Environmental assessment procedure for routine and minor works

Minor Works REF

Galston Gorge

EIA-PO51-TPB

About this release

Reference number	EIA-PO51-TPB
Title	Minor Works REF template
Parent procedure	EIA-PO51

Approval and authorisation		Name	Effective date
Prepared by	Environmental Officer	Mark Woods	5 January 2009
Approved by	Manager, Environmental Planning and Assessment	Joy Duncan	5 January 2009

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Version	Date	Revision Description
1-0	05.01.09	First issue
1-1	20.08.09	Section 1 – Project description guidance updated Section 1.2 – Community consultation refers to the MinorProject procedure (ILC-MP-TP0-301). Section 2 – New section - Trees. Visual amenity section updated. Section 5 – New sign-off for the environmental assessment contractor.
5.0	14-05-2010	Update the corresponding contents with the change of the scope of the work

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Minor Works
Review of Environmental Factors

29th April 2010

The purpose of the Minor Works REF is to describe the proposal, to document the likely impacts of the proposal on the environment, to detail mitigation measures to be implemented and to determine whether the project can proceed.

NOTE: This Minor Works REF is to be completed by the relevant Project Manager before being endorsed by the RTA Regional Environmental Staff for determination by the delegated authority.

Proposal description

File number	11M12
Road name	Galston Gorge
Closest cross road(s)	Montview Parade
Chainage or works	To run conduits for power and comms to camera and TIRTL locations
Local Government Area	Hornsby Heights
RTA Region	
Objectives of works	The following works are proposed to install cameras together with loops systems for detecting over length vehicles and integrating them with the TIRTL which is to be used as a secondary vehicle length measurement device on Galston Road East and West of the Gorge. Currently, the communication equipment is located on existing service poles together with power, it is proposed to install TIRTL's and cameras on either side of the road and run conduits via trenching and under bore for the services required, as shown in the Attachment Figure-1
Description of works.	1) For the site Galston Gorge **EAST**, the following services are required: 1. Install Camera poles and pits as required, configuration details found in the Appendix A 2. Install Pole for flashing sign 3. Install Loops into the asphalt , configuration details found in the Appendix A 4. Install two (2) pairs of TIRTL and the standard enclosures behind the ARMCO barrier IF REQUIRED, on the approach side to the speed camera approx 35

<table>
<tr><td></td><td>
m prior to camera location on Galston Road.
5. Supply and install Heavy Duty (HD) underground conduit from the Road Side Control (RSC) unit the TIRTL receiver unit.
6. Construct all trenching and pits and supply all conduits and cables as required
7. Underbore, supply and install 2x 80 mm HD conduit to the pit adjacent to the speed camera as indicated on drawing 1 appendix A
8. Installing TIRTL antenna and its associated components as required
9. Installing roadside cabinet, conduits for power and communication services for the TIRTL,, speed camera and Sign facility in accordance with RTA standards and requirements
10. The scope of work at this site includes all civil works as required
11. Conducting system integration and testing on site
12. Conducting site acceptance testing in accordance with RTA standards and requirements, and
13. Conducting system trial and monitoring on site.

Prior to works, it is mandatory and responsibility of the contractor to adhere or obtain the below.

1. DBYD reports – Dail Before You Dig
2. Prior to excavation the Contractor shall confirm the location of all other services.
3. ROL – Road Occupancy License
4. TMP – Traffic Management Plan
5. Works not to effect on the local vegetation.
6. It is not required to prune trees around the work area.
7. To follow PPE and safety standards
8. Warranty for the works is required.
9. Once the work done, site to be left cleaned and neat.
10. All works to be carried out under the RTA standards and requirements.
11. The Civil Work is to be carried out in accordance with: AS 1181 – 1982
</td></tr>
<tr><td>Proposed date of commencement</td><td>17th January 2011</td></tr>
<tr><td>Proposed stockpile / compound sites</td><td>
Will the proposed works require the use of a stockpile and /or compound sites? (tick one)

<table>
<tr><th>Y</th><th>N</th></tr>
<tr><td></td><td>X</td></tr>
</table>

If Yes, does a new stockpile site need to be established?

<table>
<tr><th>Y</th><th>N</th></tr>
<tr><td></td><td>X</td></tr>
</table>

Are any temporary batching plants required for the proposed works?
</td></tr>
</table>

	<table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table> Provide information on stockpile sites, compound sites and batching plants, such as location, size, if clearing is required and site photographs.
Options considered	The options considered for the proposed works included: ▪ No Work Required ▪ To under bore the road for the conduit run
Justification of the proposed works.	The proposed works are required to: ▪ Facilitate the installation of camera systems used to capture all vehicles over 7.5 m and to utilise the information gathered for further investigation and alert the IVR's operation in that area of a potential safety hazard in the Gorge.

1.1 Statutory and planning framework

SEPP (Infrastructure) 2007
State Environmental Planning Policy (Infrastructure) aims to facilitate the effective delivery of infrastructure across the State, including for roads and road infrastructure facilities. Clause 94 of the SEPP provides:

(clause) 94 Development permitted without consent—general
(1) Development for the purpose of a road or road infrastructure facilities may be carried out by or on behalf of a public authority without consent on any land…

As the proposed works are appropriately characterised as development for the purposes of a road or road infrastructure facilities, the provisions of SEPP (Infrastructure) apply. The proposed works can be carried out as activities under Part 5 of the EP&A Act. Development consent from council is not required.

The proposal is not located on land reserved under the *National Parks and Wildlife Act 1974* and does not affect land or development regulated by *State Environmental Planning Policy No. 14 – Coastal Wetlands, State Environmental Planning Policy No. 26 – Littoral Rainforests* or *State Environmental Planning Policy (Major Projects) 2005.*

Relevant legislation (REPs, SEPPs)	All work would be undertaken in accordance with: • RTA Corporate Environment Policy 2000; • RTA Environment Manual 1998 • RTA Environmental Impact Assessment Policy 1998 • RTA Corporate Environment Policy 1997 • RTA Water Policy 1997

	• EPA Noise Control Manual • RTA Heritage Guidelines 1998 • RTA Roadscape Guidelines 1998 • RTA Waste Minimisation and Management Guidelines 1998 • Infrastructure State Environmental Planning Policy (ISEPP) 2007 • Acid Sulphate Soil Management Manual (ASSMAC) 1998.

1.2 Community and agency consultation

Community / agency consultation

Is consultation with council or other authorities required under Clauses 13-16 of the Infrastructure SEPP. Refer to *State Environmental Planning Policy (Infrastructure) 2007 Consultation* guidance note (EIA-P05-GN03).

Y	N
Y	

If yes, provide details of consultation carried out for the purposes of Clauses 13-16 of the Infrastructure SEPP and identify where comments received are considered in the Minor Works REF. Include copies of correspondence in an Appendix of this REF.

There are no nearby residents and most of the works are within the existing location.

Consider the following questions.

Would the proposal:	Y	N
Change (temporarily) access to residences or businesses?		**X**
Be conducted near residences?		**X**
Make a noticeable change to the environment (eg tree removal)?		**X**
Be noisy (during day or night)		**X**
Be on a site where community reaction has been previously experienced?		**X**
Affect the response to an emergency?		**X**
Affect the travelling public including public transport?		**X**
Affect the work of other agencies?		**X**
Affect way-finding for travellers?		**X**
Have an impact on residents or stakeholders?		**X**

Have parts that residents or stakeholders may want to have a say in?		**X**
Have parts that are negotiable (eg RTA does not have a specific commitment to a solution and can incorporate community suggestions)?		**X**

If you answered yes to any of the above, if there are any other issues that you feel may affect or be of interest to the community, or if you are unsure, consult with your regional communications officer to complete the remainder of Section 1.2.

Do you intend to only provide information to the community and stakeholders on the proposal (i.e. the work is non-negotiable but it is important to inform people)?

Y	**N**
	X

Do you intend to involve others in the development of the proposal? This means working with the community to understand any concerns and then providing feedback on the decisions made by the RTA and how the community influenced the process.

Y	**N**
	X

If you have answered yes to any of the above, you need to prepare a plan and media milestones list, in consultation with RTA regional communications staff and appendix this to this REF.

If you have already consulted others, provide details of consultation carried out to date and identify where comments received are considered in the Minor Works REF. Include copies of correspondence in the Appendix of this REF.

_____

_____

_____

_____

Is the community and stakeholder consultation process for the project in accordance
with the Minor Project procedure, Communications for minor projects (ILC-MP-TP0-301)? Note that this is the same as the questions above.

Y	**N**
X	

If no, consult with your regional communications officer.

2 Environmental assessment

This chapter describes in detail the potential key environmental impacts associated with the proposal during both construction and operation and includes identifying site-specific safeguards to ameliorate the identified potential impacts.

<table>
<tr><th>Issue</th><th>Description</th></tr>
<tr><td>Erosion and sediment control

Potential impacts

Safeguards</td><td>Are there any known occurrences of salinity or acid sulfate soils in the area?

<table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table>
Does the project involve the disturbance of large areas (eg >2ha) for earthworks?

<table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table>
Does the site have constraints for erosion and sedimentation controls such as steep gradients or narrow corridors?

<table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table>
If yes to the above, describe the potential impact below. Provide a detailed description of the site characteristics, and a map showing the location of known constraints.
_____
_____
_____
_____

Safeguards to be implemented are:

Not Applicable.</td></tr>
<tr><td>Waterways</td><td>Are the works located within or adjacent to a waterway?

<table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table>
If yes, list the waterway(s).
_____
_____

Are the proposed works located within or immediately adjacent to the area covered by the Drinking Water Catchments REP No 1 managed by Sydney Catchment Authority?

<table><tr><th>Y</th><th>N</th></tr></table></td></tr>
</table>

	X

Will the proposed works be undertaken on a bridge or ferry?

Y	N
	X

If so, name the item:

_____

_____

Are the works likely to require the extraction of water from a local water course (not mains)?

Y	N
	X

If yes, provide details:

_____

_____

Potential impacts

Are the proposed works likely to have a neutral or beneficial effect on the surrounding water quality?

Y	N
	X

Describe the potential impact on water quality below.

_____

_____

_____

_____

Safeguards

Safeguards to be implemented are:

Not Applicable.

Noise

Are there any noise sensitive areas near the location of the proposed works that may be affected by the works (i.e. church, school, hospital, residences)?

Y	N
	X

If yes, provide map showing proximity to proposed works.

Are the proposed works going to be undertaken during standard working hours detailed below?

Y	N
Y	

Standard working hours

Monday – Friday	8:00pm to 5:00am
Saturday	8:00am to 1:00pm

	Sunday and Public Holidays No work Is any explosive blasting required for the proposed works? **Y** | **N** | X
Potential impacts	Describe the potential noise impacts on the surrounding environment / community. - Trenching will be carried out by using excavator or trencher - No effect on the vehicles on the highway - Work site located on a divert lane to inspection Facility. - Noise levels will not exceed those stated in the EPA noise Control Manual
Safeguards	Safeguards to be implemented are: • Work that is performed outside normal work hours or on Sundays or public holidays is to minimise noise impacts. • For works out of normal working hours, noise impacts are to be minimised in accordance with Practice Note 7 in the RTA's *Environmental Noise Management Manual* and RTA's *Environmental fact sheet No. 2- Noise management and Night Works.*
Air quality	Are the proposed works likely to result in large areas (>2ha) of exposed soils? **Y** | **N** | X Are there any dust sensitive receivers located within the vicinity of the proposed works during the construction period? **Y** | **N** | X Is there likely to be an emission to air? **Y** | **N** | X
Potential impacts	Describe the potential impacts on the surrounding air quality as a result of the proposed works. Minimal
Safeguards	Safeguards to be implemented are: 1. Measures (including watering or covering exposed areas) are to be used to minimise or prevent air pollution and dust. Vehicles transporting waste or other materials that may produce odours or dust are to be covered during transportation.

Non-Aboriginal Heritage

Are there any items of non-Aboriginal heritage located within the vicinity of the proposed works?

Y	N
	X

If yes, list the item(s) and their heritage significance (i.e. s170 register, State Heritage Register, National Heritage Register).

Potential impacts

Describe the potential impacts on items of non-Aboriginal heritage as a result of the proposed works.

None

Safeguards

Safeguards to be implemented are:

- If archaeological remains are uncovered during the works, all works must cease in the vicinity of the material/find and the RTA's Senior Regional Environmental Officer contacted immediately.

Aboriginal Heritage

Are the works likely to disturb previously undisturbed areas of the landscape?

Y	N
	X

Is there potential for the proposed works to impact on any items of Aboriginal heritage?

Y	N
	X

If yes, provide a brief description of the items.

Potential impacts

Described the potential impacts on any items of Aboriginal heritage as a result of the proposed works. Include details of assessment and consultation undertaken for proposed works.

The presence of Aboriginal heritage is not expected as works are within a previously disturbed roadway area.

	_____ _____
Safeguards	Safeguards to be implemented are: Not Applicable as the works are carried out with in a previously disturbed roadway area.
Biodiversity	Are the proposed works likely to impact on any vegetation? **Y** / **N** / X If yes, provide a map / plan detailing the extent of proposed impacts. Are there any threatened, endangered, or native flora and/or fauna located within the vicinity of the proposed works? **Y** / **N** / X If yes, list the species and their legal status. _____ _____ _____ _____ Will there be impact on any vegetation or land that is part of an offset or is protected under a condition of approval from a previous project? **Y** / **N** / X
Potential impacts	Describe the potential impacts on biodiversity as a result of the proposed works. Include details of any assessment and consultation undertaken for proposed works. No impacts are expected as all the works are contained within the road area, such as the lane and the shoulder will be closed at during the construction period _____ _____ _____ _____
Safeguards	Safeguards to be implemented are Not Applicable

Trees

Do the proposed works involve pruning, trimming or removal of any tree/s?

Y	N
	X

If yes, provide a map / plan locating the trees. Identify the type (e.g. eucalyptus) and the height of trees affected. If pruning or trimming is proposed, provide an estimate of the percentage of tree canopy to be removed. Provide site photographs of the trees to be removed.

Are the trees adjacent or opposite to residences?

Y	N
	X

If yes, attach copies of community correspondence and community involvement plan. These must be sighted/approved by a regional communications officer.

Has council been consulted about the social value of the trees? Have the trees been planted by a community group, landcare group or by council or is the tree a memorial or part of a memorial group eg. has a plaque?

Y	N
	X

If yes, provide details on the value of the trees to the community, the source of the information, and details of any plaques or signage present. Attach copies of community correspondence and community involvement plan. These must be sighted/approved by a regional communications officer.

Not applicable.

Do the trees form part of a streetscape, an avenue or roadside planting?

Y	N
	X

Do the trees form part of a heritage listing or have other heritage value?

Y	N
	X

If yes, provide details of the listing and/or the heritage value of the trees.

Do the trees have visual amenity value? For example do they screen views, provide a landmark or contribute to the streetscape and character of an area?

	<table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table> If yes, provide details of the visual amenity of the trees.
Potential impacts	Describe the potential impacts on trees as a result of the proposed works. Include details of any assessment and address any issues raised during consultation for the proposed works. No impacts are expected as all the works are contained within the road and shoulder area.
Traffic and transport	Are the proposed works likely to result in major detours or disruptions to traffic flow (vehicular, cycle and pedestrian) or access? <table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table> If yes, provide details / plans of proposed changes. Lane Closures as per TCP's and ROL's
Potential impacts	Describe the potential traffic and transport impacts as a result of the proposed works. Include details of any assessment and consultation carried out for proposed works. Lane Closures as per TCP's and ROL's
Safeguards	Safeguards to be implemented are: • Where possible, current traffic movements are to be maintained during the works. Any disturbance is to be minimised to prevent unnecessary traffic delays. • All work to be carried out as per the approved ROL's and TCP's. Disruption would be very minor and traffic controls (witches hats, signs, lighting etc) would be implemented as required. Traffic would continue to flow at all times The contractor/subcontractor is to provide and abide by a Traffic Management Plan for the activities in the event that any impact to traffic is likely
Socio-economic	Are the proposed works likely to impact on local business, require any property acquisition, or alter any access or parking arrangements for properties (either temporary or permanently)?

	<table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table> If so, provide details.
Potential impacts	Described the potential impacts as a result of the proposed works. Include details of assessment and consultation undertaken for proposed works. One of the lanes on Galston road will be closed to accommodate the proposed as per the TMP and ROL's.
Safeguards	Safeguards to be implemented are:
Waste	Are the proposed works likely to generate >200 tonnes of waste material (contaminated and /or non-contaminated material)? <table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table> If yes, include estimated quantities, location of disposal and plan of management for waste material. Are the proposed work likely to require a licence from DECC? <table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table>
Potential impacts	Describe the potential impacts from waste material generated as a result of the proposed works. Deposition of waste soil and rock Deposition of leftovers , such as conduits, cables and etc

<table>
<tr><td>Safeguards</td><td>Safeguards to be implemented are:
1. Resource management hierarchy principles are to be followed:
o Avoid unnecessary resource consumption as a priority.
o Avoidance is followed by resource recovery (including reuse of materials, reprocessing, recycling and energy recovery).
o Disposal is undertaken as a last resort.
(in accordance with the Waste Avoidance & Resource Recovery Act 2001)
2. There is to be no disposal or re-use of construction waste on to other land.
3. Waste is not to be burnt on site.
4. The remains will be transported to storage room in Argyle St , Parramatta, NSW, Australia.
5. Waste material is not to be left on site once the works have been completed with waste being disposed as per DECCW guidelines.
6. Working areas are to be maintained, kept free of rubbish and cleaned up at the end of each working day.</td></tr>
<tr><td>Visual amenity</td><td>Is the proposal adjacent to an important physical or cultural element or landscape? (heritage items and areas, distinctive or historic built form, National Parks, conservation areas, scenic highways etc)?
<table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table>
Would the proposal obstruct or intrude upon the character or views of a valued landscape or urban area. For example locally significant topography, a rural landscape or a park, a river, lake or the ocean or a historic or distinctive townscape or landmark?
<table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table>
Would the proposal require the removal of mature trees or stands of vegetation, either native or introduced?
<table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table>
Would the proposal result in large areas of shotcrete visible from the road or adjacent properties?
<table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table>
Would the proposal involve new noise walls or visible changes to existing noise walls?
<table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table>
Would the proposal involve the removal or reuse of large areas of road corridor, landscape, either verges or medians?</td></tr>
</table>

	<table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table> Would the proposal involve substantial changes to the appearance of a bridge (including piers, girders, abutments and parapets) that are visible from the road or residential areas? <table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table> If involving lighting, would the proposal create unwanted light spillage on residential properties at night? <table><tr><th>Y</th><th>N</th></tr><tr><td></td><td>X</td></tr></table> If yes to any of the above you need to consult with RTA urban design section to consider whether a visual impact assessment should be prepared (refer to the EIA guidelines for landscape character and visual impact assessment, EIA-N04).
Potential impacts	Describe the potential impacts on the surrounding visual amenity as a result of the proposed works. _____ _____ _____ _____
Safeguards	Safeguards to be implemented are as per waste detailed above. Not Applicable

Summary of safeguards and environmental management measures

This section provides a summary of the site specific environmental safeguards and management measures identified in described in section 2 of this REF. These safeguards will be implemented to reduce potential environmental impacts throughout construction and operation. A framework for managing the potential impacts is provided with reference to environmental management plans and relevant RTA QA specifications. Any potential licence and/or approval requirements required prior to construction are also listed.

Table 3.1: Summary of site-specific safeguards for proposed works.

Erosion and sediment control	Not Applicable.
Waterways	Not Applicable.
Noise	• Work that is performed outside normal work hours or on Sundays or public holidays is to minimise noise impacts. For works out of normal working hours, noise impacts are to be minimised in accordance with Practice Note 7 in the RTA's *Environmental Noise Management Manual* and RTA's *Environmental fact sheet No. 2- Noise management and Night Works.*
Air quality	safeguards to be implemented are: • Work that is performed outside normal work hours or on Sundays or public holidays is to minimise noise impacts. For works out of normal working hours, noise impacts are to be minimised in accordance with Practice Note 7 in the RTA's *Environmental Noise Management Manual* and RTA's *Environmental fact sheet No. 2- Noise management and Night Works.*
Non-Aboriginal Heritage	If archaeological remains are uncovered during the works, all works must cease in the vicinity of the material/find and the RTA's Senior Regional Environmental Officer contacted immediately.
Aboriginal Heritage	Not Applicable as the works are carried out with in a previously disturbed roadway area.
Biodiversity	Not Applicable
Trees	Not Applicable
Traffic and transport	• No Major impact as Site works will comply with TCP which will allow traffic flow to continue. • Where possible, current traffic movements are to be maintained during the works. Any disturbance is to be minimised to prevent unnecessary traffic delays. • All work to be carried out as per the approved ROL's and TCP's. Disruption would be very minor and traffic controls (witches hats, signs, lighting etc) would be implemented as required. Traffic would continue to flow at all times The contractor/subcontractor is to provide and abide by a Traffic Management Plan for the activities in the event that any impact to traffic is likely
Socio-economic	Not Applicable.
Waste	Safeguards to be implemented are:

	1. Resource management hierarchy principles are to be followed: o Avoid unnecessary resource consumption as a priority. o Avoidance is followed by resource recovery (including reuse of materials, reprocessing, recycling and energy recovery). o Disposal is undertaken as a last resort. (in accordance with the *Waste Avoidance & Resource Recovery Act 2001*) 2. There is to be no disposal or re-use of construction waste on to other land. 3. Waste is not to be burnt on site. 4. The remains will be transported to storage room in Argyle st , Parramatta, NSW, Australia. 5. Waste material is not to be left on site once the works have been completed with waste being disposed as per DECCW guidelines. Working areas are to be maintained, kept free of rubbish and cleaned up at the end of each working day.
Visual amenity	

2.1 Licensing and approvals

List of licences and / or approvals required for the proposed works:

Table 3.2: Summary of licensing and approval required.

Requirement	Timing
RTA approval of REF, Dial Before You Dig , RTA approval of TMP ROL	Prior to commencement of works

2.2 Other conditions

Detail any other conditions that apply to the proposed works.
N/A

3 Consideration of State and Commonwealth Environmental Factors

3.1 *Environmental Planning and Assessment Regulation*, 2000 Checklist

The factors which need to be taken into account when considering the environmental impact of an activity are listed in Clause 228(2) of the *Environmental Planning and Assessment Regulation, 2000*. Those factors have been addressed in Table 4.1 below to ensure that the likely impacts of the proposed activities on the natural and built environment are fully considered.

Table 4.1: Compliance with Clause 228(2) of the EP&A Regulation 2000.

Environmental Factor	Impacts
(a) Any environmental impact on a community? The proposed works will be carried out on divert lane from the Pacific Highway. No Impact on the local or Highway traffic. - Nearby residents in the location. Letters have been sent to council and residents informing them of the nature and time frame of the works - Trenching works may cause very minor noise and very minor impact on the environment however the potential impacts would be minimised with the implementation of the safeguards given in Section 3 of this REF. -The maintenance works would have no environmental impact on a community in the long-term and road users would benefit from safer travelling conditions.	Very Minor During the Works Positive long-term
(b) Any transformation of a locality? The proposed works would not transform the locality of works, as works would generally be contained within the existing road formation and be carried out on existing RTA assets.	Nil
(c) Any environmental impact on the ecosystems of a locality? The proposed works would have potential environmental impacts on the ecosystems of a locality, however the potential impacts would be minimised with the implementation of the safeguards given in Section 3 of this REF.	Nil
(d) Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality? The proposed works would not reduce the aesthetic, recreational, scientific or other environmental quality or value of the locality, as works would generally be contained with the existing road formation and be carried out on existing RTA assets.	Nil
(e) Any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present generations? The proposed works would potentially have no effect on a locality, place or building of significance or other special value for present or future generations. In this REF, and the potential impacts would be minimised with the implementation of the safeguards given in Section 3 in this REF.	Nil
(f) Any impact on habitat of any protected fauna (within the meaning of the *National Parks and Wildlife Act 1974*)? The proposed works would not have any impact on the habitat of any protected or endangered fauna due to the limited scope of works for the maintenance activities covered in this REF , works will be within the national park boundary , surveyors will ensure that the boundaries are clearly outlined and visible to the contractor.	Nil
(g) Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air? The proposed works would not endanger any species of animal, plant or other form of life, whether living on land, in water or in the air due to the limited scope of works for the maintenance activities covered in this REF	Nil

(h) Any long-term effects on the environment? The proposed works would have positive long-term effects on the environment due to reducing long term traffic delays as a result of an over length vehicle being stuck in the Gorge, thus reducing negative impact on the road users. There are no anticipated negative long-term effects on the environment from the maintenance works due to the limited scope of these works.	Positive long-term impact
(i) Any degradation of the quality of the environment? The proposed works would not degrade the quality of the environment, in addition any potential impacts would be minimised with the implementation of the safeguards given in Section 3 of this REF.	Very Minor: Very short-term impact
(j) Any risk to the safety of the environment? The proposed works would have very minimal risk to the safety of the environment due to the limited scope of works for the maintenance activities covered in this REF, and the potential impacts would be minimised with the implementation of the safeguards given in Section 3 in this REF.	Nil
(k) Any reduction in the range of beneficial uses of the environment? The proposed works would not close the road. Only one lane would be closed.	Nil
(l) Any pollution of the environment? The proposed works would potentially cause pollution of the environment, however the potential impacts would be minimised with the implementation of the safeguards given in Section 3 of this REF.	Very minor - Short Term
(m) Any environmental problems associated with the disposal of waste? The waste generated during the proposed works would be contained and removed for disposal to approved recycling facilities or to licensed landfill in accordance with the safeguards in Section 3 of this REF. No environmental problems are anticipated for the disposal of waste.	Nil
(n) Any increased demands on resources, natural or otherwise which are, or are likely to become, in short supply? The proposed works would not significantly increase demands on resources, which are, or are likely to become, in short supply. Relatively small amounts of materials would be required for the proposed works. The safeguards listed in Section 3 of this REF would be implemented to minimise any impacts.	Nil
(o) Any cumulative environmental effect with other existing or likely future activities? The proposed activities have the potential to have cumulative environmental effects with other existing or likely future activities, however the effects would be minimal due to the limited scope of works for the activities covered in this REF, and the potential impacts on the environment would be minimised with the implementation of the safeguards given in Section 3 in this REF.	Nil

3.2 Matters of National Environmental Significance

Under the environmental assessment provisions of the *Environment Protection and Biodiversity Conservation Act 1999*, the following Matters of National Environmental Significance are required to be considered to assist in determining whether the proposal should be referred to the Australian Government Department of the Environment and Water Resources.

