>
<tr>
<th>By licence class</th>
<th>No. of licences</th>
<th>% of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>4,093,886</td>
<td>80.3</td>
</tr>
<tr>
<td>LR</td>
<td>78,758</td>
<td>1.5</td>
</tr>
<tr>
<td>MR</td>
<td>117,195</td>
<td>2.3</td>
</tr>
<tr>
<td>HR</td>
<td>212,020</td>
<td>4.2</td>
</tr>
<tr>
<td>HC</td>
<td>119,738</td>
<td>2.3</td>
</tr>
<tr>
<td>MC</td>
<td>17,137</td>
<td>0.3</td>
</tr>
<tr>
<td>R</td>
<td>460,997</td>
<td>9.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5,099,731</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

*Note:* The total number of licences on issue exceeds the total number of licensed drivers and riders, because people who hold two licence classes (to drive and ride) are counted twice.
Appendix 23. Insurance

Principal arranged insurance

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

Treasury Managed Fund

The Treasury Managed Fund (TMF) is a NSW Government arranged indemnity scheme (operated by the NSW Treasury) which provides insurance cover to the RTA for workers compensation, motor vehicle, property damage, legal liability, fidelity guarantee and travel. RTA Injury Management & Claims Services and OSH were awarded a special joint award for their long-term contribution to TMF risk management.

Workers compensation

The RTA’s frequency of claims has decreased from 7.1 per 100 employees in 2005-06 to 6.4 per 100 employees in 2006-07. The deposit premium for 2007-08 is $6.7 million, which is a reduction of $700,000 from 2006-07. In June 2008, the RTA received a hindsight rebate of $6.8 million based on the claims performance for the three year and five year hindsight premium. This saving of $6.8 million is due to strategic targeting and a systematic approach to claims management, return to work initiatives and preventative measures. The hindsight adjustment is not included in the graph.

Motor vehicle

The 2007-08 premium decreased by 1.6 per cent compared to 2006-07. This is due to the franchise increase of $2000 and a reduction in the tariff for trucks over two tonnes.

Property

The 2007-08 premium increased by 5.0 per cent compared to 2006-07. This is due to an increase in the RTA’s total asset values, an increase in incurred claims costs and increased reinsurance expenses which are mainly from new sideway and terrorism covers.

Liability

The 2007-08 premium decreased by 4.2 per cent compared to 2006-07. The franchise for small claims was increased to $1000 thereby reducing the claims incurred against previous years. Large claims volumes have remained static overall, which has contributed to an overall reduction in the deposit premium.

Workers Compensation Premium Cost and Claims Frequency

Motor Vehicle Premium Cost and Motor Vehicle Claims Frequency

Property Premium in Current Dollars

Liability Insurance Premium in Current Dollar

Appendix 23. Insurance Principal arranged insurance

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Appendix 24. Compliance Index

This index lists the legislative requirements set out in the NSW Treasury checklist for public sector annual reporting and the pages on which the relevant information can be found. The checklist, including a detailed description of each requirement, is available at www.treasury.nsw.gov.au (click on ‘Information for agencies’, then ‘Annual reporting’).

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<td>4</td>
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<td>Identification of audited financial statements</td>
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<td>Inclusion of unaudited financial statements</td>
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<td>Additional matters for inclusion</td>
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<td>Total external costs of report</td>
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<td>N/A</td>
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<td>N/A</td>
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