Factor	Impact
a. Any impact on a World Heritage property? State whether the proposal would impact on a World Heritage property. If yes, describe the extent of the impact. If impacts are likely, describe the nature and extent of the impacts.	Nil
b. Any impact on a National Heritage place? State whether or not the proposal would impact on a National Heritage place. If impacts are likely, describe the nature and extent of the impacts.	Nil
c. Any impact on a wetland of international importance? State whether the proposal would impact on a wetland of international importance. If impacts are likely, describe the nature and extent of the impacts.	Nil
d. Any impact on a listed threatened species or communities? State whether the proposal would impact on a listed threatened species or community. If impacts are likely, describe the nature and extent of the impacts.	Nil
e. Any impacts on listed migratory species? State whether the proposal would impact on a listed migratory species. If impacts are likely, describe the nature and extent of the impacts.	Nil
d. Any impact on a Commonwealth marine area? State whether the proposal would impact on a Commonwealth marine area. If impacts are likely, describe the nature and extent of the impacts.	Nil
g. Does the proposal involve a nuclear action (including uranium mining)? State whether the proposal would involve a nuclear action. If impacts are likely, describe the nature and extent of the impacts.	Nil
Additionally, any impact (direct or indirect) on Commonwealth land? State whether the proposal would impact (either directly or indirectly) on Commonwealth land. If impacts are likely, describe the nature and extent of the impacts.	Nil

4 Certification

This Review of Environmental Factors identifies the likely impacts of the proposal on the environment, and details the mitigation measures to be implemented to minimise the potential impact to the environment.

The assessment has concluded that as the proposed works as described in this REF, including any proposed management measures and safeguards, will not result in a significant impact on the environment.

The proposed works would not result in a significant impact on any declared critical habitat, threatened species, populations or ecological communities or their habitats. Therefore a Species Impact Statement (SIS) is not required.

The proposed works are unlikely to affect any Commonwealth land, are not being carried out on Commonwealth land, or significantly affect on any Matters of National Environmental Significance.

Prepared by:

Name of company (if applicable): Roads & Traffic Authority

Company details (if applicable) Compliance & Enforcement

Person writing the report (print name Alexandre Dubois

Position Senior Project Manager

Signature _____

Date _____

Person reviewing the report (print name)_____

Position _____

Signature _____

Date _____

Reviewed and endorsed by:

RTA Regional Environmental Staff (print name) _____

Signature _____

Date _____

Authorising Manager's approval (where required)

RTA Authorising Manager (print name) _____

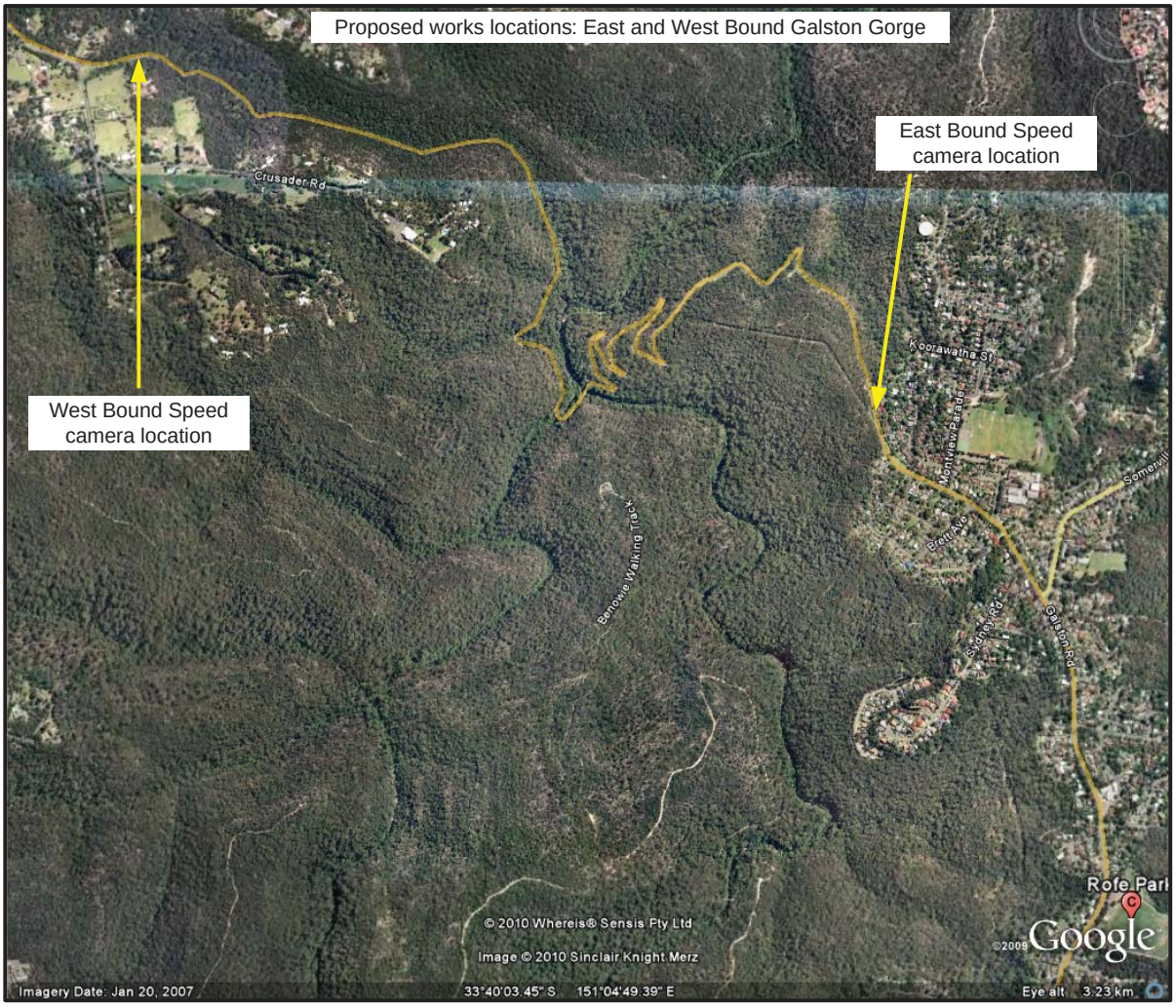
RTA Position _____

Signature _____

Date _____

5 Appendix A

A1. Aerial View of Galston Road



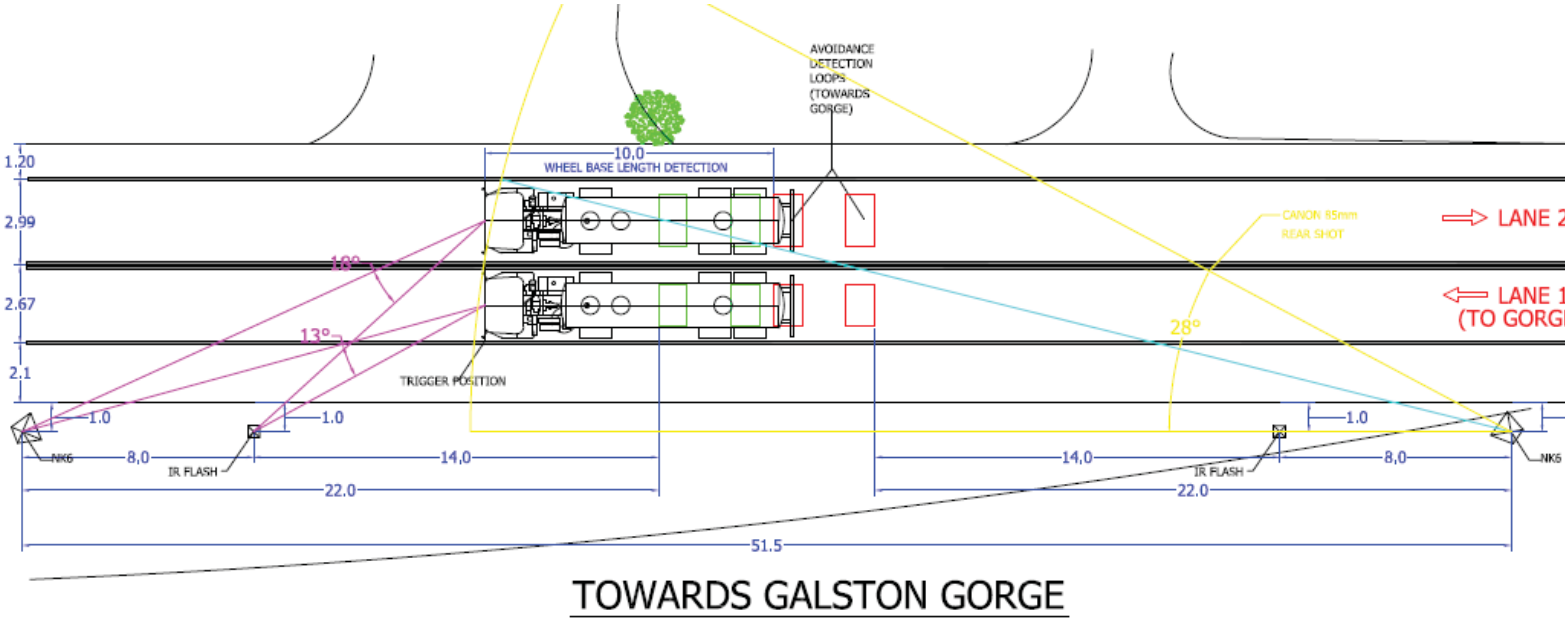
2 Galston Gorge East Side

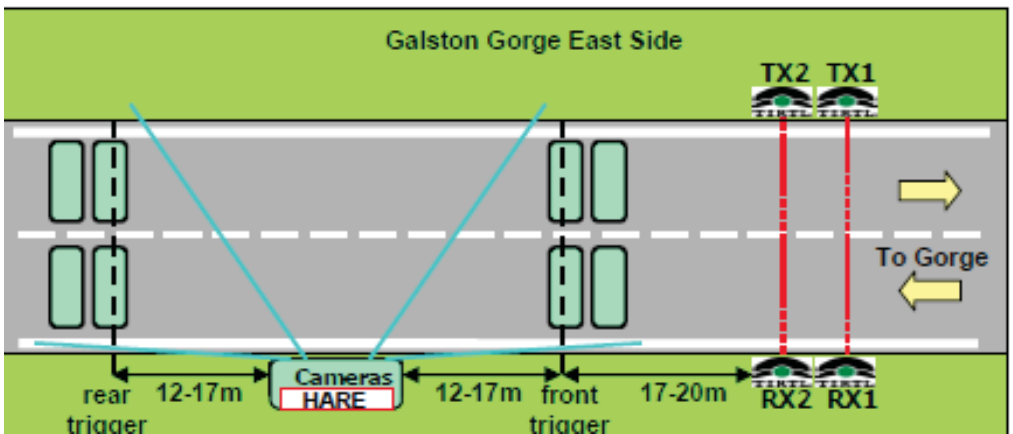
The street view at the Speed Enforcement site is shown in Figure A-2.

Figure A-3 – Existing Sign #3

Figure A-4 gives the aerial view of the proposed TIRTL location at the Galston Road Speed Enforcement site.

Figure A-5 – TIRTL and Speed camera network diagram





Project Brief - TIRTL Implementation for Point to Point Speed Enforcement

Project:	Speed camera at Galstone Gorge	**No:** **File No:**	**Registration No:**
Client	Compliance Enforcement Branch		Ph: 02 8849 2993 Fax: 02 8849 2522
End User:			Ph: 02 8849 2993 Fax: 02 8849 2522
Project Manager			Ph: 02 88370925 Fax: 02 88370044

Status	Budget	Target Date	Risk Level	Priority
Proposed			L	H

Approval				
Function	**Title**	**Name**	**Signature**	**Date**
Prepared	Electrical Projects Manager	Alexandre Dubois		16 Nov 2010

1. Background

To be completed

2. Project Objective and Benefit

To be completed

3. ITS Responsibility

ITS will be acting as a Project Management role in this project. The responsibilities of project management include, but not limited to,

- ensuring that the project milestones are reached and project is completed to agreed time, cost, quality, and objectives by utilising effective project management skills and resources to manage the life cycle of the project
- developing Project Brief (this document), the project Scope of Works (SOW) or Request for Quotation (RFQ), including preliminary design and all necessary documents required for the project delivery
- assisting with the control, administration and delivery of contracts by fulfilling the role of the Project Manager for the project
- Liaising with contractors/vendors/logistic manager over the course of the project to ensure all the milestones are being reached as per schedule
- contributing to effective and efficient business operations by applying commercial principles and implementation of quality system.
- assisting the contractors in site integration and commissioning where necessary
- carrying out Site Acceptance Tests, and verifying Site Acceptance Tests records
- assisting with the attainment of a high level of OH&S, industrial relations and environmental management on projects/contracts, by enforcing RTA's procedures, guidelines, processes and practices, and
- applying engineering processes in accordance with RTA's policies and technical directions.

This project will be under the ITSP framework which incorporates ISO15288 and ISO 9001.

4. Scope of Work

The following works are proposed to install and integrate TIRTL at the Speed Enforcement site on Gasltone Road East and West of the Gorge.

1) For the site Galston Gorge **EAST**, the following services are required:

- Arrange utility search, Dial Before You Dig (DBYD), Road Occupancy License (ROL), Traffic Management Plan (TMP) and Traffic Control Plan (TCP), including traffic control
- Install two (2) pairs of TIRTL and the standard enclosures behind the ARMCO barrier IF REQUIRED, on the approach side to the speed camera approx 35 m prior to camera location on Galston Road.
- Retaining wall for the TIRTL ,see picture X in Appendix A
- Supply and install Heavy Duty (HD) underground conduit from the Road Side Control (RSC) unit the TIRTL receiver unit.
- Construct all trenching and pits and supply all conduits and cables as required
- Underbore, supply and install 2x 80 mm HD conduit to the pit adjacent to the speed camera as indicated on drawing 1 appendix A
- Installing TIRTL antenna and its associated components as required
- Installing roadside cabinet, conduits for power and communication services for the TIRTL,, speed camera and Sign facility in accordance with RTA standards and requirements
- The scope of work at this site includes all civil works as required
- Conducting system integration and testing on site
- Conducting site acceptance testing in accordance with RTA standards and requirements, and
- Conducting system trial and monitoring on site.

For the **Raglan** site,

- Arrange utility search, Dial Before You Dig (DBYD), Road Occupancy License (ROL), Traffic Management Plan (TMP) and Traffic Control Plan (TCP), including traffic control
- Install two pairs of TIRTL’s and their enclosures on roadside, one on each side of the point-to-point speed camera structure on Great Western Highway, including construction of platform and foundation for the safety ramps.

- Supply and install Heavy Duty (HD) underground conduit from the Road Side Control (RSC) unit the TIRTL receiver unit.
- Construct all trenching and pits and supply all conduits and cables as required
- Underbore, supply and install 110mm HD conduit for each pair of TIRTL
- Installing TIRTL antenna and its associated components as required
- Installing roadside cabinet, conduits for power and communication services for the TIRTL facility in accordance with RTA standards and requirements
- The scope of work at this site includes all civil works as required
- Conducting system integration and testing on site
- Conducting site acceptance testing in accordance with RTA standards and requirements, and
- Conducting system trial and monitoring on site.

5. Project Phase

5.1 Preliminary Design

This phase involves requirement analysis and initial system design, culminating in a Preliminary Design Review (PDR) to select the solution for the desired system. The Functional Performance Specifications (FPS) for the desired system will be developed and defined. The system architecture will be established and system components are identified for the solutions.

5.2 Detailed Design

A Scope of Work (SOW) is prepared based on the system FPS. This document will be issued to the prospective contractors together with a Request for Quotation (RFQ). A Tender Review (TR) will be carried out to assess and select final contractors for the project. A project schedule is prepared based on the tendering submitted by the contractors. This phase will be concluded with the completion of the Detailed Design Review (DDR), whereby the design for system is approved for implementation.

5.3 Contract Award

A formal head contract will be issued to the successful contractor.

5.4 Site preparation

Conduct safety inspection on the project site in accordance with RTA's OH&S practices before the work begins.

5.5 Execution

In this phase, the works will be carried out in accordance with the requirements, conditions, guidelines and practices detailed in the SOW for the project. The works will be managed and controlled following the project management practices such as contractor management, logistic management, time management, resource management, milestone reviews, and ensuring the OH&S standards and practices be maintained by the contractors throughout the project. The contractor will carry out installation, system integration and testing, and system commissioning.

5.6 Site Acceptance and Quality Audit

The contractor, together with RTA representative, will carry out system acceptance test against the criteria defined in the SOW and the head contract. The completed works will be inspected on site. Quality audit will be carried out to ensure that the works are completed as described in SOW, followed by a Quality Audit Report and a Non-Conformance Report (NCR) Clearance Report.

5.7 Project Completion

The project will be concluded with a written project review. The review includes

- a formal acceptance of the final outcome
- a list of lessons learned in the project, information about release of the project resources and invoice clearance, and
- a formal project closure notification to upper management.

6. Cost Estimate

Rates						
PE Rate	$135	$/h				
PM Rate	$155	$/h				
Contingency	15%					
WBS	**Description**	**Material**	**Labour**	**PE**	**PM**	**Subtotal**
	Utility locations and under-bore	$19,200.00	$4,800.00			$24,000.00
	Trenching, conduits and pits	$6,616.00	$6,112.00			$12,728.00

	TIRTL set up, cabling, termination and commission	$18,008.00	$10,600.00			$28,608.00
	Concrete works	$8,920.00	$9,000.00			$17,920.00
	Site clean up and demobilise	$326.00	$270.00			$596.00
	Traffic Control incl. ROL, TMP & TCP	$8,000.00	$2,000.00			$10,000.00
	Accommodation and LAHA	$3,840.00				$3,840.00
	Plant and equipment plus travel	$440.00	$2,880.00			$3,320.00
	Project Management			56	32	$21,940.00
Subtotal						$122,952.00
Contingency - 10%						$12,295.20
Total Cost Estimation of the Project						**$135,247.20**

7. Stakeholder

a) Camera Enforcement Branch (ECB)
b) Intelligent Transport System Projects (ITSP)
c) Awarded Contractor(s)

8. Resources

ITSP will provide engineering resources, contract management and project management for the project. The prospective contractors such as CEOS and other awarded contractors are responsible for the works as described in the contract.

9. Project Factor

9.1 Risk Management

The following table describes the risks associated with the project and their mitigations.

Risk	Mitigation
Possible injuries when moving heavy equipment	Ensure that SWMS is completed and proved prior to the work begins.
Working at height	Ensure that ▪ scaffold is properly erected for work (certified/scaffold tagged if greater than 4 metres) or ▪ all works from platform ladder are to be undertaken from the platform
Mobile work booth	Ensure a work area is demarcated for the mobile work booth when it is in use. Secure the work booth properly when transporting to /from the site.
Contact with contaminated soils	Personal Protection Equipment (PPE) such as gloves, overall, boots and long sleeved shirts must be worn when working in trenches.
Traffic control	Obtain ROL, and conduct traffic management on site as per TMP and TCP.

10. Environmental Impact

There will be no environmental impact in relation to the project. Contractors are advised to halt the progress of the works upon finding anything that could potentially impact on the environment.

11. OH&S

The project will be carried out in accordance with the State's OHS regulations. The following outlines what will be done to avoid the risks associated with OHS.

- Contractor must comply with the AS/NZS 4801 standards for the Occupational Health and Safety Management Systems.

- Contract will only be granted to a contractor after the OHS documents from the contractor have been reviewed.
- Contractor must ensure that all personnel involved in the project must possess OHS General Induction Training Certificate that meets the construction general requirements.
- Contractor must ensure that they complete the site induction accordingly prior to the work begins in accordance with the RTA OHS standards.
- Contractor should conduct visual site inspection and notify the relevant authority and project manager for any identified hazards and risks.
- Any OHS risks or incidents must be reported to the ITSP project manager within 24 hours.
- Contractor must wear PPE, e.g. safety shoes, safety vest, safety helmet, necessary for attendance and working on the project site.
- ITSP staff involved in the project must follow the site safety rules when attending the project site.
- Contractor must complete the Job Safety Analysis (JSA) or Safety Work Method Statement (SWMS) before the work begins.
- Contractor must follow the completed JSA/SWMS to carry out the works.
- Contractor must perform site audit and submit the audit form upon the work completion.
- Contractor must develop and implement control and mitigation strategies for the OHS risk associated with the project.

12. Milestones

Deliverable	Date	Comments
Scope Of Work		
Site Inspection		
Budget Approval		
Work Preparation		
Request For Quotes		
Site Works		
Quality Audit		
NCR Clearance		
Site Acceptance and Project Completion		

Appendix - A

Figure A-1 gives the aerial view of the proposed Speed Enforcement sites East and West of Galston Road Hornsby Heights.

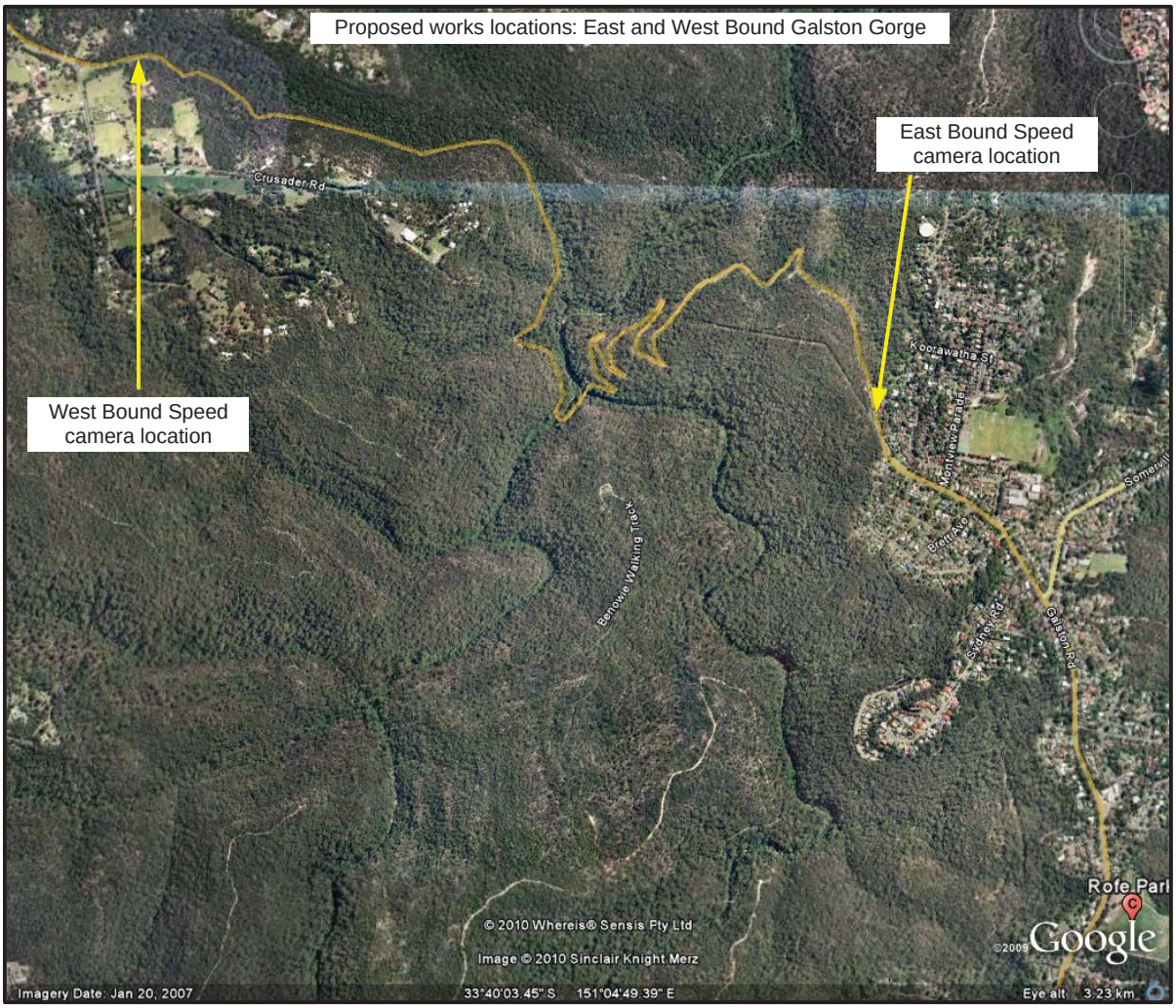


Figure A-1 – Aerial View of Proposed Sites

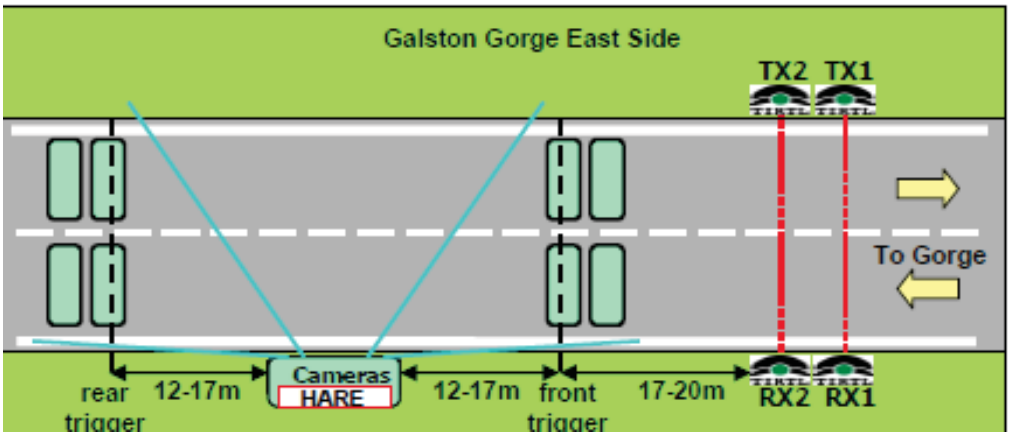
Galston Gorge East Side

The street view at the Speed Enforcement site is shown in Figure A-2.

Figure A-3 – Existing Sign #3

Figure A-4 gives the aerial view of the proposed TIRTL location at the Galston Road Speed Enforcement site.

Figure A-5 – TIRTL and Speed camera network diagram



- TIRTL1 at axle height (kerbside enclosure): 17 –20m before front trigger point

- TIRTL2 at vehicle body height (cabinet) –height to be determined during testing

- AUDIT-HARE installed in RTA cabinet next to camera/s and it processes TIRTL1 &
- TIRTL2 events and outputs an over-length vehicle flag and/or trigger pulse using a contact closure (12V / 24V) or trigger packet conforming to the camera

- Cameras provide front & rear images with trigger points 12 –17m from camera/s

- Cameras may use loop –loop trigger hardware (loops may be separate by 7.5m to emulate the over-length detection requirement –to be determined)

Figure A-6 TIRTL RX location, retaining wall to be built to support enclosure structure

Figure A-6 TIRTL RX and TX installation location , showing camber in the road .

Galston Gorge West Side

The street view at the Speed Enforcement site is shown in Figure A-7.

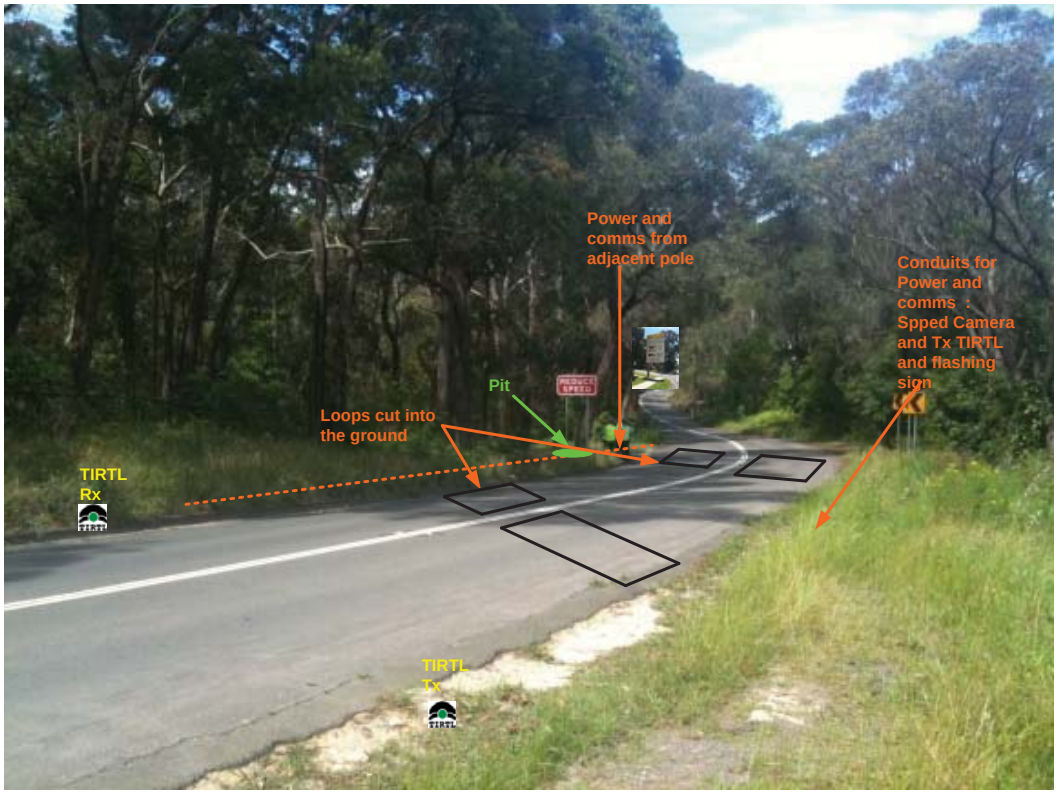


Figure A-8 West Bound

Figure A-5 shows the street view of the proposed TIRTL location at the Raglan Point-to-Point Speed Enforcement site (looking towards Raglan).

Figure A-5 – Street View of Proposed TIRTL Site at Great Western Hwy Raglan (Looking towards Raglan)

Appendix - B

The following describes some of the TIRTL key features:

- Infra-red light detection system
- Non-invasive and hidden from passing vehicles
- Vehicle classification based on axle counts and separation
- Speed and lane measurement based on parallel & cross beam breaks
- Traffic data logging including count, classification, speed, direction, lane, wheel base, date and time
- Available in fixed or portable configurations with fast and easy installation
- Ultra-low power consumption for battery operation
- Remote operation, monitoring & data transfer via either cellular or network communication
- Installation setup and data transfer via a laptop computer

The front view of a TIRTL unit in portable configuration is shown in Figure B-1.

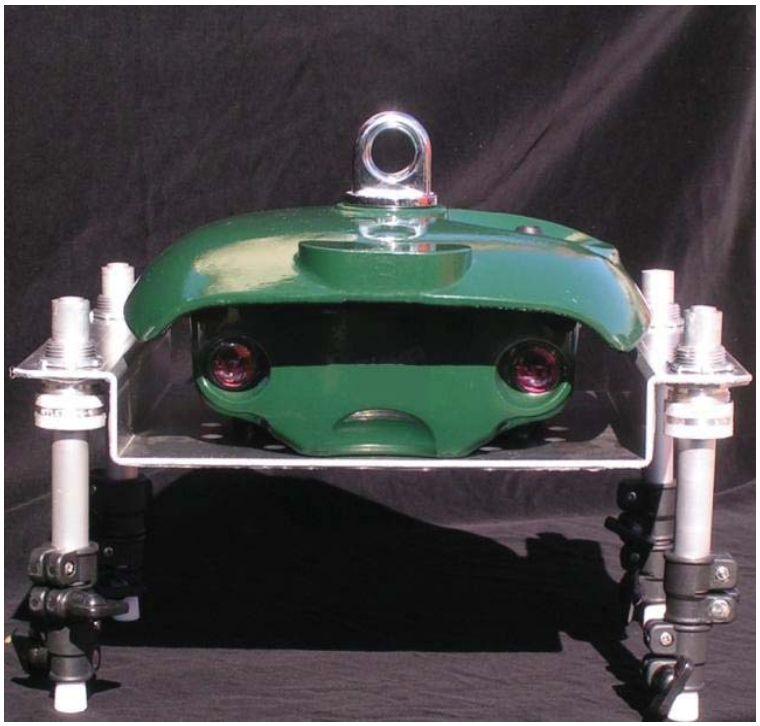


Figure B-1 – A TIRTL in Portable Confiiguration

Appendix - C

TIRTL is installed off the main carriageway which eliminates road closure and potential accidents involving field personnel. Off carriageway installation conceals TIRTL from the passing traffic, making it suitable for vehicle detection and speed enforcement applications.

By utilising non-invasive sensing technology, TIRTL offers the benefits of reduced installation time and costs, low on costs of site maintenance and road repair compared to the conventional sensor such as inductive loop.

A range of roadside enclosures are available to house the TIRTL unit permanently. Low profile enclosures are used where there is low camber across the road. A combination of low profile and higher profile enclosures are used where there is high camber.

Optional pole-mount GPS and cellular unit with antenna is available when TIRTL is required to operate at remote location.

Figure C-1 shows a typical TIRTL site on rural highway similar to Great Western Highway at Meadow Flat and Raglan.

Figure C-1 – A Typical TIRTL Site on Rural Highway

Galston Gorge Concept Document

From: PASILOW David A <david_pasilow@rta.nsw.gov.au>

To: DENYER Kim M <kim_denyer@rta.nsw.gov.au>, CONNOR Brett W <brett_connor@rta.nsw.gov.au>, SIMMONDS Graeme <graeme_simmonds@rta.nsw.gov.au>, EVANS Andrew R <andrew_evans@rta.nsw.gov.au>, HAYES Paul P <paul_hayes@rta.nsw.gov.au>, DUBOIS Alexandre <alexandre_dubois@rta.nsw.gov.au>, KEVILL Greg J <greg_kevill@rta.nsw.gov.au>

Date: Mon, 14 Feb 2011 17:04:59 +1100

Attachments: GGOLVES concept_approval 20110214a.pdf (1.77 MB)

Kim and Gents;

Can you please review the attached document and provide comments in tomorrows 1300 meeting at Level10 Argyle St or via email.

regards

David Pasilow

Technical Project Manager
Compliance & Enforcement Branch
Roads and Traffic Authority.
Level 10, 27 Argyle St,
Parramatta , 2150, NSW.
☎ : 8849 2993
: 8849 2522
: [redacted]9 771
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Roads and Traffic Authority

Regulatory Services

Concept Approval

Galston Gorge Over-Length Vehicle Camera System

Version [1.0]

TABLE OF CONTENTS

1 DOCUMENT CONTROL

1.1 Version History

Edition	*Author*	*Date*	*Details*
0.1	David Pasilow	11-Nov-10	1st draft
0.2	David Pasilow	2-Dec-10	2nd draft (comments incorporated)
1.0	David Pasilow	14-Feb-11	1st approved release

1.2 Distribution and Approval

For approval:			
Title	*Name*	*Signature*	*Date*
Manager, Project Delivery and installation	Tam Mccaffery		
Acting GM Compliance & Enforcement Branch	Kim Denyer		
Road Network Manager North	Greg Kevill		
Regional Manager Sydney	Peter Crosby		
Director Network Services	Michael Veysey		
Acting Director Regulatory Services	Peter Wells		

For information:	
Title	*Name*
Strategic Project Manager	Paul Hayes
Intelligent Transport Systems Projects Engineering Technology	Alexandre Dubois

2 EXECUTIVE SUMMARY

The existing road is impassable to heavy vehicles or vehicles over 7.5 metres, the removal of those vehicles will significantly improve travel time.

Over length vehicles are prohibited from travelling the length of road between Galston and Hornsby Heights that crosses Galston Gorge provided that signage indicates that dimensions that are limited. Road Rules 2008 Part 2 of Rules 104 and 105 being that a driver must not drive past a *no trucks or bus sign* that has information on or with it indicating a length if the length of the driver's vehicle (or, if the driver is driving a combination, the length of the combination) is longer than that length.

The existing legislation does not support the introduction of an enforcement system that generated images as prima facie evidence.

What we propose is a staged approach of deterrent and enforcement methodology focused on deployment within the shortest period of time then leading onto legislation changes.

The following four stage approach will provide an avenue to encourage compliance to the length limit on the length of road between Galston and Hornsby Heights that crosses Galston Gorge.

1. Enhance signage on Galston Rd to provide advice to drivers on assistance to facilitate the movement of their vehicle back onto the Pacific Highway.
2. Installation of a TIRTL to provide continuous data, including body length, of the traffic using the road between Galston and Hornsby Heights that crosses Galston Gorge, this data will be utilised to identify trends on road usage.
3. Installation of a camera system to provide images of vehicles using Galston Rd that are deemed to be greater than 7.5 metres that can be used by the increased resources within the Investigation & Accreditation Section of the Regulatory Services Directorate will be in the position to investigate companies under any applicable legislation.
4. Introduction of legislation to allow an enforcement system to provide prima facie evidence of an over length offence by a vehicle.

The existing road is impassable to heavy vehicles or vehicles over 7.5 metres, the removal of those vehicles will significantly improve travel time.

Over length vehicles can be prohibited from travelling the length of road between Galston and Hornsby Heights that crosses Galston Gorge provided that signage indicates that dimensions that are limited. Road Rules 2008 Part 2 of Rules 104 and 105 being that a driver must not drive past a *no trucks or bus sign* that has information on or with it indicating a length if the length of the driver's vehicle (or, if the driver is driving a combination, the length of the combination) is longer than that length.

3 BUSINESS PROPOSAL

3.1 Business Objectives

A vehicle monitoring system will seek to improve the compliance of vehicles travelling between Hornsby heights and Galston via Galston Gorge Road, who are longer than 7.5 metres.

The monitoring system will provide traffic data of all vehicles passing the enforcement site and provide a profile of road usage.

A monitoring system enhanced to an enforcement system will reduce the number of road closures due to obstruction caused by over-length vehicles and their removal.

3.2 Proposed Initiative

3.2.1 Proposed Initiative for the Eastern Approach to Galston Gorge

The following four stage approach will provide an avenue to encourage compliance to the length limit for the length of road between Hornsby Heights and Galston that crosses Galston Gorge when travelled east to west.

1. Enhance signage on Galston Rd to provide advice to drivers on assistance to facilitate the movement of their vehicle back onto the Pacific Highway.
2. Installation of a TIRTL to provide continuous data, including body length, of the traffic using the road between Galston and Hornsby Heights that crosses Galston Gorge, this data will be utilised to identify trends on road usage.
3. Installation of a camera system to provide images of vehicles using Galston Rd that are deemed to be greater than 7.5 metres that could be used by the Investigation & Accreditation Section to investigate companies under any applicable legislation.
4. Introduction of legislation to allow an enforcement system to provide prima facie evidence of an over length offence by a vehicle.

3.2.1.1 Phase 1: Enhanced of Existing Warning Signage

This phase involves the enhancement of existing signage with additional information

- Provision of 24 hour TMC & IVR contact numbers to facilitate the movement of their vehicle back onto the Pacific Highway.
- Manufacture of No Truck signage with flashing red annulus and 7.5 metre length limit to draw attention to the prohibited vehicles dimension for the road.
- Manufacture of No Bus signage with flashing red annulus and 7.5 metre length limit to draw attention to the prohibited vehicles dimension for the road.
- Creation and manufacture of light vehicle combination signage (car with trailer or caravan) with flashing red annulus and 7.5 metre length limit to draw attention to the prohibited vehicles dimension for the road.
- Creation of an area to compare the vehicle to a marked 7.5 metre length on the Roadside to allow for checking the length of light vehicles.

3.2.1.2 Phase 2: Installation of TIRTLs.

In the vicinity of 240 Galston Rd install a road side enclosure on both sides of the road to house two pairs of TIRTLs.
The reason for the site selection is to minimise the number of false detections of vehicle undertaking deliveries to residents.
The bottom TIRTL is located so that the beams are 50mm for the surface of the road. This TIRTL will provide traffic data related to speed, axle spacing and tyre chord width can be collected. This data can be utilised to create the Austroad classification of all vehicle passing the sensors. The upper TRITL is located so that the length of the body work of the vehicles is captured. The data from both TIRTL will be collected so that a trend analysis can be performed on the traffic data so that targeted enforcement can be undertaken.

The analysis of vehicle trends can be utilised by Vehicle Regulations so that vehicle inspectors can be deployed in a proactive method to deter noncompliant vehicle behaviour.

3.2.1.3 Phase 3: Installation of Camera System.

This phase will provide a camera system triggered by information provided by the combination of loops and Tirtls. The camera system will provide multi-aspect images of the vehicle detected as over length as well as approach and depart video. These images and video will be utilised by the Investigation & Accreditation Section to investigate companies under any applicable legislation to determine if additional step are warranted regarding non-compliance to the length limit on the length of road between Galston and Hornsby Heights that crosses Galston Gorge.

3.2.1.4 Phase 4: Legislative Change.

The introduction of legislation changes to parliament will allow an enforcement system to provide prima facie evidence of an offence by an over length vehicle.

Include within the definitions of the Road Transport (General) Act 2005 no 11, Section 179, Part 12; a definition covering an over length offence.

The addition of a section covering the photographic evidence of over length offences into the Road Transport (Safety and Traffic Management) Act 1999, would allow the image capture equipment installed in the third phase to be used as prima facie evidence to prove offences under Rule 104 and Rule 106 of the Road rules 2008.

The TIRTL could be required to be gazetted as approved length and height measuring devices within the meaning of the Road Transport (Safety and Traffic Management) Act 1999 is desired.

3.2.2 Proposed Initiative for the Western Approach to Galston Gorge

The following three stage approach will provide an avenue to encourage compliance to the length limit for the length of road between Galston and Hornsby Heights that crosses Galston Gorge when travelled west to east dependant upon the commencement of the works at that location.

The site of the monitoring system at the western side of Galston Gorge is the location for a roundabout and truck barrier. See Section 10.1 Western Site Proposed Road Works.

1. Enhance signage on Galston Rd to provide advice to drivers on assistance to facilitate the movement of their vehicle back onto the old Northern Road.
2. Implementation of the proposed road works to construct a roundabout and truck barrier at the intersection of Galston Road and Calderwood Road.
3. Installation of a TIRTL to provide continuous data, including body length, of the traffic using the road between Galston and Hornsby Heights that crosses Galston Gorge, this data will be utilised to identify trends on road usage.

Phases 1 to, 3 are already described in the section 3.2.1 above; with a slight difference, no camera system will be installed at the western location.

3.3 Overview of Camera Systems

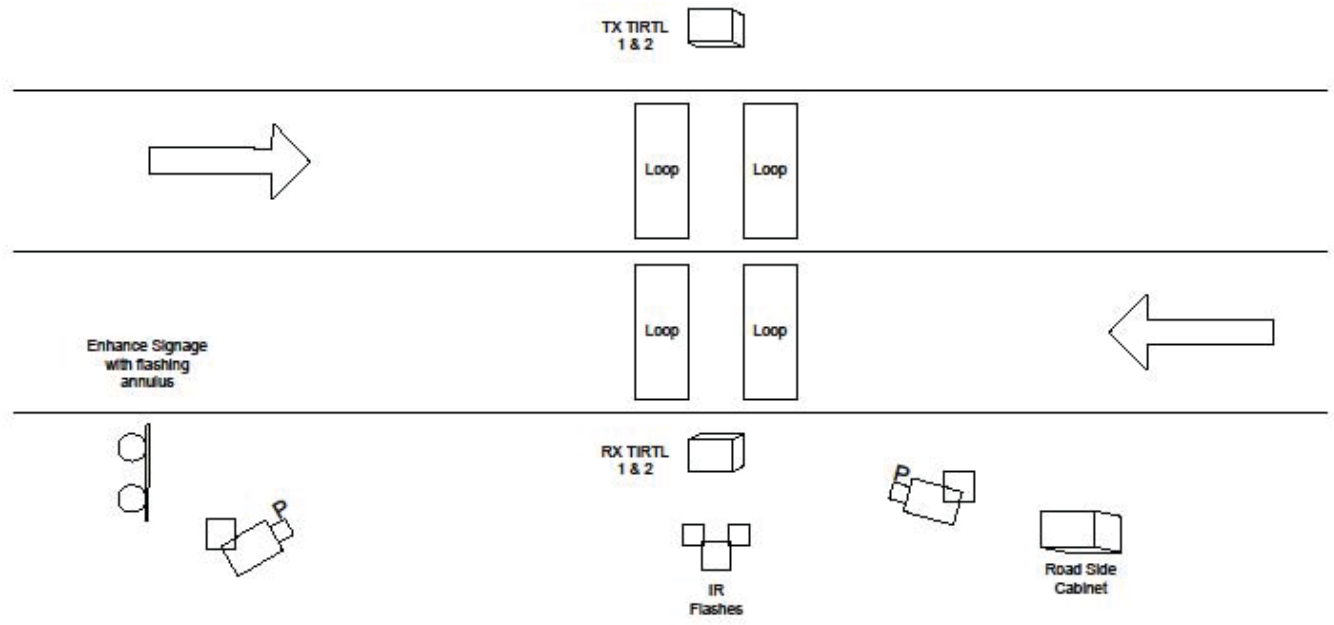
This project will provide a camera system to encourage compliance to the length limit applicable to the length of road between Galston and Hornsby Heights that crosses Galston Gorge.

The existing road is impassable to heavy vehicles or vehicles over 7.5 metres, the removal of those vehicles for that section of the road network will significantly improve travel time.

This camera system will provide bi-directional photographic and video evidence of sufficient quality of equivalent standard to that provided by safety cameras of all over length vehicles attempting to negotiate that length of between Galston and Hornsby Heights that crosses Galston Gorge. This functionality is available from one enforcement system supplier.

The system is envisaged to be triggered by a combination of induction loops and vehicle classifier (preferably a TIRTL) that will determine the axle spacing and overall vehicle length prior to activation of the camera detection device.

3.3.1 Envisaged Monitoring and Image Capture Site Layout



3.3.2 Data Block Specification

The data block of the enforcement images will display the following information of on detected photograph of the detected over length vehicle.

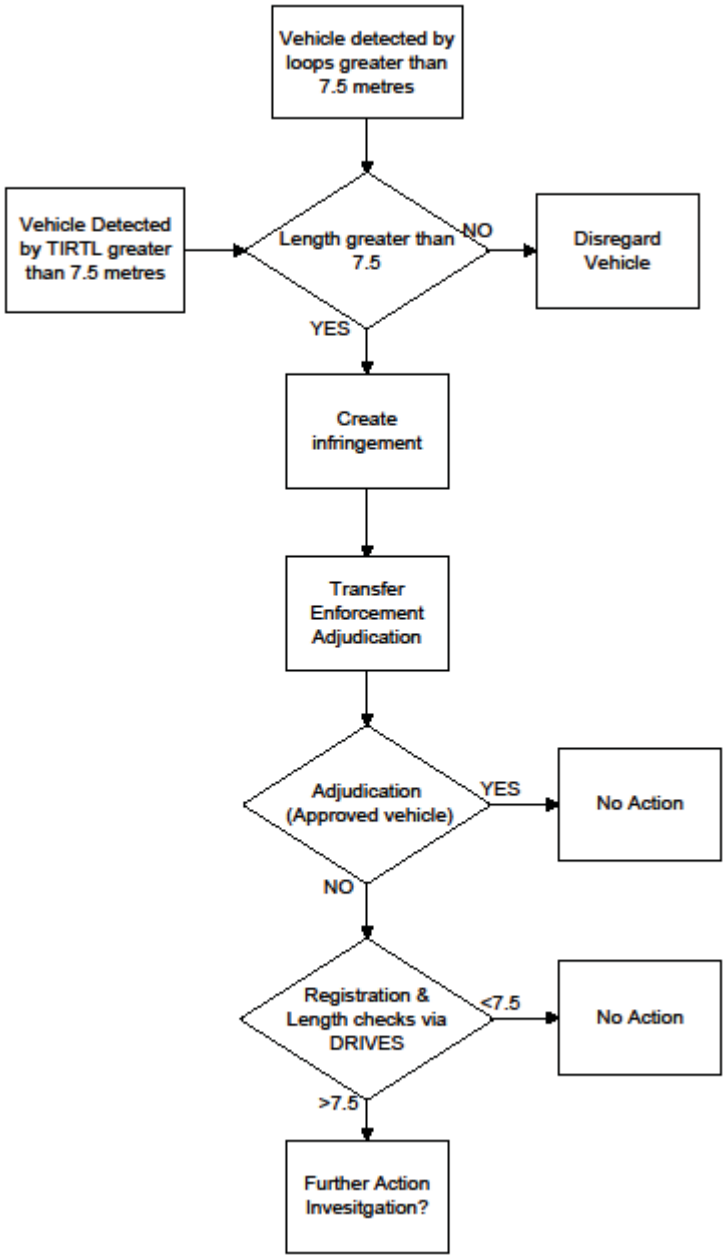
Text Description	Data fill	Example
Location:	Location of Camera Galston Road, Hornsby Heights or Galston Road, Galston No abbreviations unless prior approval from RTA	Galston Road, Hornsby Heights or Galston Road, Galston
Camera Code:	7nnn (Code provided by RTA)	Camera Code: 7309
Direction:	"away from" or "towards"	Direction: away from

	Note: all lower case	
Lane:	1 or 2	Lane: 2
Offence:	"Over length" *Noting that;* "Over Length" is two words	Offence: Over Length
Length	Length of the vehicle to 1 decimal place in metres X.X metres	Length: 7.7 m
Incident Number:	nnnn *Note;* same number to be used on all photos	Incident Number: 0022
Date:	DD, Month, YYYY	Date: 01 August 2009
Time:	hh:mm:ss.xxx (Local time with adjusted Day Light Savings time) *Noting that;* 24 hour time to three decimal points and time is stamped when each photo is taken.	Time: 15:23:22.000
Operator Number:	nnn	Operator Number: 001

General specifications:

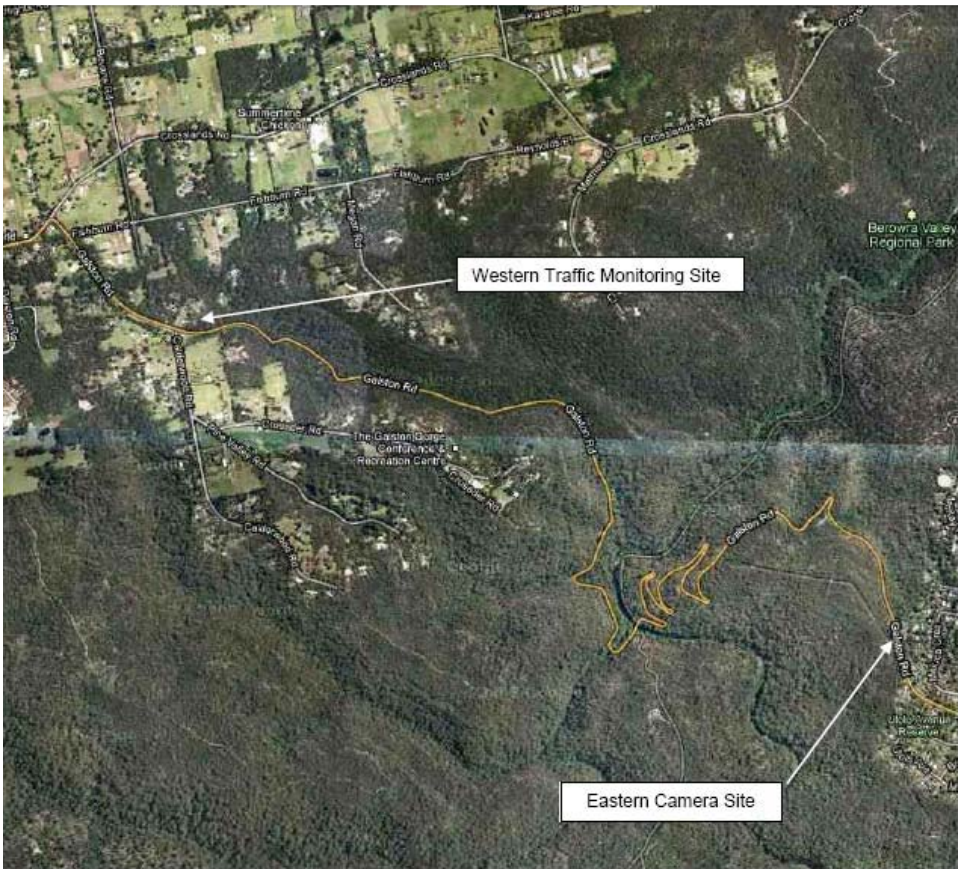
- Camera Manufacture Name: Is NOT included
- Detection Line or Report Line: Is NOT included
- Elasped time: Is NOT included
- Secuirty Indicator: To be placed on the image but NOT included within the data block
- Line orientation: Descriptors and units shall read horizontal, left to right.
- Data block horizontal lines to be minimised and not exceed a maximum height of 5 lines at a 10pnt Font size .
- Data block shall be a white font colour and black background and ledgible when printed on a A4 sized paper
- Charter spacing – one charter space after a description: unit. Character spacing beteen each item shall be a minimum of three charater spaces on the horizontal axis.
- Data block to be located at the top of image and text justified to the left margin

3.3.3 Basic Operational Flow Chart of Camera System



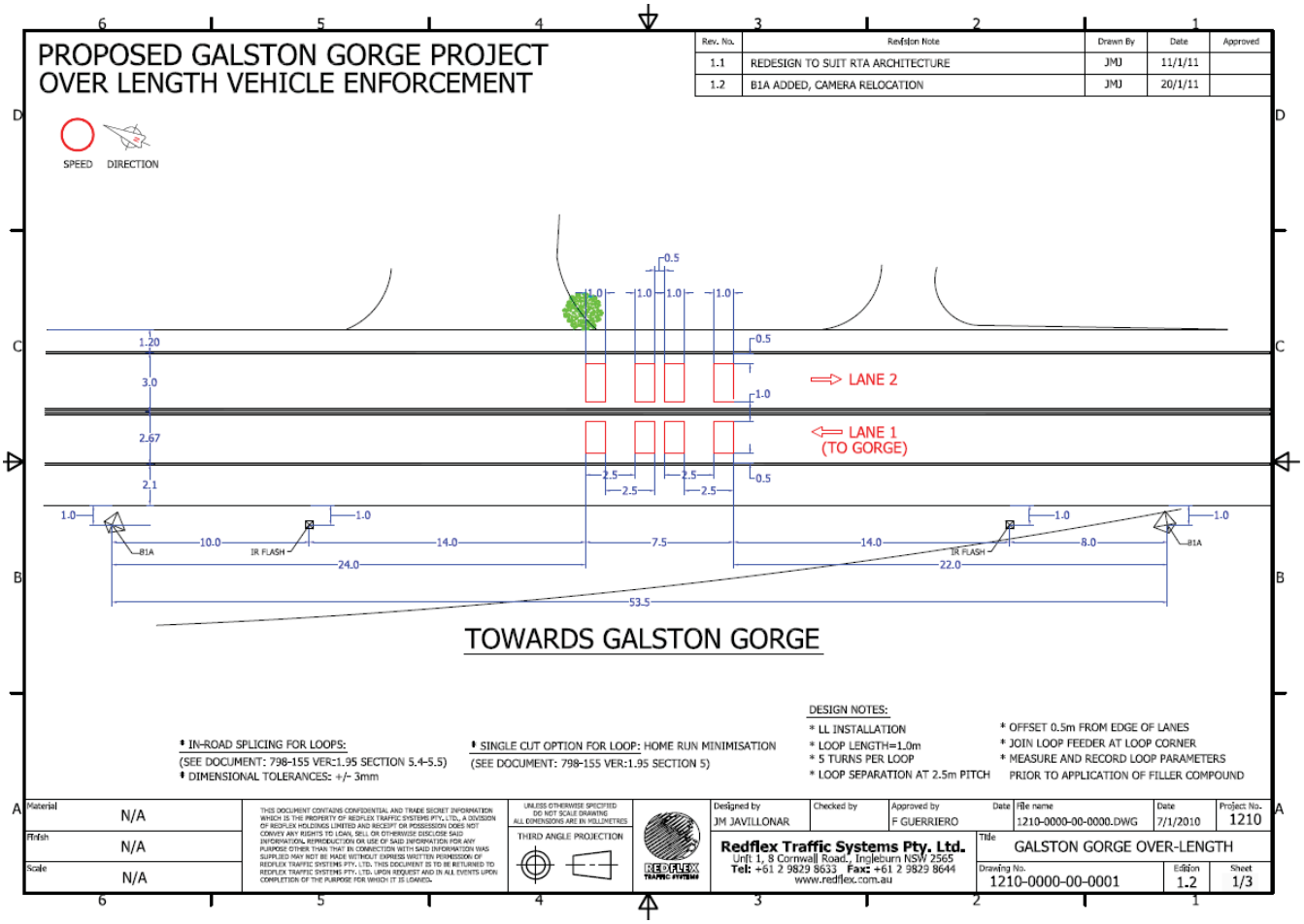
3.4 Site Images

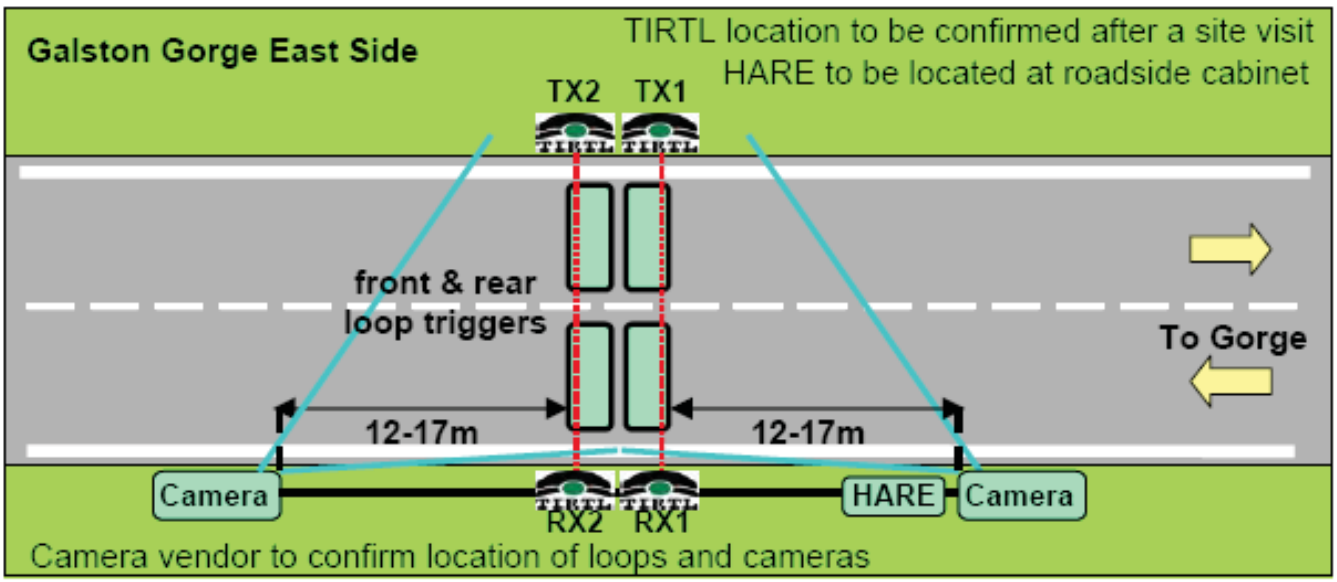
Aerial Image Showing the Two Site Locations



Aerial Image of the Eastern Site (Top is Westbound)

Conceptual Layout of the Eastern Monitoring and Image Capture Site





Galston Gorge Over-Length Vehicle Camera System

The site of the enforcement system at the western side of Galston Gorge is the location for a roundabout and truck barrier. The western traffic monitoring site is proposed to be Tritl providing the traffic data after the road works are completed.

Location of the Western Traffic Monitoring Equipment

3.5 Issues

The following issues have been identified

- Policy & guidelines regarding Infringement of light vehicle combination longer than 7.5 metres policy and legal guidelines
- Network transfers and rules
- Creation of Certification procedures.
- Investigation or SDRO or IVR issued penalty notices or Court Attendance Notice.
- Authorised vehicles list to cover pumping station vehicles.
- Adjudication rules for all vehicles.
- Road side length checking for light vehicles.
- Formal warning system for prior attempted vehicle movement thru Galston Gorge.
- Drafting of attempting to enter Galston Gorge legislations similar to Over Height Vehicles in tunnels

3.6 Project Sponsor

The Project Sponsor would be either the Director of the Regulatory Services or Director Network Services.

3.7 Operational Owner

The operational owner of the System would be the General Manager of the Compliance and Enforcement Branch.

4 STRATEGIC ALIGNMENT

Alignment to State Plan
S7: Safer Roads E7: Improving the efficiency of the road network.
Alignment to RTA Corporate Plan
A safe, sustainable and efficient road transport system
Alignment to RS/Branch Business Plan
To lead and deliver informed, competent and compliant road use Investigate and implement programs to enhance compliance and productivity of Heavy Vehicle Industry.

5 IMPACT STATEMENT

5.1 Road Safety Impact

This project will encourage compliance from the road users to the vehicle length restrictions to the length of road between Galston and Hornsby Heights that crosses Galston Gorge. This will remove a source of traffic congestion and improve the network efficiency.

5.2 Customer Impact

There would be an impact to customers who were non-compliant with the road rules and were detected and identified by the enforcement system. These customers would be subject to a fine and demit point penalty.
There would be an impact to other road users by increasing their satisfaction due to increased traffic efficiency.

5.3 Operational Impact

5.3.1 Processing impact

Infringement adjudication by Enforcement Adjudication Section would have an operational effect of 60 minutes per infringement to check if the infringed vehicle was authorised and verified the registration details. A Class 2, authorised officer would then create and issue a Penalty Infringement Notice. Sanctions and Prosecutions would be impacted by court election of Penalty Infringement Notices.

Transaction Type	*No of Transactions (Estimated)*	*Current Cost per Transaction*	*Future Cost per Transaction (Estimated)*	*Cost/Savings (Estimated)*
Adjudication	1	NIL	$100	$100
Court election	1	NIL	$300	$300
TOTAL			Out Going	$400
Penalty Notice	1		$2,200	$2,200
TOTAL			In Coming	$2,200
			Difference	$1,800

Assumption all penalty notices will be court elected, actual number could be less.

5.3.2 EFT impact

With the present workload, the following C&EB areas would be affected:

- The Enforcement Adjudication Section would be adversely affected by this project and would require an additional EFT.
- The Camera Enquiry Line would be impacted with additional enquiries related to this enforcement system.
- Camera Operations would be impacted with respect to certification of the cameras and detection systems.
- Technical Systems sections would be impacted with respect to maintenance of the cameras and detection systems.
- CEB Information Systems section would be impacted by the generation of additional court briefs for court elected infringements.

5.4 OH&S Impact

The construction of the site would be undertaken in accordance with RTA OH&S guidelines and processes related to construction and road side activities are undertaken.

The following table describes the risks associated with the project and their mitigations.

Risk	*Mitigation*
Possible injuries when moving heavy equipment	*Ensure that SWMS is completed and approved prior to the work begins.*
Working at height	*Ensure that* ▪ *scaffold is properly erected for work (certified/scaffold tagged if greater than 4 metres) or* ▪ *all works from platform ladder are to be undertaken from the platform*

Contact with contaminated soils	*Personal Protection Equipment (PPE) such as gloves, overall, boots and long sleeved shirts must be worn when working in trenches.*
Traffic control	*Obtain ROL, and conduct traffic management on site as per TMP and TCP.*
Camera installation and certification	*Personal Protection Equipment (PPE)* *Ensure that SWMS is completed and approved prior to the work begins.*

Office based activities will be undertaken in accordance with RTA safe working statements and guidelines.

6 BUSINESS CASE

6.1 Estimated Project Costs

Cash Outflows ($000)		Cost Range	
	Infrastructure Capital Costs East inc loops:	50	100
	Infrastructure Capital Costs East inc loops:	50	100
	Project Management Costs:	20	30
	Enforcement System per site	50	60
	TIRTL costs East site inc Development	90	100
	TIRTL costs West site	60	70
	Additional signage	10	20
	Risk / Contingency :	100	100
	TOTAL COST/	**430**	**580**

[Note: You can indicate a range of expected costs if you don't have firm figures at this stage]

6.2 Non-Financial Benefits

The reduction in the number of long vehicles being trapped in the road length between Galston & Hornsby Heights will reduce in the traffic congestion caused by the occurrence of those events.

6.3 Recurring Costs

Maintenance and Certification costs will be an ongoing cost related to this project.

6.4 Benefits Management

The reduction in the number of long vehicles being trapped in the road length between Galston & Hornsby Heights will reduce in the traffic congestion caused by the occurrence of those events.

7 PROJECT RESOURCE

7.1 Forward Work Plan Status

This project is unscheduled, and not resourced within the present Forward Work Plan.

The activities within this project can occur within the time frame given. Scheduling will depend upon approval and release of funds.

The eastern enforcement site can be constructed to the final configuration pending adoption of the mitigation steps outlined within the review of environmental factors and consultation with the council and residents.

Due to the planned roundabout construction on the western side of the gorge, that enforcement site can be constructed to an interim configuration pending adoption of the mitigation steps outlined within the review of environmental factors and consultation with the council and residents. Enhancement to the final configuration will be undertaken during or after the roundabout construction.

7.2 Funding Source

To be advised but will be Directorate or authority funded.

7.3 Funding Status

To be advised but will be Directorate or authority approved.

7.4 Requested Project Timeframe

The project can be commenced immediately with respect to system and site design as well as council and resident consultation.

7.5 Time Range Estimates

For westbound traffic, points 1 to 3 from section 3.2.1 can be implemented during Q1 2011, while for eastbound traffic, points 1 to 2 can be implemented during Q1 2011 with point 3 implementation dependant upon road works at Calderwood Rd.

The timing of legislative changes to allow the issuing of penalty notices will depend upon its introduction into parliament and the passing of the legislation.

7.6 Project Management

David Pasilow (CEB) will be business Project Manager and responsible for the enforcement system functionality, while Alex Dubois (ITSP) with respect to site construction.

7.7 Project Resources

Key resource area to the project	*Nominated Stream Leader*
RTA Construction Supervisor	Peter Becroft
RTA Certification Supervisor	Michael Cook
RTA Operations Manager	Michael Edwards
Senior Network Supervisor	Zaynab Kandil
A/Manager Technical Systems	Jeff Jones

Manger Information Systems	Nes Batur
Manager Enforcement Adjudication	Jamie Manning
RTA PM Construction	Alex Dubois
RTA PM Technical Systems	David Pasilow
RTA Legal	Patrick Seedsman
Sanctions And Prosecutions	Paul Bimson
Signage & Delineation	Phil Oliver
Road Network Manager North	Greg Cavil

7.8 Stakeholder Delegation

Signatories to Project Management documents can delegate their approval of certain document types to a nominated representative. The following delegates have been nominated for this project:

Key Stakeholder	*Nominated delegate for* ***Business documents***	*Nominated delegate for* ***IM&IT documents***
NIL	NIL	NIL

8 COMMUNICATIONS

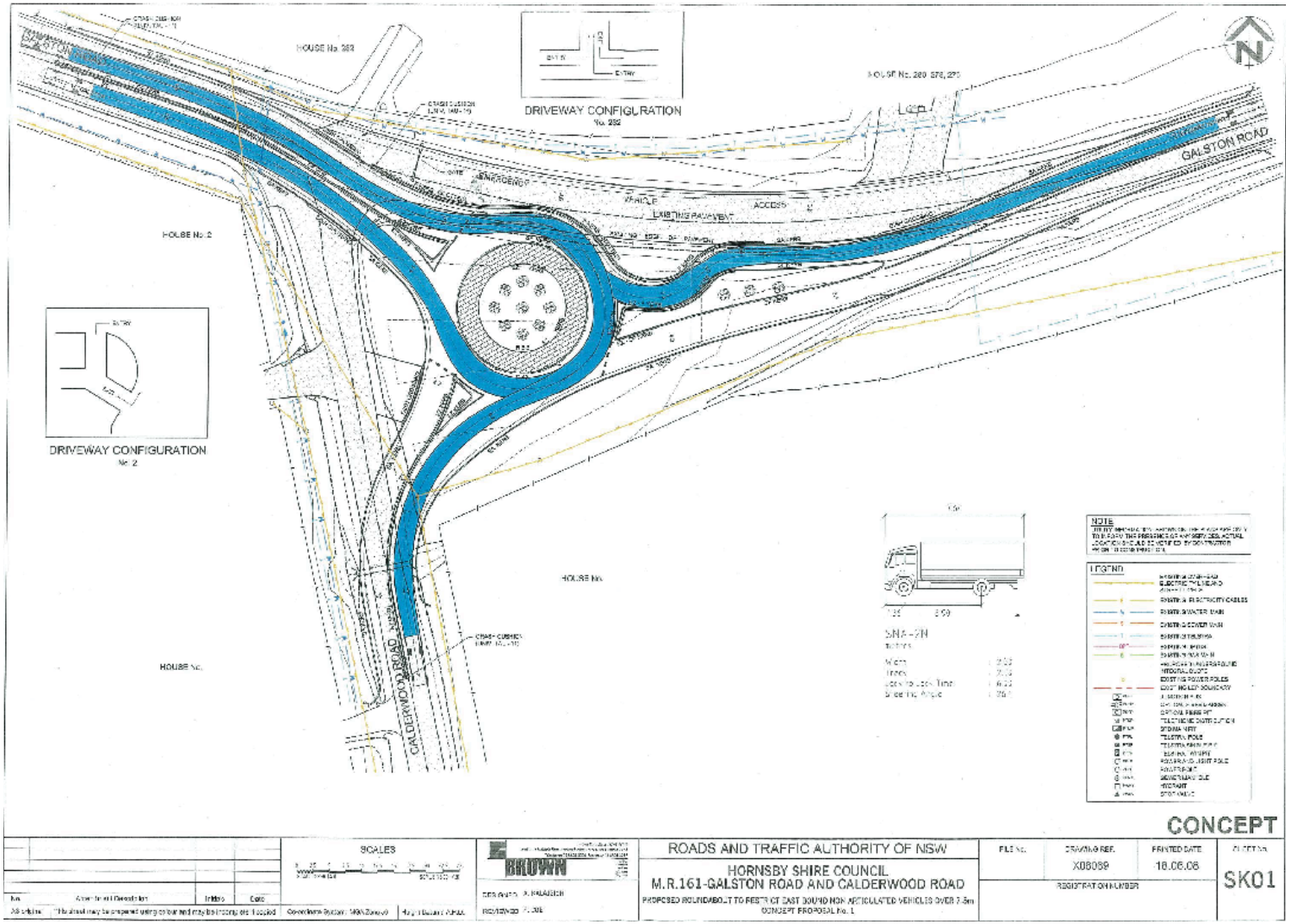
Council and resident consultation
Legal Branch consultation

9 STAKEHOLDER ANALYSIS & CONSULTATION

Stakeholder	*Is this area impacted by the new process/system?*	*Is this area required to complete tasks to support project delivery?*	*Person Consulted*	*Note all comments and / or critical issues*
Regulatory Services Directorate				
Driver & Vehicle Policy	No			
Freight	Yes	Industry Liaison	Hrier Bedrosian	
Compliance & Enforcement	Yes			
Strategic Program Implementation	No			
Sanctions & Prosecutions	Yes			
Business Strategy	No			
Customer Services Directorate				
Customer Strategy & Culture				
Customer Service Branch				
Ministerial & Executive Coordination	Yes			
Corporate Communication	Yes			
Infrastructure Communication				
Government Information & Privacy				
Customer Service Business Strategy				
Other RTA Areas				
IM&IT	Yes			
Legal Branch	Yes			
Governance Branch				
Network Services				
Infrastructure Services				
Commercial Services				
Centre for Road Safety	Yes			
Environment	Yes			
Finance & Corporate Services				
External Stakeholders				
Minister for Roads	Yes			
Hornsby Council	Yes			
National Parks and Wildlife Service	Yes			

10 APPENDIX

10.1 Western Site Proposed Road Works



10.2 Related Road Rules

Road Rules 2008

Current version for 22 October 2010 to date (accessed 11 November 2010 at 16:46)

Part 8 › Division 3 › Rule 104

104 No trucks signs

(2) A driver (except the driver of a bus) must not drive past a *no trucks sign* that has information on or with it indicating a length if the length of the driver's vehicle (or, if the driver is driving a combination, the length of the combination) is longer than that length, unless the driver is permitted to drive the vehicle on a route passing the sign under another law of this jurisdiction.

Maximum penalty: 20 penalty units.

(3) The driver of a truck must not drive past a *no trucks sign* that has no information on or with it indicating a mass or length, unless the driver is permitted to drive the truck on a route passing the sign under another law of this jurisdiction.

Maximum penalty: 20 penalty units.

Note. ***Truck*** is defined in the Dictionary.

(4) This rule does not apply to a driver if the destination of the driver lies beyond a *no trucks sign* and:

(a) there is no other route by which the driver's vehicle could reach that destination, or

(b) any other route by which the driver's vehicle could reach that destination would require the vehicle to pass another *no trucks sign*.

No trucks sign

Part 8 › Division 3 › Rule 106

106 No buses signs

(2) The driver of a bus must not drive past a *no buses sign* that has information on or with it indicating a length if the bus is longer than that length.
Maximum penalty: 20 penalty units.

(3) The driver of a bus must not drive past a *no buses sign* that has no information on or with it indicating a mass or length.
Maximum penalty: 20 penalty units.

No buses sign

Road Transport (General) Regulation 2005

Current version for 22 October 2010 to date (accessed 11 November 2010 at 16:25)

Schedule 3

Schedule 3 Penalty notice offences

Rule 104:		
(a) in relation to any length of road other than the length of road referred to in paragraph (b)	Class 1, 2, 14	Level 3
(b) in relation to the length of road between Galston and Hornsby Heights that crosses Galston Gorge	Class 1, 2, 14	Level 14
Rule 106	Class 1, 2, 14	Level 3

Road Rules 2008

Current version for 22 October 2010 to date (accessed 24 November 2010 at 14:31)

Part 8 › Division 2 › Rule 97

97 Road access signs

(1) A driver must not drive on a length of road to which a *road access sign* applies if information on or with the sign indicates that the driver or the driver's vehicle is not permitted beyond the sign.

Maximum penalty: 20 penalty units.

Note. ***Driver's vehicle***, ***length*** of road and ***with*** are defined in the Dictionary.

(2) A *road access sign* on a road applies to the length of road beginning at the sign (including any road into which the length of road merges) and ending:

(a) if the sign is on a freeway—at an *end freeway sign* or *end road access sign* on the road, or

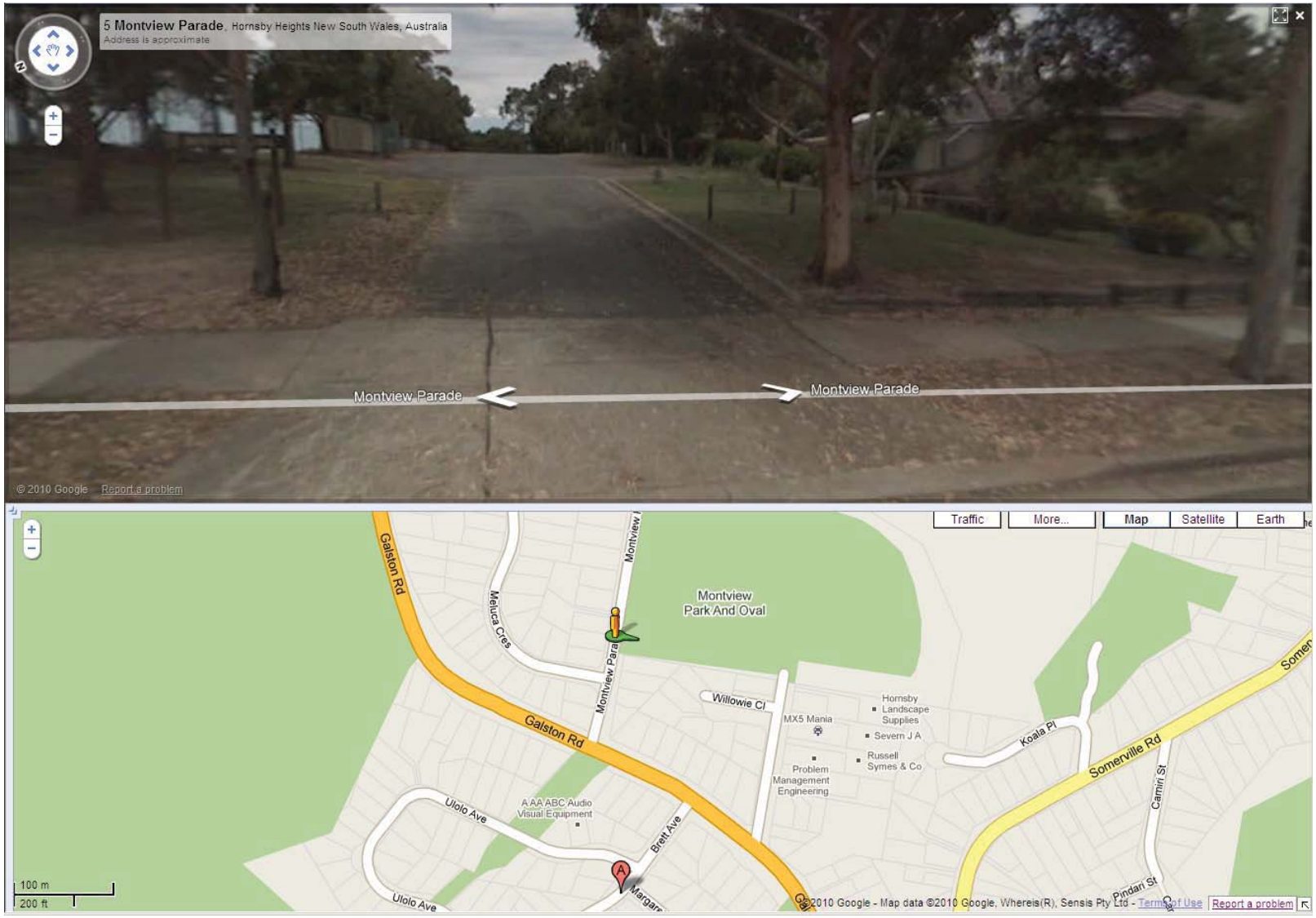
(b) if the sign is not on a freeway—at the nearer of the following:

(i) if the road ends at a T-intersection or dead end—the end of the road,

(ii) an *end road access sign* on the road.

10.3 Possible Truck Return Routes.

Possible truck return route to Pacific Highway using Brett Avenue



Possible truck return route to Pacific Highway using Mountview Parade

RE: For comment - Q&A - Galston Road

From: DENYER Kim M <kim_denyer@rta.nsw.gov.au>

To: PASILOW David A <david_pasilow@rta.nsw.gov.au>, KENNEDY Tara L <tara_kennedy@rta.nsw.gov.au>, DUBOIS Alexandre <alexandre_dubois@rta.nsw.gov.au>, KEVILL Greg J <greg_kevill@rta.nsw.gov.au>

Date: Tue, 22 Feb 2011 14:32:50 +1100

Attachments: 110221 QA - Galston Road comments DP.doc (190.98 kB)

With my comments

-----Original Message-----
From: PASILOW David A
Sent: Tuesday, 22 February 2011 2:26 PM
To: KENNEDY Tara L; DENYER Kim M; DUBOIS Alexandre; KEVILL Greg J
Subject: RE: For comment - Q&A - Galston Road

Tara;
See amended comment to Q&A.

Regards

David

-----Original Message-----
From: KENNEDY Tara L
Sent: Tuesday, 22 February 2011 1:40 PM
To: DENYER Kim M; PASILOW David A; DUBOIS Alexandre; KEVILL Greg J
Subject: For comment - Q&A - Galston Road
Importance: High

Could you please provide any edits?

Thanks

Tara

E18/0736/AS-07-001/PR-0004

Fact sheet

Transport Roads & Traffic Authority

FEBRUARY 2011

Galston Road, Hornsby Heights and Galston

The NSW Roads and Traffic Authority (RTA) is working to improve the level of driver compliance with the 7.5 metre vehicle length restriction on Galston Road through Galston Gorge. When over-length vehicles become stuck in Galston Gorge they cause hours of delay and inconvenience. This fact sheet provides some commonly asked questions on what measures the RTA is taking to improve compliance with the existing vehicle length restriction.

Galston Road

Galston Road has a vehicle length limit imposed. Vehicles over 7.5 metres are prohibited at Galston Gorge. There are large warning signs on Galston Road at the approaches to both ends of Galston Gorge to discourage long vehicles from proceeding through the gorge. The signs have flashing lights and notify motorists the road is impassable to vehicles in excess of 7.5 metres. These signs advise of heavy fines should motorists proceed, and are posted on all approaches to the gorge including Old Northern Road, Galston Road, Mid Dural Road and the Pacific Highway.

Q1. How long has the 7.5 metre vehicle length restriction been in place on Galston Road?

This restriction has been in place for more than 15 years.

Q2. Why is there a vehicle length restriction on Galston Road?

The vehicle length restriction is in place for two reasons:

- To protect the timber bridge, built in 1878, from damage caused by over dimensional vehicles.
- To ensure the safety of all road users. Galston gorge comprises a series of 'hairpin' bends. The RTA's Road Design guidelines nominate 7.5 metres as the maximum length a vehicle can be to safety negotiate a 'hairpin' bend.

Despite the fact a vehicle length restriction has been in place on Galston Road for more than 15 years, an average of 2-3 vehicles a year are still getting stuck in the gorge. When vehicles do become stuck, it is necessary to close the road to all road users. It then takes emergency services at least half a day to extract the stuck vehicle. This represents a huge cost to the community and diverts resources away from other 'real' emergencies.

Q3. What measures are being implemented on Galston Road to improve compliance?

The RTA is constructing a roundabout and truck barrier on the western end of Galston Road at Calderwood Road, Galston ~~and installing a truck infrared traffic logger sensor system and corresponding camera system on Galston Road on both the eastern and western side of Galston Gorge.~~ and installing an infrared traffic logger sensor system only on the western side, while both an infrared traffic logger sensor system and corresponding camera system on Galston Road on the eastern side of Galston Gorge.

Q5. Will the camera flash be visible?

No. This is an infrared system. There is no visible flash.

Q6. Do these length restrictions apply to residents?

Yes. These restrictions apply to all road users. They

protection of an RTA asset, the timber bridge.

Q7. How will data from the cameras be used?
When the truck infrared traffic logger detects an over-length vehicle an image of the number plate is taken and a message sent to the Sydney Sector Manager, Vehicle Regulations. If there are vehicle regulation infringement officers in the vicinity of the gorge they will be directed to intercept the vehicle and commence investigation. In situations where an officer is not in the vicinity, the camera images will be relied on to initiate an investigation and possible enforcement.

The Roads and Traffic Authority of New South Wales

E18/0736/AS-07-001/PR-0004

Fact sheet

Transport Roads & Traffic Authority

FEBRUARY 2011

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- To ensure the safety of all road users. Galston gorge comprises a series of 'hairpin' bends. The RTA's Road Design guidelines nominate 7.5 metres as the maximum length a vehicle can be to safety negotiate a 'hairpin' bend.
- Decrease traffic congestion arising from non-compliant vehicles trying to negotiate the Gorge

Despite the fact a vehicle length restriction has been in place on Galston Road for more than 15 years, an average of 2-3 vehicles a year are still getting stuck in the gorge. When vehicles do become stuck, it is necessary to close the road to all road users. It then takes emergency services at least half a day to extract the stuck vehicle. This represents a huge cost to the community and diverts resources away from other 'real' emergencies.

Q3. What measures are being implemented on Galston Road to improve compliance?

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On the weatern side of the Gorge both an infrared traffic logger sensor system and corresponding camera system are being installed as well as signage improvements and a measurement bay.

Q5. Will the camera flash be visible?

No. This is an infrared system. There is no visible flash.

SPEEDING KILLS ROADWORKERS TOO.
Slow down at worksites.

residents?

Yes. These restrictions apply to all road users. They are in place for reasons of road safety and protection of an RTA asset, the timber bridge.

Residents and businesses who are detected by the camera but do not proceed down the Gorge can apply to have their trailers/heavy vehicles placed on the exclusions list. The exclusions list is a register managed by the RTA which excludes certain vehicles from enforcement.

Q7. How will data from the cameras be used?

When the truck infrared traffic logger detects an over-length vehicle an image of the number plate is taken and a message sent to the Sydney Sector Manager, Vehicle Regulations. If there are vehicle regulation infringement officers in the vicinity of the gorge they will be directed to intercept the vehicle and commence investigation. In situations where an officer is not in the vicinity, the camera images will be relied on to initiate an investigation and possible enforcement.

FW: Galston Gorge Update

From: KEVILL Greg J <greg_kevill@rta.nsw.gov.au>
To: BRENNAN Darragh <darragh_brennan@rta.nsw.gov.au>
Cc: DUBOIS Alexandre <alexandre_dubois@rta.nsw.gov.au>
Date: Mon, 14 Mar 2011 15:02:41 +1100
Attachments: 11M12 Galston Gorge Schedule.pdf (314.02 kB); RTA Logo.bmp (38.84 kB)

Darragh,
The cameras are being looked after by Alexandre, he will be able to provide an updated timeframe for completion.
The roundabout at Galston and Calderwood Roads is me. As this is a complex project with a truck barrier to prevent access to the Gorge for eastbound vehicles greater than 7.5 metres the construction phase in longer than normal. At this time we are looking at a 3 to 4 month construction period determined by weather conditions, so mid July at the latest.

Communications have been by letter box to effected residents, letters to Hornsby Council for both projects. REF undertaken for both projects and placed on the RTA WEB site with contact details for Alexandre and myself.

Cost, approximately 300k for the cameras and 1.6 million for the roundabout with the truck barrier.
Regards
Greg

From: DUBOIS Alexandre
Sent: Friday, 28 January 2011 1:06 PM
To: HAYES Paul P
Cc: VEYSEY Michael; CROSBY Peter A; BELOFF Alex; KEVILL Greg J; FOGARTY Geoff J; WELLS Peter J; PASILOW David A; DENYER Kim M
Subject: Galston Gorge Update

Paul,

The scheduled project handover date for the installation of the Over-length detection system on Galston Gorge is the 17/2/2011.

Currently the contractors are on-site carrying out the electrical works which are due to be completed by Monday the 31st of January.

The camera heads are due to be delivered on site on Wednesday the 2nd of February which will allow the contractor to complete the pole and camera installation by the 10th of Feb.

The loops will then be cut into the ground shortly after allowing for project clean up and handover by the 17th.

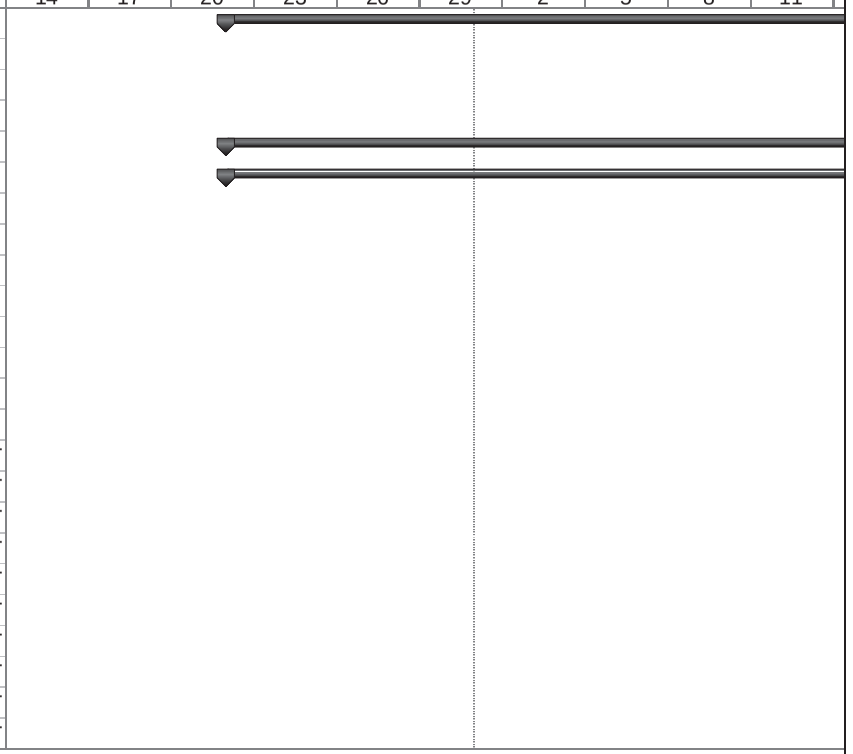
For further detail, please refer to the attached schedule.

Thank you

Regards,

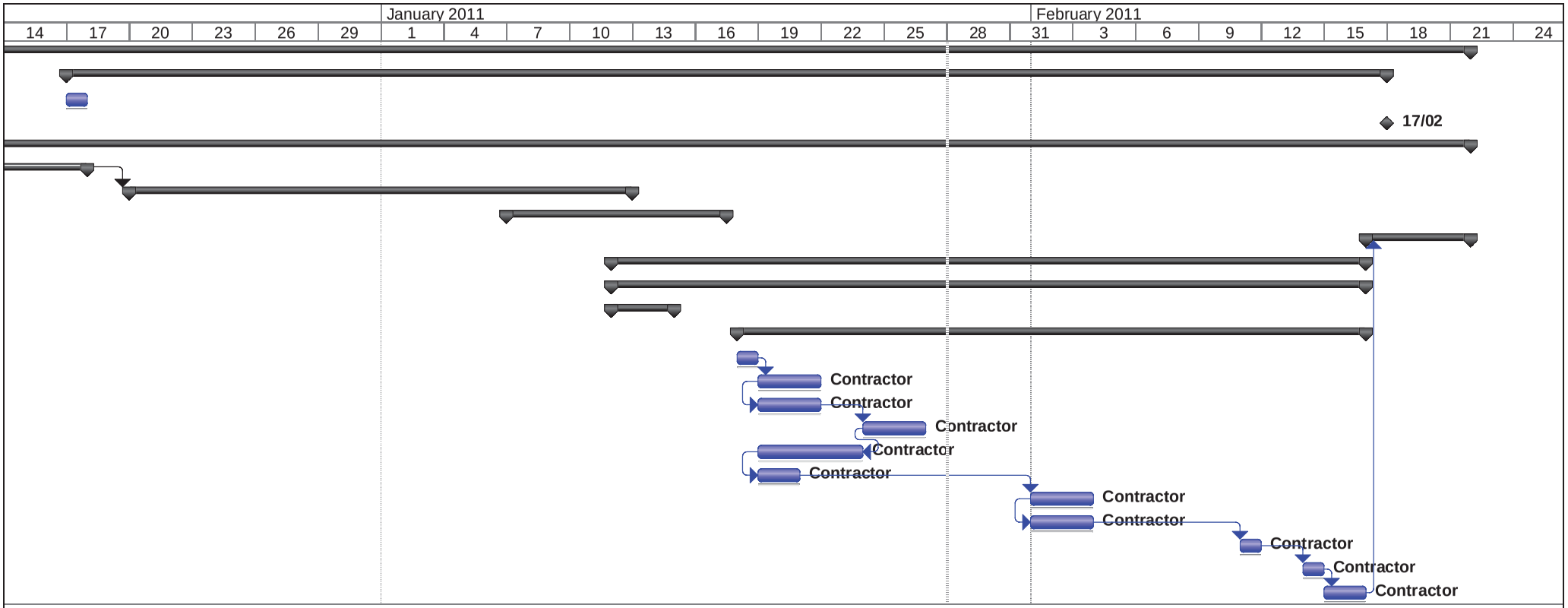
Alexandre Dubois
Technical Project Manager ¦ Project Delivery & Installation ¦ Compliance and Enforcement Branch ¦ Roads and Traffic Authority
Level 10, 27 - 31 Argyle Street, Parramatta NSW 2150
PO Box 973, Parramatta CBD NSW 2124
Phone: 02 8849 2633 ¦Fax: 8849 2522¦ Mob: [redacted]6 199
Email: Alexandre_Dubois@rta.nsw.gov.au

ID	Task Name	Duration	Start	Resource Names
1	**11M12- Galston Gorge Project**	**66 days?**	**Mon 22/11/10**	
2	**Milestones**	**45 days**	**Fri 17/12/10**	
3	Kickoff	1 day	Fri 17/12/10	
4	Handover	0 days	Thu 17/02/11	
5	**Project Management**	**66 days?**	**Mon 22/11/10**	
6	**Project Initiation**	**20 days?**	**Mon 22/11/10**	
10	**Project Requirements**	**18 days?**	**Mon 20/12/10**	
17	**Tender Management**	**6.5 days**	**Fri 7/01/11**	
21	**Project Completion & Handover**	**3 days**	**Thu 17/02/11**	
26	**Engineering**	**26 days?**	**Wed 12/01/11**	
27	**Entry and Exit**	**26 days?**	**Wed 12/01/11**	
28	**Design**	**3 days**	**Wed 12/01/11**	
33	**Construction**	**22 days?**	**Tue 18/01/11**	
34	Site Establishment	1 day?	Tue 18/01/11	
35	Utilities	3 days	Wed 19/01/11	Contractor
36	Land Excavation	3 days	Wed 19/01/11	Contractor
37	Signage, Electrical	3 days	Mon 24/01/11	Contractor
38	Asphalt / Concrete	3 days	Wed 19/01/11	Contractor
39	cabinet installation	2 days	Wed 19/01/11	Contractor
40	Camera pole installation	3 days	Tue 1/02/11	Contractor
41	TIRTL installation	3 days	Tue 1/02/11	Contractor
42	Ground loops	1 day?	Fri 11/02/11	Contractor
43	Camera heads mounting	1 day?	Mon 14/02/11	Contractor
44	Clean up	2 days	Tue 15/02/11	Contractor



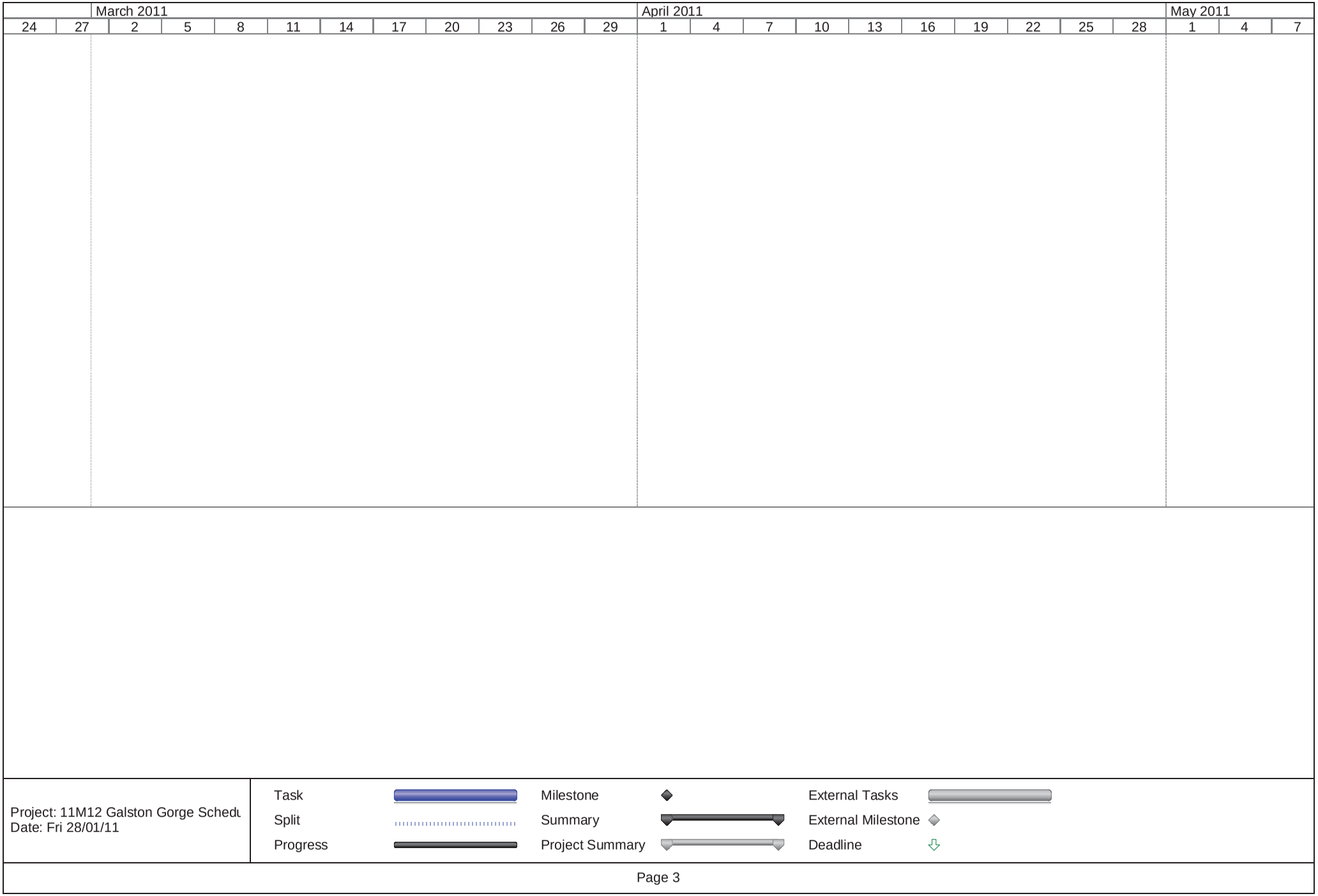
Project: 11M12 Galston Gorge Schedu
Date: Fri 28/01/11

Task
Split
Progress
Milestone
Summary
Project Summary
External Tasks
External Milestone
Deadline



Project: 11M12 Galston Gorge Schedu
Date: Fri 28/01/11

Task		Milestone		External Tasks	
Split		Summary		External Milestone	
Progress		Project Summary		Deadline	


March 2011
April 2011
May 2011
24 27 2 5 8 11 14 17 20 23 26 29 1 4 7 10 13 16 19 22 25 28 1 4 7
Project: 11M12 Galston Gorge Schedu
Date: Fri 28/01/11
Task
Split
Progress
Milestone
Summary
Project Summary
External Tasks
External Milestone
Deadline

Galston & Glenorie Rural News - Article 1

From: KENNEDY Tara L <tara_kennedy@rta.nsw.gov.au>

To: COURT Fiona <fiona_court@rta.nsw.gov.au>, KEVILL Greg J <greg_kevill@rta.nsw.gov.au>, DUBOIS Alexandre <alexandre_dubois@rta.nsw.gov.au>, DENYER Kim M <kim_denyer@rta.nsw.gov.au>, CROSBY Peter A <peter_crosby@rta.nsw.gov.au>, UDAYAN Desigan <desigan_udayan@rta.nsw.gov.au>

Date: Fri, 01 Apr 2011 08:59:28 +1100

Attachments: 110311 ISSUES.xls (21.5 kB); 110331 Web update Galston Rd.doc (316.42 kB)

All,

Please find attached, a spreadsheet recording the issues which have been raised with me in writing. Could you please include any additional submissions you have received?

Alex and Greg, I assume you have both received a number of representations by phone. Have you documented these? If so, could you please provide me with the details for inclusion so we can more accurately capture the number of people we have spoken to?

The issues/concerns raised at on-site meetings have already been incorporated in meeting notes (and the REF for the roundabout). But I can include these as concerns raised by the residents below. In terms of on-site meetings to discuss the package of work (camera systems, roundabout and truck barrier), the RTA has met with residents from:

- *
  240, 242, 244, 246, 248 & 252 Galston Road, Hornsby Heights (eastern end - camera installation).
- *
  276, 278, 280A and 280B Galston Road, Galston (western end - roundabout and camera installation).

At the on-site meetings with the residents on the eastern end (camera), the following matters have been raised and discussed:

- *
  Lack of consultation with residents
- *
  Lag in 2-way communication
- *
  Undue haste to deliver project
- *
  Speeding vehicles
- *
  Exclusion of the 7.5 m restriction for residents to access their property
- *
  Selected location of the truck infrared traffic logger sensor system
- *
  Location of the infrared flash and camera poles
- *
  Maintenance of road shoulder
- *
  Road height
- *
  Infrared radiation emissions from the truck logger & provision of the emissions report
- *
  Property access
- *
  Landscaping
- *
  Sydney Water hydrant
- *
  Signage
- *
  White List

At the on-site meeting with the residents on the western end (roundabout), the following matters have been raised and discussed:

- *
  Maintaining access for emergency services and garbage trucks
- *
  Provision of a remote to operate the proposed access gate to the side track
- *
  Provision of additional signage only (not a physical deterrent)
- *
  Relocation of the roundabout to the intersection of Galston Road with Crosslands Road
- *
  Speeding vehicles

Alex has also door-knocked the following residents to discuss the planned measuring bays:

- *
  123 Galston Road, Hornsby Heights
- *
  330-334 Galston Road, Galston

I am in the process of drafting a letter to be provided to these residents and Council.

Information regarding signage is yet to be drafted.

Please also find attached the latest version of the draft web update incorporating edits suggested by Fiona and Alex (thank you). Please advise me of any additional edits, particularly in relation to the data - I am not a statistician. I simply took the weeks 2 way data, totalled it and then divided by 7.

Kind regards

Tara

From: COURT Fiona
Sent: Thursday, 31 March 2011 9:19 AM
To: KENNEDY Tara L; KEVILL Greg J; Dennis Poropat; DUBOIS Alexandre
Subject: RE: Galston & Glenorie Rural News - Article 1

Tara
do we have a database of all these residents etc who have contacted us?
I image its a database of over 60?
Fiona

Fiona Court
General Manager, Infrastructure Communication
Roads and Traffic Authority
Level 19, 101 Miller Street North Sydney NSW 2060
T 02 8588-5930
F: 02 8588-4193
M: [redacted]9 147
E: Fiona_Court@rta.nsw.gov.au

From: KENNEDY Tara L
Sent: Thursday, 31 March 2011 9:09 AM
To: COURT Fiona; CROSBY Peter A
Cc: KEVILL Greg J; DUBOIS Alexandre; DENYER Kim M
Subject: FW: Galston & Glenorie Rural News - Article 1

From: COE Frank A
Sent: Thursday, 31 March 2011 9:04 AM
To: MOK Tony H

Cc: NGAI Simon P; UDAYAN Desigan; COSIER Graeme J; PIERCE Robert J; KENNEDY Tara L
Subject: FW: Galston & Glenorie Rural News - Article 1

Tony & All,

FYI. Refer my previous email regarding survey, as discussed on Friday 18/2/2011.

Regards
Frank Coe | Senior Designer (Road) | RTA-Engineering Technology |
P 02 8837 0560 | **F** 02 8837 0050 | **E** frank_coe@rta.nsw.gov.au |

From: BEST Jeffrey
Sent: Thursday, 31 March 2011 8:47 AM
To: COE Frank A; HUFTON Tim
Cc: STANTON Vernon
Subject: Galston & Glenorie Rural News - Article 1

Letters to the Editor

The RTA have installed cameras on the eastern side of Galston Gorge to photograph vehicles if they are detected crossing the detection apparatus and exceed a certain length limit.

Their decision to use this method to reduce the truck blockages of this important road is commended.

If the critical length of the apparatus is set to measure the 7.5 metres on their signs, we will have a lot of locals upset if they find they can no longer tow a box trailer without being fined.

Small trailers can be towed through the gorge with no chance of any blockage. Quite a lot of locals are tradies and this is a common sight – it will result in considerable community opposition if they are forced to travel the long way round via Cherrybrook and Thornleigh, when, for years, they have been able to cross the gorge with no problem.

The blockages are cause by quite big trucks, semis and on occasions, buses.

The RTA sign "Impassable for Vehicles over 7.5 metres" is incorrect and could be a problem if challenged in court. Many cars and small trucks towing a trailer exceed 7.5 metres and they have never been a problem.

The RTA can avoid any backlash if the apparatus is set to catch the large vehicles. Do not needlessly upset a lot of locals who have never caused a problem!

It should be relatively simple to achieve and the RTA would then have the total support of the many motorists who use the gorge quite frequently.

David Shrubb, Galston.

Galston Road - Installation of cameras and construction of a roundabout and truck barrier

Name	Contact details	Comments/concerns
Mr Geoff Lloyd	[redacted]Galston Road, Hornsby Heights **PH:** (02) 9476 1530 **E:** geofflyd@tpg.com.au	Lack of consultation regarding installation of camera technology; size/visual impact of the camera hardware; grossly deleterious impact on amenity, lifestyle, comfort, well being & other road users; consider alternate location; generic enquiry line - impossible to talk to anyone responsible - 131782; request to meet project team on-site to discuss way forward.
Mr Greg & Ms Kelly Batten	[redacted]Galston Road, Hornsby Heights **E:** hellokelly@optusnet.com.au kbatten@creativememories.com.au	Lack of consultation regarding installation of camera technology - residents reduced to making compromises/negotiating an approved project; difficulting accessing information - originally just provided with 131782 number - no contact name; size/visual impact of the camera hardware on bush views; haste of project; worker trampled front garden; project won't work - truck drivers wil wear fine - just revenue raising.
Mr Ryan Peipert	**M:** [redacted]2 502	Has been using the gorge for work purposes for many years with his vehicle and trailer, length way over 7.5m. Has never had any issues. Suggests RTA investigate vehicle turning circles as opposed to overall length. Suggests Pennant Hills Road will be over loaded with vehicles diverted from the gorge.
Mr Jeffrey Best	**E:** jeffrey_Best@rta.nsw.gov.au (Lead road designer - RTA & local resident)	Mr Best states he has been approached by many local residents regarding construction of a roundabout at the Galston Road/ Calderwood Road intersection. States: this project will restrict all traffic, including innocent passenger vehicles to shopping centre car park momentum on their daily commute; the overwhelming majority of over length vehicles enter the gorge from the eastern side; the installation will result in a very significant community backlash - it is in the wrong location, severely impedes innocent commuters & has the potential to restrict access of emergency vehicles.
Ms Carolyn Broadhead	[redacted]Galston Road, Galston **E:** beachous@exemail.com.au	Concerns regarding safe pedestrian access to Calderwood Road from 279 Galston Road. Is the RTA considering constructing a footpath as part of this project?

Galston Gorge

Galston Road, Hornsby Heights and Galston via Galston Gorge

Galston Road is an important regional link with an Annual Average Daily Traffic (AADT) volume of 5000 vehicles. Galston Road through Galston Gorge is the most direct route between Galston and Hornsby.

There are large warning signs on Galston Road at the approaches to both ends of Galston Gorge, warning long vehicles not to proceed through the gorge. The signs have flashing lights and notify motorists the road is impassable to vehicles in excess of 7.5 metres. The signs advise of heavy fines should motorists proceed.

Existing warning sign.

There is a history (on average 3 per year), of trucks contravening length restrictions, proceeding along Galston Road through Galston Gorge and then being unable to negotiate the tight, steep bends. When this happens, major detours are required and major delays to road users occur. The allocation of significant resources is needed to address these incidents. This represents a further cost to the community. Already this year there have been two reported incidents of overlength vehicles becoming stuck in the gorge. On Tuesday 8 February the gorge was closed for more than four hours after a truck with a trailer full of horses became trapped. Police were called to manage the traffic which had to be turned around. Further crews removed the horses and then towed out the empty truck. On Friday 25 March a coach measuring 13.5 metres in length became stuck and required removal.

There has been ongoing community concern about delays to traffic caused by vehicles blocking the road and the time it takes to remove such vehicles.

Galston Road - western end

Galston Road - eastern end

Upcoming works

In response to community concerns, the Minister for Roads announced a package of works to improve compliance of vehicles over 7.5 metres in length travelling between Hornsby Heights and Galston via Galston Gorge.

This package of work involves:

- Reconfiguring and upgrading the Galston Road/Calderwood Road intersection, Galston to restrict over length vehicles proceeding to the gorge.
- Installing a truck infrared traffic logger sensor system and corresponding camera system on both the eastern and western ends of Galston Road to identify over length vehicles proceeding to the gorge.

Preliminary construction activities associated with the roundabout commenced in February 2011 and will continue until September (weather dependent).

The transportable infrared traffic logger and corresponding camera system at the eastern end of Galston Road was installed in February 2011 and landscaping work is currently

underway. These cameras are operating to collect data on the types of vehicles/vehicle combinations travelling through Galston Gorge.

We know that approximately 5000 vehicles per day use the gorge. From 19 March to 25 March 2011 (7 days), the following 2 way (vehicles travelling both east and west bound), classification data was recorded:

- Car – 33697 (4814 per day)
- Car + trailer – 190 (27 per day)
- 2 axle truck – 1123 (160 per day)
- 3 axle truck – 13 (2 per day)
- 4 axle truck – 16 (2.3 per day)
- 3 axle semi – 2 (0.3 per day)
- 4 axle semi – 3 (0.4 per day)
- 5 axle semi – 0
- 6 axle semi – 8 (1.1 per day)

It is important to note that the data presented above represents one seven day period of east and westbound travel through the gorge and should therefore be viewed as an indicative measure of usage only.

The RTA is gathering this data to inform the decisions we make in terms of our business rules. The intention of installing these cameras is not to restrict access unnecessarily but to minimise the risk to road safety and to vehicles blocking the roadway.

It is important to note that, as a regulating body, enforcement is not the only option available to the RTA. We can also issue reminder and warning letters to motorists.

The RTA will continue to update the community about this project.

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Project features

- Replacing the existing T-intersection at Galston and Calderwood roads, Galston with a roundabout.
- Constructing a barrier to restrict eastbound long vehicles from proceeding through the new roundabout to the gorge.
- Installing a truck infrared traffic logger sensor system and corresponding camera system on both the eastern and western ends of Galston Road to identify over length vehicles proceeding to the gorge.

Project benefits

Implementing these works will provide benefits for both the local community and motorists including:

- Improved road safety.
- Improved compliance of vehicles over 7.5 metres in length travelling between Hornsby and Galston not using ~~via~~ Galston Gorge.
- Reduced delays to road users associated with ~~over length~~ vehicles becoming stuck in the gorge.
- Reduced moneys spent on removing~~Improved allocation of resources away from '~~ vehicles and implementing ~~removal' and '~~ detours ~~implementation.'~~.
- Improved identification and 'follow-up' of over length vehicles proceeding to the gorge. We can identify the vehicle, check where it is registered and contact the owner.

To view or download a copy of the approved Review of Environmental factors for the roundabout and truck barrier on Galston Road at Calderwood Road, Galston please click here.

Contact information

For more information regarding the roundabout and truck barrier, please contact:

- RTA Project Manager, Greg Kevill on (02) 8849 2963.

For more information regarding the installation of the truck infrared traffic logger sensor system and corresponding camera system, please contact:

- RTA project Manager, Alexandre Dubois on (02) 8849 2633.

Files
Review of Environmental Factors - February 2011 The RTA proposes to upgrade the intersection between Galston Road and Calderwood Road at Galston.
Letter to the householder - February 2011 The RTA will start preliminary construction work to upgrade the intersection of Galston and Calderwood roads, Galston
Meeting notes - January 2011 Meeting notes summarising issues raised by residents living along the eastern end of Galston Road, Hornsby Heights in the vicinity of the proposed location of the vehicle monitoring system hardware.
Media releases Media releases - 2010

FW: Briefing Galston Gorge Progress June 2011.doc

From: DENYER Kim M <kim_denyer@rta.nsw.gov.au>
To: NORTON Michelle P <michelle_norton@rta.nsw.gov.au>, OXLEY Stephen J <stephen_oxley@rta.nsw.gov.au>
Cc: BATUR Nes <nes_batur@rta.nsw.gov.au>, BATTI Tania <tania_batti@rta.nsw.gov.au>
Date: Thu, 02 Jun 2011 11:02:24 +1000
Attachments: Galston Gorge Vehicle Statistics (30-05-11).pdf (100.07 kB); Briefing Galston Gorge Progress June 2011.doc (127.49 kB)

Please find attached our latest and final version of the briefing.

Peter has asked for a trend line in the graph but this is unable to be provided. It was provided previously on early estimates of wheelbase information plus a fixed 1m overhang at the front and rear of each vehicle. The information currently provided is the actual readings from the TIRTLS. It is therefore sensible to only use the final length measurements determined by the TIRTL - HARE system rather than estimates. We are unable to add a trend line to the graphs as presented.

Kim Denyer
A/General Manager
Compliance & Enforcement
Ph 88492451
Mob [redacted] 611

From: WILSON Andrew M
Sent: Thursday, 2 June 2011 10:47 AM
To: DENYER Kim M
Subject: Briefing Galston Gorge Progress June 2011.doc

Ms Denyer, I have included a snapshot of the graph at the end of the brief in case you did not want to forward on the whole report. It can be easily deleted if you don't require it.

Andrew

TO: Minister for Roads and Ports

FROM: Chief Executive

DATE:

PRIORITY:

DUE DATE:

TITLE: GALSTON GORGE OVER SIZE VEHICLE MONITORING PROGRAM PROGRESS

PURPOSE OF THIS BRIEF:
To advise you of the progress of the Galston Gorge Over Length Vehicle Monitoring Program and enforcement procedure.

BACKGROUND:
The RTA is undertaking works on Galston Road to identify and deter over length vehicles from accessing the gorge. There is a history of over length vehicles becoming stuck in the gorge causing significant inconvenience and cost to the community.

CURRENT SITUATION:
The Transportable Infrared Traffic Logger (TIRTL) and Redflex camera system at the eastern approach is operating and being used to gather data and to alert Vehicle Regulations Inspectors (IVR) to potential breaches. It is anticipated that data provided by the system will be used to help generate warning notices by the end of June 2011. For the period 7 April 2011 to 26 May 2011 the system detected 168 vehicles greater than 7.5 metres long, 120 of which (74%) were heavy vehicles, the majority of the remainder were light vehicle combinations in excess of 10 metres long. These over length vehicle figures represent less than 0.04% of the total traffic volume recorded for this period.

A TIRTL to detect over length vehicles will be installed on the western end of the gorge before the end of June. This logger will trigger a sign with flashing lights warning the drivers of over length vehicles to turn around and not proceed to the gorge.

Construction of the roundabout and associated restriction for over length vehicles (truck barrier) on the western end has commenced. This work is being fast tracked with design and construction proceeding in parallel. The roundabout and associated barrier are expected to be completed in late July, weather permitting. Design issues are discussed below.

Measuring bays to assist drivers to determine the overall length of their vehicle/vehicle combination will be installed at both ends of the gorge by the end of July.

Galston Gorge is currently included in the Sydney Sector Vehicle Regulation on road enforcement program and is patrolled on average twice a week. Teams of inspectors are tasked to patrol the Galston Gorge area to ensure heavy vehicles over 7.5m do not disobey the length restriction signage and travel through Galston Gorge. If a heavy vehicle driver is detected by RTA inspectors a fine for "Disobey No Truck Sign (length) - Galston Gorge" for the amount of $1776 is issued. Similarly a bus driver detected “Disobey No Buses sign (length)” is issued with a $143 fine.

KEY ISSUES FOR CONSIDERATION / RISK FACTORS

ENFORCEMENT OF LIGHT VEHICLES: The RTA is enforcing the current 7.5 metre length restriction for heavy vehicles (over 4.5 tonnes) but does not have the legislative powers to enforce a length limit for light vehicles (under 4.5 tonnes). This power is with the Police. The RTA has advised the Local Area Commander that it will forward on a monthly basis, aggregated details of light vehicles over 10 metres in length identified by the traffic loggers as using the gorge. The police have indicated they are happy to receive this information for future operational intelligence and police action.

The RTA has considered the input from the local residents and regular users of the gorge. Local residents and tradesmen who have been traditionally taking their light vehicle combinations through the Gorge without incident for many years have expressed their concern that they will be significantly inconvenienced if the 7.5 metre restriction is enforced to the letter. The objective of this project is to prevent vehicles from becoming stuck in the gorge as opposed to enforcing the 7.5 metre length limit. With the horizontal geometry of the hairpin bends in the gorge, light vehicle combinations up to 10 metres in length can generally travel through the gorge without incident.

Given that a length limit of 7.5 metres has been applied to Galston Gorge, the RTA is aware that this limit will encompass a number of light vehicle combinations such as a car with a box trailer. We are not aware however, if this length limit has ever been enforced for light vehicles. Traffic data collected on the types of vehicle/vehicle combinations travelling through Galston Gorge indicates that use by light vehicle combinations with an overall length greater than 7.5 metres is common, however for light vehicles in excess of 10 metres are less common. For the period 7 April 2011 to 26 May 2011 the system detected 460,000 vehicle movements on Galston Gorge, only 42 (0.01%) were light vehicle combinations in excess of 10 metres.

HEAVY VEHICLE ENFORCEMENT PROCEDURE: Subject to adjudication of camera images, the registered owner/operator of over length heavy vehicles detected by the system will be issued with a Warning Notice for the first and second alleged infringement. Third and subsequent infringements within a three year period will result in action being taken by the RTA.

The RTA will determine the physical length of the vehicle or combination through measurement by Inspectors of Vehicle Regulations. If the vehicle is over length a Notice to Produce seeking the details of the driver at the time of the alleged offence is sent to the registered operator. Once the driver has

been identified a Show Cause Notice is sent to the driver giving them an opportunity to explain the incident. Subject to the response received the driver may be issued with a Penalty Notice.

DESIGN OF THE ROUNDABOUT AND TRUCK BARRIER: As the Minister advised in Parliament the RTA is in the process of designing a "roundabout and truck barrier" to "deter over length vehicles from using the road". The main design objective of the "barrier" is not to enforce the 7.5 metre length limit but to restrict the ability of vehicles and vehicle combinations likely to get stuck in the gorge from proceeding along Galston Road to the gorge. The RTA is taking this approach so as to achieve the objective of preventing blockages in the gorge while maintaining local access. In order to better define the types of vehicles that can safely traverse the gorge the RTA has carried out a three dimensional survey of the hairpin bends. This will enable modelling to be undertaken to more accurately determine the vehicle configurations that are at risk of getting stuck in the gorge (the "design vehicles"). This information will then be used to determine the required geometry of the barrier.

The RTA is not aware of any similar structure in Australia and there are a number of complex design considerations that need be addressed. These include:

- In order for the barrier to be effective it will need to be designed to be traversed at no more than around 30km/h. The current posted speed of Galston Road at the site of the Roundabout is 60km/h so vehicles will need to be slowed down considerably prior to entering the barrier. In this regard, the roundabout and its associated barrier need to be designed to take into account a range of issues including vehicle speed, driver skill, road geometry and lines of sight to ensure construction of a ‘safe’ structure which does not pose a road safety hazard.

- As driver skills vary a barrier that is too restrictive is likely to result in frequent scrapes, scratches and damage to vehicles that can legally travel through the gorge.

- Any vehicle that becomes stuck in the barrier will have the same immediate effect on traffic as a vehicle becoming stuck in the gorge itself. However if a vehicle gets stuck in the chicane, under traffic control, both directions of traffic can bypass the chicane in the westbound lane. If the barrier is too restrictive (ie it catches vehicles that can safely travel through the gorge now) it may become expensive to maintain if more frequent diversion of manpower is required to remove blocked vehicles and divert traffic.

- The barrier will need to be designed so that any vehicle that does become caught in it can be readily extricated.

For these reasons the barrier is being designed to physically restrict as far as possible vehicles likely to become struck in the gorge from proceeding but

may not be an absolute barrier that will "stop" every vehicle greater than 7.5 metres in length.

At the same time the RTA is also investigating the option of an automated barrier triggered by the TIRTL which has the potential to eliminate some of the above issues.

The 7.5 metre restriction is designed to minimise the likelihood of any vehicle becoming stuck in the gorge. From the figures provided above it is clear that it captures a range of vehicles that are capable of traversing the gorge without risk of being caught. As urbanisation in Sydney and traffic volumes have grown, this is now being reviewed. The range of physical and enforcement measures currently being installed at each end of the gorge, as part of the current project, will create the opportunity for the restrictions to be reviewed to determine if they can be better targeted.

COSTS INVOLVED:
N/A

STAKEHOLDERS AND CONSULTATION:
The RTA is currently preparing communication material to keep the community and identified stakeholders informed of the progress of this project. This includes advertisements in local newspapers, a letter to householders and an update to the project website.

RECOMMENDATION:
For advice only.

CONTACT NAME AND NUMBER:

Kim Denyer, Acting General Manager, Compliance and Enforcement Branch
8849 2472

Michael Bushby
Chief Executive

MINISTER'S / DIRECTOR-GENERAL COMMENTS:

APPROVED / NOT APPROVED/ NOTED

30 May 2011

CEOS INDUSTRIAL

Galston Gorge Vehicle Statistics (East Side)

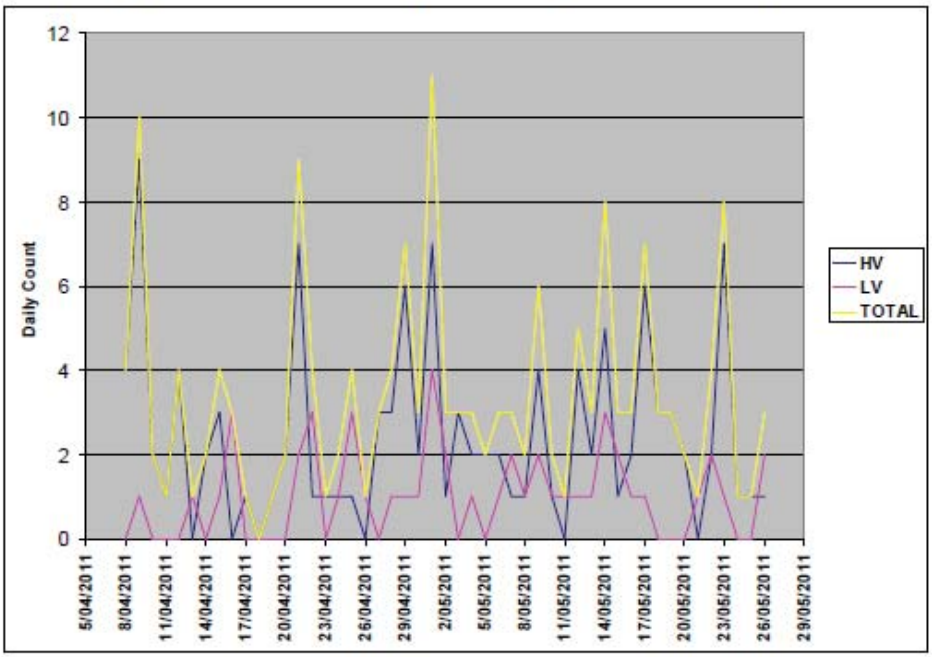
Over-Length Vehicle – Detection Rules

The rules implemented in the HARE to determine whether a vehicle is over-length include:

1. Heavy Vehicle (HV) more than 4.5T and longer than 7.5m.
2. Light Vehicle (LV) less than 4.5T and longer than 10m.

Over-Length Vehicle Summary

The following graph shows a daily summary of over-length vehicles (TIRTL / HARE):



Galston Gorge Vehicle Statistics (East Side)

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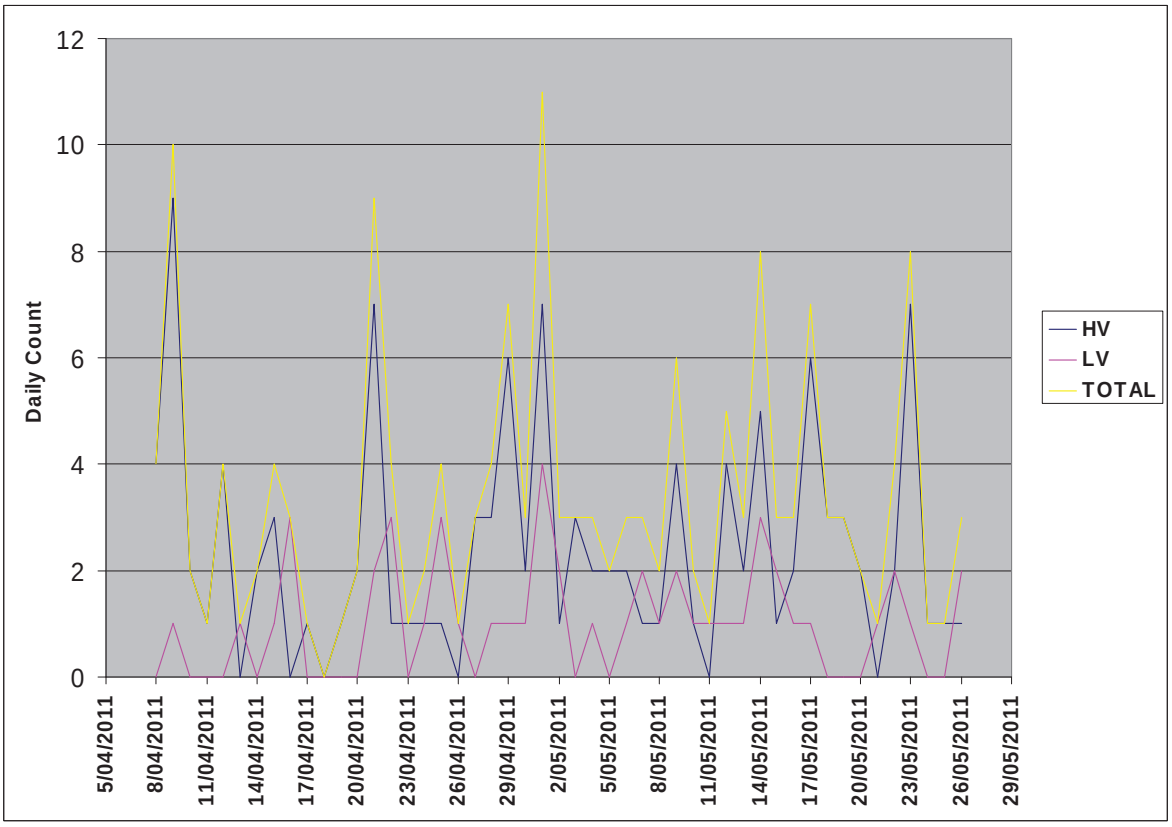

Over-Length Vehicle Statistics

The following table lists all over-length vehicles detected by the TIRTLs – HARE:

DATE	TIME	VEHICLE CLASS	HV/LV	LENGTH	DIRECTION
7/04/2011	12:55	Two Axle Truck or Bus	HV	7.5	Towards Galston
8/04/2011	8:08	Two Axle Truck or Bus	HV	7.5	Exiting Gorge
8/04/2011	13:42	Two Axle Truck or Bus	HV	8.2	Exiting Gorge
8/04/2011	14:30	Two Axle Truck or Bus	HV	7.7	Towards Galston
8/04/2011	15:45	Three Axle Truck or Bus	HV	10.1	Exiting Gorge
9/04/2011	6:49	Three Axle Truck or Bus	HV	7.8	Towards Galston
9/04/2011	6:52	Three Axle Truck or Bus	HV	9.3	Exiting Gorge
9/04/2011	8:08	Two Axle Truck or Bus	HV	7.8	Towards Galston
9/04/2011	8:09	Two Axle Truck or Bus	HV	7.9	Exiting Gorge
9/04/2011	9:11	Two Axle Truck or Bus	HV	8	Towards Galston
9/04/2011	9:19	Two Axle Truck or Bus	HV	7.9	Exiting Gorge
9/04/2011	11:17	Three Axle Truck or Bus	HV	11.5	Towards Galston
9/04/2011	15:20	Four Axle Truck	HV	8.2	Towards Galston
9/04/2011	18:13	Short Towing	HV	9.1	Towards Galston
9/04/2011	19:01	Short Towing	LV	11.1	Towards Galston

DATE	TIME	VEHICLE CLASS	HV/LV	LENGTH	DIRECTION
10/04/2011	8:11	Three Axle Truck or Bus	HV	9.7	Towards Galston
10/04/2011	14:41	Two Axle Truck or Bus	HV	8.5	Exiting Gorge
11/04/2011	12:24	Two Axle Truck or Bus	HV	7.6	Towards Galston
12/04/2011	4:42	Two Axle Truck or Bus	HV	7.5	Exiting Gorge
12/04/2011	6:44	Two Axle Truck or Bus	HV	7.9	Towards Galston
12/04/2011	7:35	Two Axle Truck or Bus	HV	7.8	Exiting Gorge
12/04/2011	13:19	Two Axle Truck or Bus	HV	8.6	Towards Galston
13/04/2011	17:55	Unclassified Vehicle	LV	16	Exiting Gorge
14/04/2011	4:29	Two Axle Truck or Bus	HV	7.5	Exiting Gorge
14/04/2011	13:27	Two Axle Truck or Bus	HV	7.5	Towards Galston
15/04/2011	10:39	Two Axle Truck or Bus	HV	9.2	Exiting Gorge
15/04/2011	13:02	Two Axle Truck or Bus	HV	7.5	Towards Galston
15/04/2011	13:08	Short Towing	LV	10.8	Exiting Gorge
15/04/2011	13:29	Two Axle Truck or Bus	HV	8.1	Towards Galston
16/04/2011	8:34	Short Towing	LV	10.1	Towards Galston
16/04/2011	10:45	Short Towing	LV	10.1	Exiting Gorge
16/04/2011	16:55	Short Towing	LV	10.8	Exiting Gorge
17/04/2011	8:22	Unclassified Vehicle	HV	12.2	Towards Galston
19/04/2011	8:29	Two Axle Truck or Bus	HV	7.5	Exiting Gorge
20/04/2011	4:46	Two Axle Truck or Bus	HV	7.5	Exiting Gorge
20/04/2011	11:56	Two Axle Truck or Bus	HV	7.5	Towards Galston
21/04/2011	4:42	Two Axle Truck or Bus	HV	7.5	Exiting Gorge
21/04/2011	12:52	Short Towing	LV	10.3	Exiting Gorge
21/04/2011	13:53	Short Towing	LV	10.1	Exiting Gorge
21/04/2011	14:44	Two Axle Truck or Bus	HV	7.7	Exiting Gorge
21/04/2011	16:20	Short Towing	HV	7.9	Towards Galston
21/04/2011	19:47	Two Axle Truck or Bus	HV	8.6	Towards Galston
21/04/2011	20:04	Two Axle Truck or Bus	HV	8.7	Exiting Gorge
21/04/2011	20:20	Two Axle Truck or Bus	HV	8.9	Towards Galston
21/04/2011	20:30	Two Axle Truck or Bus	HV	8.9	Exiting Gorge
22/04/2011	8:38	Three Axle Truck or Bus	HV	9.3	Towards Galston
22/04/2011	14:57	Short Towing	LV	10.9	Towards Galston
22/04/2011	17:38	Short Towing	LV	10.6	Towards Galston
22/04/2011	17:38	Short Towing	LV	10.6	Towards Galston
23/04/2011	10:00	Short Towing	HV	9.3	Towards Galston
24/04/2011	9:48	Three Axle Truck or Bus	HV	9.4	Exiting Gorge
24/04/2011	14:06	Short Towing	LV	10.0	Exiting Gorge
25/04/2011	11:57	Short Towing	HV	8.5	Towards Galston
25/04/2011	12:09	Short Towing	LV	10.1	Towards Galston
25/04/2011	12:16	Short Towing	LV	10.9	Exiting Gorge
25/04/2011	16:56	Short Towing	LV	10.1	Towards Galston
26/04/2011	14:21	Short Towing	LV	10.3	Exiting Gorge
27/04/2011	4:46	Two Axle Truck or Bus	HV	7.5	Exiting Gorge
27/04/2011	9:43	Short Towing	HV	8.6	Towards Galston
27/04/2011	12:54	Two Axle Truck or Bus	HV	7.5	Towards Galston
28/04/2011	4:41	Two Axle Truck or Bus	HV	7.5	Exiting Gorge
28/04/2011	10:30	Two Axle Truck or Bus	HV	8.2	Towards Galston
28/04/2011	12:08	Two Axle Truck or Bus	HV	7.6	Towards Galston
28/04/2011	13:07	Short Towing	LV	10.9	Towards Galston

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DATE	TIME	VEHICLE CLASS	HV/LV	LENGTH	DIRECTION
29/04/2011	4:35	Two Axle Truck or Bus	HV	7.5	Exiting Gorge
29/04/2011	10:13	Short Towing	LV	11.6	Towards Galston
29/04/2011	10:19	Two Axle Truck or Bus	HV	7.8	Towards Galston
29/04/2011	10:50	Two Axle Truck or Bus	HV	7.6	Exiting Gorge
29/04/2011	10:59	Two Axle Truck or Bus	HV	7.5	Exiting Gorge
29/04/2011	12:36	Two Axle Truck or Bus	HV	7.5	Towards Galston
29/04/2011	16:59	Short Towing	HV	9.0	Towards Galston
30/04/2011	10:55	Short Towing	HV	7.9	Towards Galston
30/04/2011	14:48	Short Towing	LV	10.5	Towards Galston
30/04/2011	22:37	Two Axle Truck or Bus	HV	7.7	Towards Galston
1/05/2011	8:06	Short Towing	LV	10.2	Exiting Gorge
1/05/2011	8:21	Short Towing	LV	10.8	Exiting Gorge
1/05/2011	8:27	Four Axle Truck	HV	10.6	Towards Galston
1/05/2011	8:41	Unclassified Vehicle	LV	16.6	Towards Galston
1/05/2011	8:54	Short Towing	HV	8.2	Towards Galston
1/05/2011	8:55	Short Towing	LV	12.0	Exiting Gorge
1/05/2011	9:24	Three Axle Truck or Bus	HV	9.0	Towards Galston
1/05/2011	9:28	Short Towing	HV	8.3	Exiting Gorge
1/05/2011	11:13	Three Axle Truck or Bus	HV	9.6	Exiting Gorge
1/05/2011	12:05	Short Towing	HV	8.2	Exiting Gorge
1/05/2011	16:05	Short Towing	HV	8.4	Towards Galston
2/05/2011	11:14	Short Towing	LV	10.7	Exiting Gorge
2/05/2011	16:23	Short Towing	HV	8.2	Towards Galston
2/05/2011	16:34	Unclassified Vehicle	LV	13.3	Towards Galston
3/05/2011	10:49	Two Axle Truck or Bus	HV	8.4	Towards Galston
3/05/2011	12:17	Three Axle Truck or Bus	HV	14.2	Towards Galston
3/05/2011	12:21	Two Axle Truck or Bus	HV	7.5	Towards Galston
4/05/2011	10:05	Two Axle Truck or Bus	HV	8.0	Exiting Gorge
4/05/2011	17:38	Two Axle Truck or Bus	HV	8.6	Towards Galston
4/05/2011	19:39	Short Towing	LV	10.1	Towards Galston
5/05/2011	9:11	Two Axle Truck or Bus	HV	9.6	Towards Galston
5/05/2011	12:03	Two Axle Truck or Bus	HV	7.6	Towards Galston
6/05/2011	8:59	Two Axle Truck or Bus	HV	7.6	Exiting Gorge
6/05/2011	10:48	Three Axle Truck or Bus	HV	9.3	Exiting Gorge
6/05/2011	15:57	Short Towing	LV	11.1	Towards Galston
7/05/2011	13:15	Short Towing	LV	10.1	Exiting Gorge
7/05/2011	17:20	Short Towing	HV	9.0	Exiting Gorge
7/05/2011	22:56	Short Towing	LV	10.2	Towards Galston
8/05/2011	8:21	Two Axle Truck or Bus	HV	8.4	Towards Galston
8/05/2011	10:25	Short Towing	LV	11.3	Towards Galston
9/05/2011	9:12	Short Towing	LV	10.2	Exiting Gorge
9/05/2011	9:17	Four Axle Articulated	HV	8.6	Exiting Gorge
9/05/2011	9:20	Four Axle Articulated	HV	10.5	Towards Galston
9/05/2011	10:29	Short Towing	LV	10.1	Exiting Gorge
9/05/2011	11:56	Four Axle Articulated	HV	9.6	Exiting Gorge
9/05/2011	14:14	Two Axle Truck or Bus	HV	7.9	Towards Galston
10/05/2011	12:09	Two Axle Truck or Bus	HV	7.5	Towards Galston
10/05/2011	15:05	Short Towing	LV	10.2	Exiting Gorge
11/05/2011	6:44	Short Towing	LV	10.9	Towards Galston

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DATE	TIME	VEHICLE CLASS	HV/LV	LENGTH	DIRECTION
12/05/2011	10:01	Two Axle Truck or Bus	HV	7.6	Exiting Gorge
12/05/2011	12:02	Two Axle Truck or Bus	HV	8.9	Towards Galston
12/05/2011	12:54	Two Axle Truck or Bus	HV	7.9	Towards Galston
12/05/2011	17:56	Two Axle Truck or Bus	HV	7.6	Towards Galston
12/05/2011	20:24	Short Towing	LV	10.2	Towards Galston
13/05/2011	8:41	Two Axle Truck or Bus	HV	7.8	Towards Galston
13/05/2011	8:42	Two Axle Truck or Bus	HV	7.8	Exiting Gorge
13/05/2011	12:12	Short Towing	LV	12.0	Towards Galston
14/05/2011	7:45	Two Axle Truck or Bus	HV	8.0	Exiting Gorge
14/05/2011	7:59	Two Axle Truck or Bus	HV	10.0	Towards Galston
14/05/2011	11:01	Short Towing	LV	10.0	Exiting Gorge
14/05/2011	12:13	Two Axle Truck or Bus	HV	7.8	Exiting Gorge
14/05/2011	13:31	Two Axle Truck or Bus	HV	7.9	Towards Galston
14/05/2011	14:56	Short Towing	LV	10.9	Exiting Gorge
14/05/2011	17:12	Short Towing	LV	10.3	Exiting Gorge
14/05/2011	17:30	Two Axle Truck or Bus	HV	10.6	Towards Galston
15/05/2011	7:43	Unclassified Vehicle	HV	11.1	Towards Galston
15/05/2011	10:31	Short Towing	LV	10.1	Exiting Gorge
15/05/2011	20:29	Short Towing	LV	10.1	Towards Galston
16/05/2011	4:38	Two Axle Truck or Bus	HV	7.5	Exiting Gorge
16/05/2011	10:01	Short Towing	LV	11.1	Towards Galston
16/05/2011	12:51	Two Axle Truck or Bus	HV	7.5	Towards Galston
17/05/2011	7:29	Two Axle Truck or Bus	HV	8.0	Towards Galston
17/05/2011	7:34	Two Axle Truck or Bus	HV	7.8	Towards Galston
17/05/2011	10:40	Short Towing	LV	10.6	Towards Galston
17/05/2011	12:28	Two Axle Truck or Bus	HV	7.5	Towards Galston
17/05/2011	13:46	Three Axle Truck or Bus	HV	12.2	Towards Galston
17/05/2011	13:50	Three Axle Truck or Bus	HV	10.6	Exiting Gorge
17/05/2011	18:41	Short Towing	HV	8.3	Towards Galston
18/05/2011	9:27	Two Axle Truck or Bus	HV	8.4	Towards Galston
18/05/2011	11:08	Two Axle Truck or Bus	HV	7.5	Towards Galston
18/05/2011	12:26	Two Axle Truck or Bus	HV	8.8	Towards Galston
19/05/2011	4:35	Two Axle Truck or Bus	HV	7.5	Exiting Gorge
19/05/2011	7:21	Four Axle Articulated	HV	9.2	Towards Galston
19/05/2011	14:44	Two Axle Truck or Bus	HV	7.8	Towards Galston
20/05/2011	7:54	Three Axle Truck or Bus	HV	8.4	Towards Galston
20/05/2011	7:57	Three Axle Truck or Bus	HV	8.3	Exiting Gorge
21/05/2011	8:01	Five Axle Articulated	LV	11.1	Towards Galston
22/05/2011	7:41	Short Towing	HV	9.0	Exiting Gorge
22/05/2011	9:54	Unclassified Vehicle	HV	14.6	Exiting Gorge
22/05/2011	13:50	Short Towing	LV	10.5	Towards Galston
22/05/2011	15:42	Short Towing	LV	13.0	Exiting Gorge
23/05/2011	6:19	Four Axle Truck	HV	8.6	Towards Galston
23/05/2011	6:24	Unclassified Vehicle	LV	18.5	Towards Galston
23/05/2011	8:37	Unclassified Vehicle	HV	10.8	Towards Galston
23/05/2011	10:22	Three Axle Truck or Bus	HV	8.2	Towards Galston
23/05/2011	10:23	Three Axle Truck or Bus	HV	9.8	Exiting Gorge
23/05/2011	11:34	Two Axle Truck or Bus	HV	8.0	Towards Galston
23/05/2011	12:33	Two Axle Truck or Bus	HV	8.1	Exiting Gorge
23/05/2011	13:07	Two Axle Truck or Bus	HV	8.2	Towards Galston
24/05/2011	11:25	Two Axle Truck or Bus	HV	8.6	Towards Galston
25/05/2011	4:38	Two Axle Truck or Bus	HV	7.5	Exiting Gorge
26/05/2011	8:07	Unclassified Vehicle	LV	15.9	Exiting Gorge
26/05/2011	13:21	Short Towing	LV	10.9	Towards Galston
26/05/2011	13:28	Two Axle Truck or Bus	HV	7.8	Towards Galston

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All Vehicle Statistics

The following table lists all vehicles detected by the axle height TIRTL on a daily basis:

DATE	Short Vehicle	Short Towing	Two Axle Truck or Bus	Three Axle Truck or Bus	Four Axle Truck	Three Axle Articulated	Four Axle Articulated	Five Axle Articulated	Six Axle Articulated	B Double
26/02/2011	4,442	64	99	5	2	0	0	0	0	0
27/02/2011	3,596	39	61	6	1	1	0	0	1	0
28/02/2011	5,212	26	155	0	0	1	1	0	0	0
1/03/2011	5,567	21	153	2	0	1	0	0	0	0
2/03/2011	5,603	26	180	2	0	2	0	0	0	0
3/03/2011	5,733	25	179	2	0	0	0	0	0	0
4/03/2011	5,822	38	169	1	0	0	1	0	0	0
5/03/2011	4,452	27	75	0	0	1	0	0	0	0
6/03/2011	4,002	40	56	6	0	0	1	1	0	0
7/03/2011	5,398	32	162	0	0	2	1	0	0	0
8/03/2011	5,631	22	155	0	0	1	0	1	0	0
9/03/2011	5,637	23	166	1	0	2	0	0	0	0
10/03/2011	5,499	28	175	5	0	1	0	0	0	0
11/03/2011	5,620	34	187	0	0	2	0	0	0	0
12/03/2011	4,441	25	100	1	0	1	1	0	0	1
13/03/2011	4,390	46	65	8	0	4	0	0	0	0
14/03/2011	5,371	23	188	0	0	0	0	0	0	0
15/03/2011	5,596	30	180	1	0	0	2	0	0	0
16/03/2011	5,599	22	193	1	0	0	0	0	0	0
17/03/2011	5,770	16	206	2	0	0	0	0	0	0
18/03/2011	5,764	42	195	0	0	0	0	0	0	0
19/03/2011	3,365	26	81	0	0	0	0	0	0	0
20/03/2011	2,868	35	47	0	0	0	0	0	0	0
21/03/2011	5,106	20	155	1	0	0	0	0	0	0
22/03/2011	5,540	19	166	1	0	0	0	0	0	0
23/03/2011	4,665	10	129	1	0	0	1	0	0	0
24/03/2011	5,780	28	151	3	0	0	0	0	0	0
25/03/2011	5,764	29	161	2	0	1	0	0	0	0
26/03/2011	4,082	19	68	0	0	0	0	0	0	0
27/03/2011	3,600	25	43	2	0	1	2	0	0	0
28/03/2011	5,372	17	156	0	0	1	0	2	0	0
29/03/2011	5,637	31	173	5	0	0	0	0	0	0
30/03/2011	5,532	24	175	0	2	0	0	0	0	0
31/03/2011	5,218	17	156	4	0	0	1	0	0	0
1/04/2011	5,827	28	160	3	0	1	0	0	0	0
2/04/2011	4,410	38	71	6	0	2	0	0	0	0
3/04/2011	4,212	45	51	4	1	0	0	0	0	0
3/04/2011	4,212	45	51	4	1	0	0	0	0	0
4/04/2011	5,421	26	173	0	0	1	0	0	0	0
5/04/2011	5,611	11	148	0	0	1	0	0	0	0
6/04/2011	5,690	12	180	0	0	0	1	0	0	0
7/04/2011	5,744	19	191	2	0	0	1	0	0	0
8/04/2011	5,794	29	136	2	0	0	0	0	0	0
9/04/2011	4,575	42	73	6	1	1	0	0	0	0
10/04/2011	3,974	40	57	3	0	0	0	0	0	0
11/04/2011	4,830	28	161	0	0	2	0	0	0	0
12/04/2011	4,977	14	155	0	0	1	1	0	0	0
13/04/2011	5,112	30	150	0	0	0	0	0	0	0
14/04/2011	5,137	23	171	3	0	0	0	0	0	0
15/04/2011	5,277	25	168	4	0	0	2	0	0	0
16/04/2011	3,193	30	89	1	0	0	0	0	0	0
17/04/2011	1,870	10	38	3	1	0	0	0	0	0
18/04/2011	718	1	11	0	0	0	0	0	0	0
19/04/2011	5,076	32	176	1	0	1	0	0	0	0

DATE	Short Vehicle	Short Towing	Two Axle Truck or Bus	Three Axle Truck or Bus	Four Axle Truck	Three Axle Articulated	Four Axle Articulated	Five Axle Articulated	Six Axle Articulated	B Double
20/04/2011	4,899	26	173	0	0	2	0	0	0	0
21/04/2011	5,565	52	200	2	0	1	0	0	0	0
22/04/2011	3,082	38	37	4	0	0	0	0	0	0
23/04/2011	3,119	26	69	0	0	2	0	0	0	0
24/04/2011	3,162	16	39	2	2	1	0	0	0	0
25/04/2011	2,623	32	46	0	0	0	0	0	0	0
26/04/2011	2,970	20	35	0	0	0	0	0	0	0
27/04/2011	5,314	21	168	0	0	0	0	0	0	0
28/04/2011	5,149	13	158	2	0	1	0	0	0	0
29/04/2011	5,326	28	163	0	0	0	0	0	0	0
30/04/2011	3,734	18	85	0	0	1	0	0	0	0
1/05/2011	3,892	29	65	5	4	0	0	0	0	0
2/05/2011	5,427	22	155	0	0	0	0	0	0	0
3/05/2011	5,581	15	182	1	0	1	0	0	0	0
4/05/2011	5,758	17	188	2	0	0	0	0	0	0
5/05/2011	5,857	29	198	3	0	0	0	0	0	0
6/05/2011	5,807	40	195	2	0	1	0	0	0	0
7/05/2011	4,391	38	88	2	0	0	0	0	0	0
8/05/2011	4,504	30	43	3	0	1	0	0	0	0
9/05/2011	5,455	25	166	1	0	3	3	0	0	0
10/05/2011	5,688	21	186	0	0	0	0	0	0	0
11/05/2011	5,488	29	169	1	0	1	0	0	0	0
12/05/2011	5,742	17	184	4	0	0	0	0	0	0
13/05/2011	5,878	25	189	0	0	1	0	0	0	0
14/05/2011	4,520	35	86	1	0	0	0	0	0	0
15/05/2011	4,111	35	56	4	0	0	0	0	0	0
16/05/2011	5,197	19	186	1	0	0	0	0	0	0
17/05/2011	5,856	18	171	2	0	0	0	0	0	0
18/05/2011	6,299	27	191	0	0	0	0	0	0	0
19/05/2011	5,813	16	197	2	0	0	2	0	0	0
20/05/2011	5,944	39	169	2	0	0	0	0	0	0
21/05/2011	4,284	51	72	2	0	1	0	1	0	0
22/05/2011	3,622	47	32	4	1	1	0	0	0	0
23/05/2011	5,642	22	115	2	1	1	0	0	0	0
24/05/2011	5,899	24	141	0	0	1	0	0	0	0
25/05/2011	5,491	18	130	0	0	0	0	0	0	0
26/05/2011	5,968	18	136	5	0	1	0	0	0	0
TOTAL	**446,391**	**2,473**	**12,033**	**163**	**17**	**53**	**21**	**5**	**1**	**1**

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Transport
Roads & Traffic
Authority

Galston Road, Hornsby Heights and Galston

Summary of investigations

JULY 2011

RTA/Pub. 11.306

Contents

1 Background

Galston Road is an important regional link with an Average Annual Daily Traffic (AADT) volume of 5000 vehicles. Galston Road through Galston Gorge is the most direct route between Galston and Hornsby.

There are large warning signs on Galston Road at the approaches to both ends of Galston Gorge warning long vehicles not to proceed through the Gorge. The signs have flashing lights and notify drivers that vehicles longer than 7.5 metres are prohibited through the Gorge. The signs advise of heavy fines should motorists proceed.

The 7.5 metre maximum length restriction was prescribed in the *Motor Traffic Regulations 1935*.

Since that time, manufacturing improvements and modifications to vehicle turning paths have been made. The Roads and Traffic Authority (RTA) is unaware if the vehicle length restriction has ever been reviewed in light of these improvements.

The *Motor Traffic Act* was repealed in 1999 when the *Australian Road Rules* came into effect. There are no specific provisions under the *Road Rules* to enforce a length restriction on Galston Road through Galston Gorge. This restriction is imposed by the 'No Truck' signs installed along the approaches to Galston Gorge.

The Sydney Sector Vehicle Regulation on-road enforcement program includes Galston Gorge. Currently, teams of inspectors patrol the Gorge on average twice a week to ensure heavy vehicles (over 4.5 tonnes) do not disobey the 7.5 metre length restriction signs. If a heavy vehicle driver is detected by RTA inspectors, a fine for 'Disobey No Truck Sign (length) - Galston Gorge' for the amount of $1776 is issued. Similarly, a bus driver detected entering the Gorge is issued with a $143 fine for 'Disobey No Buses sign (length)'.

The RTA does not have the legislative powers to enforce a length limit for light vehicles (under 4.5 tonnes). This power is with the NSW Police.

The RTA is unaware if the length restriction has ever been enforced for light vehicles.

The RTA is also unaware of any incidence of light vehicles/vehicle combinations becoming stuck in the Gorge.

There is a recorded history (on average 3 per year) of trucks and articulated vehicles contravening the 7.5 metre length restriction and becoming stuck in the tight, steep bends of Galston Gorge. When this happens and the roadway becomes blocked, major detours are required and major delays to road users occur.

Already this year there have been two reported incidents of over-length vehicles becoming stuck in the Gorge. On Tuesday 8 February the Gorge was closed for more than four hours after a prime mover with a trailer carrying five horses became trapped. Police were called to manage the traffic which had to be turned around. Further crews removed the horses and then towed out the empty truck. On Friday 25 March, a coach measuring 13.5 metres in length became stuck and required removal.

2 The proposal

In November 2010, based on community concerns about delays to traffic caused by vehicles blocking the road and the time it takes to remove such vehicles, a package of work was announced. The package aimed to **reduce the number of vehicles that become stuck in the tight, steep bends of the Gorge.**

Work is described in Figures 1, 2 and 3 below and involves:

- Installing an over-length vehicle monitoring (transportable infrared truck logger) and corresponding camera system on the eastern end of the gorge to monitor and take images of over-length vehicles.
- Installing an over-length vehicle monitoring system (transportable infrared truck logger) on the western end of the gorge to measure vehicle length and trigger a sign with flashing lights to warn the drivers of specific over-length vehicles to turn around and not proceed to the gorge.
- Upgrading the intersection of Galston and Calderwood roads, Galston by replacing the existing T-intersection with a roundabout.
- Constructing a truck facility on the departure side of the proposed roundabout to prevent the passage of eastbound heavy vehicles greater than 7.5 metres beyond the intersection.

These initiatives were proposed, based on the preliminary information available at the time.

The RTA prepared a review of environmental factors (REF) for the approval of the proposed roundabout and associated truck facility. This review was completed in February 2011 and is available on the RTA website.

A separate review of environmental factors for the transportable infrared truck logger and corresponding camera system was completed in January 2011.

Figure 1: Proposed roundabout and truck barrier

Figure 2: Transportable infrared truck logger (TIRTL)

Figure 3: Camera system

3 Consultation

The RTA consulted with key stakeholders and sought feedback from the community about this proposal.

Based on the issues raised in community discussions the RTA has undertaken traffic studies, surveyed the bends of the Gorge, and undertaken modelling of the truck barrier.

Feedback from the community has been used to inform the landscaping options and access arrangements.

3.1 Western side of the Gorge, Galston

On 3 December 2010 information regarding the proposed roundabout and truck facility was letter-boxed to residents on the western side of the Gorge in the vicinity of the proposal. Contact details for the RTA project manager and a request for residents to call and arrange an on-site meeting to further discuss any issues/ concerns were provided at that time.

On-site meetings were held with residents on 10 December 2010 and 14 January 2011.

3.2 Eastern side of the Gorge, Hornsby Heights

On 3 January 2011 information regarding the proposed installation of a transportable infrared truck logger and corresponding camera system was letter-boxed to residents on the eastern end of the Gorge in the vicinity of the proposal.

On-site meetings to discuss residents' issues and concerns were held on 17 January 2011 and 22 February 2011.

Ongoing dialogue has been maintained with these residents to address concerns as they arise.

The issues raised are described below:

- Visual impact and reduced visual amenity, particularly in the vicinity of the transportable infrared truck logger and camera hardware.
- Reduced/restricted access for:
  - Residents with long vehicles/vehicle combinations living east of the Calderwood Road/Galston Road intersection.
  - Residents with long vehicles/vehicle combinations living east of the over-length camera.
  - Emergency vehicles – potential difficulties gaining safe passage through the proposed 'truck facility.'
  - Delivery trucks, garbage trucks and other over-length vehicles. (Vehicles over 7.5 metres in length which are not travelling through the gorge but need to pass the camera or truck facility).
  - Local business operators with a history of being able to drive their car and trailer (over-length light vehicle combination), through the gorge without incident.
  - Local residents with a history of being able to drive their over-length light vehicle combinations through the gorge without incident.
- Reduced amenity for local residents. Previously uninterrupted bush views have been replaced with views of RTA hardware.

Other feedback provided during on-site discussions includes:

- "Residents are concerned about the number of drivers who speed along Galston Road through Galston Gorge. We're much more concerned about speeding and safety than the number of vehicles that get stuck in the Gorge. Speeding is a big issue."
- "Over-length trucks and articulated vehicles represent a 'blockage' risk through the Gorge. Over-length light vehicle combinations do not."
- "Show me some evidence that a light vehicle has ever been stuck in the Gorge."

- "Installing barriers and other hardware in the road corridor represents a road safety hazard."
- "The RTA should consider investigating turning paths as opposed to overall length if it wants to avoid causing unnecessary inconvenience to local residents, business operators and motorists."
- "The RTA should consider giving an exemption to the drivers of light vehicle combinations. This will avoid hindering commuters unnecessarily. Detouring along Pennant Hills Road adds approximately 50kms to the daily commute."
- "Installing over-length cameras is a revenue raising exercise. Friends and family will be discouraged from visiting us because if they're towing their boat, trailer or caravan, they'll pass the camera and get fined."

To meet the project objectives as well as incorporate community feedback, the RTA has:

- Worked with residents regarding landscaping, drainage and pedestrian access options.
- Worked with residents to ensure access to residential properties on the eastern end of the Gorge is maintained for residents, emergency service and delivery vehicles.
- Agreed to construct measuring bays at both the eastern and western ends of the Gorge to assist drivers to measure the overall length of their vehicle/vehicle combination.
- Investigated a range of design options for the proposed roundabout and truck facility at the western end of the Gorge. These options will assist the RTA to ensure safe access is maintained for all road users. This includes residents, emergency service vehicles, garbage trucks and delivery vehicles. See section 4.3 for more information on these investigations.
- Provided information to the NSW Police Force Local Area Commander regarding resident concerns of 'speeding' along Galston Road for future intelligence and action.
- Reviewed historic traffic count data to determine the types of vehicles travelling through the Gorge. See section 4.1 for more details.
- Investigated data relating to recorded incidences of vehicles blocking the Gorge. See section 4.1.1 for more details.
- Recorded current patterns of vehicle usage. See section 4.1.2 for more details.
- Undertaken 3D modelling of the horizontal and vertical geometry of the bends through the Gorge. See section 4.2 for more details.
- Investigated turning paths and physical dimensions of light and heavy vehicles plus combinations. See section 4.2 for more details.

4 Investigations

To meet the primary objective of this project, **reducing the number of vehicles that become stuck in the tight, steep bends of the Gorge**, and at the same time minimise its impacts on:

- road safety
- visual amenity
- amenity for local residents, business operators and road users
- traffic flow
- access to residential properties for over-length vehicles
- the existing natural and built environment

the RTA has collected additional traffic information and undertaken a range of investigations.

These investigations have assisted the RTA to determine a way forward in terms of:

- The types of vehicles which cannot reasonably negotiate the Gorge – vehicles which represent an unacceptable 'blockage' risk.
- Providing safe yet effective measures to manage the passage of east and westbound over-length heavy vehicles.
- A technical basis for the existence of a length restriction on Galston Road through Galston Gorge.

These additional investigations are detailed below.

4.1 Traffic data

4.1.1 Historical data

Available traffic data between November 2008 and March 2011 indicates that 10 trucks have been stuck in the gorge and have required the assistance of government authorities to be freed. It should be noted that this data does not capture incidents where stuck vehicles have been able to free themselves.

According to the information available, the following types of trucks have been stuck in the Gorge:

- Removalist truck.
- Semi trailer.
- Primer mover with a trailer carrying 5 horses.
- Bus.
- Flatbed truck.

The information available has not produced results regarding light vehicles with trailers but anecdotally, trucks have been responsible for blocking the Gorge.

4.1.2 Recent data

On 26 February 2011, the transportable infrared truck logger installed on the eastern end of the Gorge was switched on for the purpose of data collection.

For the 50 day period between 7 April 2011 and 26 May 2011, the data logger detected a total of 247,222 vehicle movements along Galston Road through Galston Gorge. An average of 4944 vehicles travelled through the Gorge each day. Of this, approximately 4813 were light vehicles/light vehicle combinations (Class 1 & 2) and approximately 131 were heavy vehicles/heavy vehicle combinations (Class 3 to 12).

For this period heavy vehicles represented approximately 2.7% of the total number of vehicles travelling through the Gorge each day.

In this 50 day period, 6569 heavy vehicles passed through the Gorge. Of these, 101 heavy vehicles or 1.5 per cent, were longer than 7.5 metres. In terms of direction of travel, 61 were heading west (toward Galston), and 40 were heading east (towards Hornsby).

In this same period, about 1,319 light vehicle combinations (0.53 per cent of total vehicles), passed through the Gorge. Of these, 67 (or 5.1 per cent), were over 10 metres in length and 20 (or 1.5 per cent), were greater than 11 metres in length.

During this period, there were no recorded blockages in Galston Gorge. Vehicles classified under Class 1 through to Class 10 were recorded travelling through the Gorge.

A summary of vehicle classifications can be found in Appendix A.

4.2 2D and 3D modelling of the bends

The RTA undertook topographical survey of the bends in Galston Gorge. These surveys combined with 3D simulation of the turning paths of model vehicles, enabled the RTA to determine the types of vehicles/vehicle combinations which are able to negotiate the tight, steep bends of the Gorge without incident.

The bends were identified numerically from 1 to 5 with 1 being the western most bend at Galston and 5 being the eastern most bend at Hornsby Heights. See Appendix B for more details.

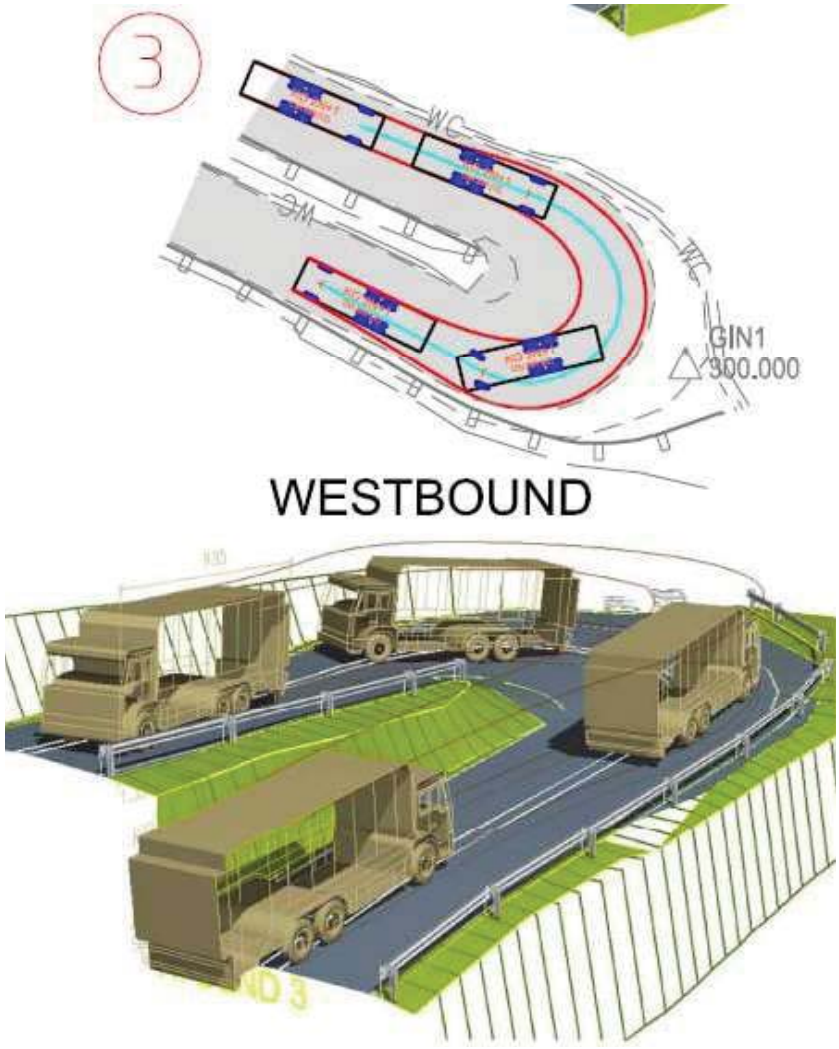
The bends are relatively consistent. They are all characterised by having very small radii curves and steep grades, differing only in terms of available road width and road side features such as rock cuts and guardrails.

The worst/tightest conditions are prevalent at bend number 3. Due to existing grades, issues of traction loss and the need for longer vehicles to cross over onto the wrong side of the road to negotiate the turns, the worst/most difficult direction of travel is eastbound.

A range of model vehicles from a car to a semi trailer where used in the 2 D and 3D bends simulation. Issues of grade and the need to travel on the wrong side of the road were also incorporated.

Most vehicles need to cross the road centre when negotiating the bends of the Gorge – this is unavoidable. The centreline has been removed around each bend.

Where longer vehicles needed to utilise the inside of a curve to negotiate a turn, it was identified that traction could become an issue. Images of the 2D simulation (top) & 3D simulation (bottom) are shown below.

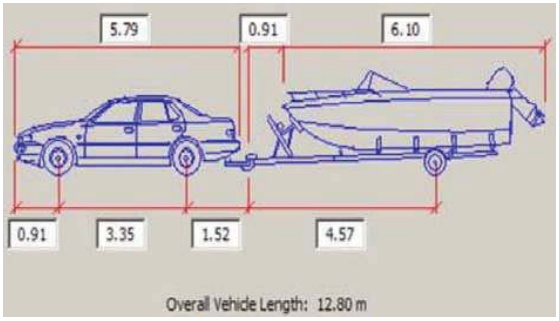


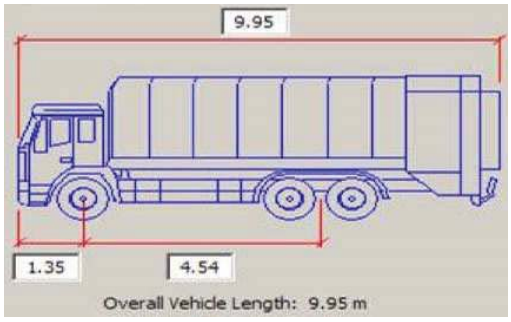
The simulation was run using the following rules:

- Manoeuvre must be completed in one go i.e. no 3 point turns.
- Vehicle must not collide with any road side feature.
- The following constraints were also applied in the simulation:
- Driver picked the correct line of travel the first time.
- Only vehicles available in the database were modelled. (These vehicles represent a realistic sample of the types of vehicles potentially travelling through the Gorge).

4.2.1 Vehicles which passed the simulation

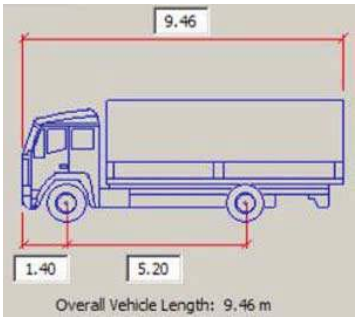
The simulation indicates that the vehicle types below can navigate the bends of the Gorge without incident:

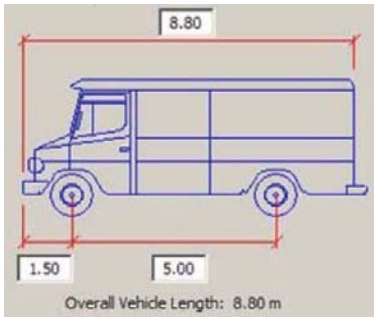




4.2.2 Vehicles which marginally passed the simulation

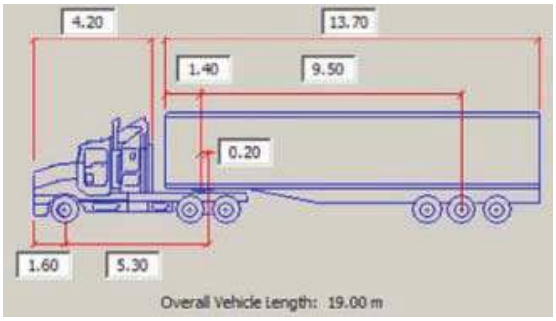
The simulation indicates that the vehicles types below can only just navigate the bends of the Gorge without incident:

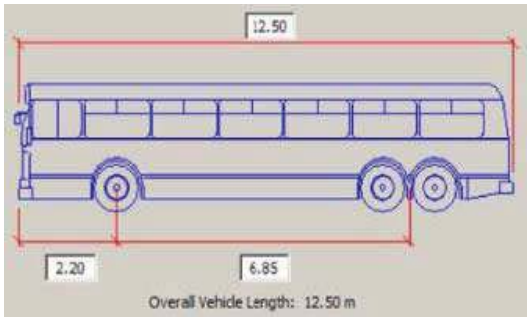


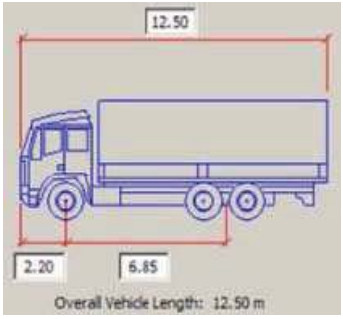


4.2.3 Vehicles which failed the simulation

The simulation indicates that the vehicle types below can not navigate the bends of the Gorge without incident:







4.2.4 Summary of simulation results

Notwithstanding human error, the simulation identified that the most critical influence on a vehicle's ability to negotiate the bends, is the steering lock angle i.e. a vehicle's turning circle. The lower the lock angle the more difficult it is for the vehicle to navigate the bends. The next most critical factor is vehicle length.

As illustrated above, a 9.95 metre long truck with an excellent (high) steering lock angle could pass through the Gorge easier than a slightly shorter truck with a moderate (medium) steering lock angle. The turning paths of the above vehicles are attached in Appendix C.

Based on the topographical survey as well as the 2D and 3D modelling, the RTA has determined that light vehicle combinations up to 11 metres long can traverse the Gorge without incident. This is supported by the data collected by the transportable infrared truck logger that shows a number of vehicles of this combination using Galston Gorge without incident.

Given that the most critical influence on a vehicle's ability to negotiate the bends of the Gorge is the steering lock angle and that this angle varies greatly in heavy vehicles, the RTA has concluded that the 7.5 metre length restriction for heavy vehicles should be maintained.

4.3 Design options for the roundabout and truck facility/barrier

A roundabout and associated truck facility are proposed to deter long vehicles likely to get stuck if they proceed along Galston Road east of the Calderwood Road intersection.

The design of the truck facility departs from the RTA's *Road Design Guidelines 2006*. This is because the truck facility needs to be purpose built to specifically address the issue of over-length vehicles entering the Gorge.

The concept design for the truck facility/barrier incorporates a series of tight curves. This would make the passage of an over-length vehicle very difficult. It would also pose a safety risk to other road users.

The design speed of the truck facility is about 15km/h. Galston Road is currently posted at 60km/h. Motorists failing to slow sufficiently before entering the facility and/or drive to the appropriate road conditions, risk injury or damage.

It should be noted that there are currently no physical barriers installed within the road environment at this location. Introducing a physical barrier would in itself, provide an additional road safety hazard.

To address the road safety concerns associated with the concept design of the roundabout and truck facility, the RTA developed several alternative design options. These were assessed with the intended aim of selecting a design which could meet the objectives of the proposal and at the same time, maintain an acceptable level of safety for motorists. See below for further details of this assessment.

4.3.1 Configuration options for the truck facility/barrier

The options to configure the truck facility are described below.

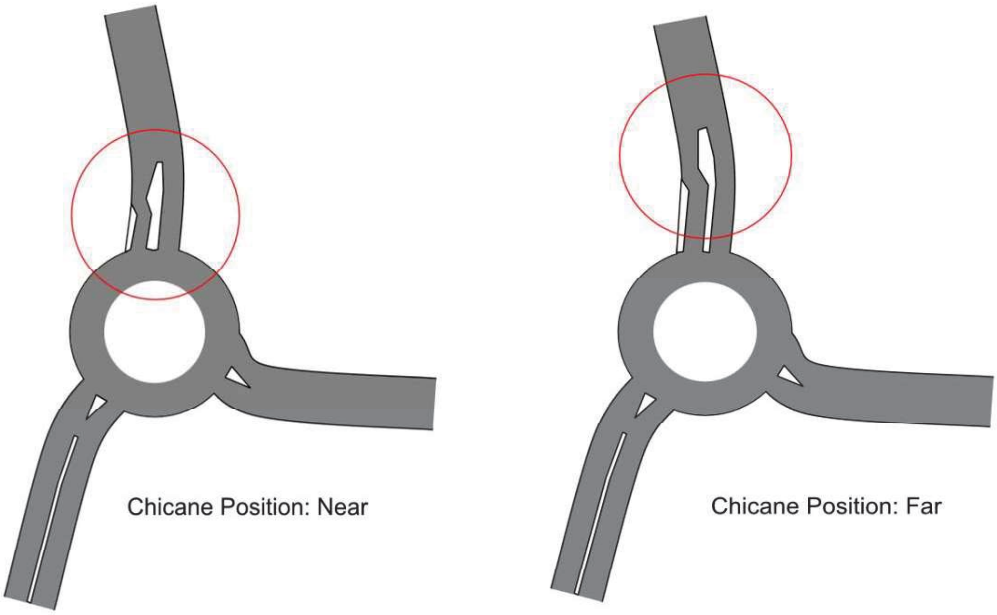
4.3.2 Position of the chicane

The position of the chicane impacts on sight distance.

By positioning the chicane further away from the roundabout, it would be less visible to drivers. This means drivers could potentially change their mind about proceeding through the chicane at a point where it is too late to simply u-turn at the roundabout. This would result in the driver having to reverse out of the chicane and back into the roundabout, impacting on traffic flows and risking the safety of other drivers.

By moving the chicane further way from the roundabout, sight distance for drivers can be improved.

These options are illustrated below:

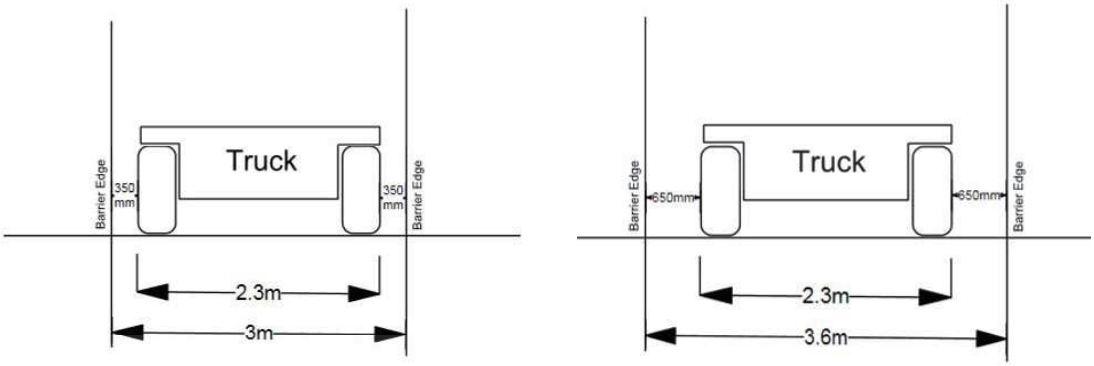


4.3.3 Lane Width

Reducing lane widths has the effect of slowing down traffic.

Due to the tight curves of the chicane, reduced lane widths would have the additional effect of making manoeuvres more difficult. This would mean reduced room for driver error.

These options are illustrated below:



4.3.4 Barrier Type

A key influence on the design of the chicane is the type of barrier selected. The type of barrier selected will also significantly influence the operation of the chicane.

A low barrier would allow vehicles with a high clearance to mount and drive over the chicane.

A standard type F barrier in conjunction with the 10-13% approach grade for westbound traffic would obstruct driver vision for vehicles entering the roundabout and would therefore pose a road safety hazard, reducing road user safety.

It should be noted that installing any physical barrier within the road environment represents a hazard to road users.

4.3.5 Consideration of barrier type

When considering the barrier type, the RTA has investigated various scenarios. Please refer to the images on the next page for information on barrier options.

Scenario 1 – Motorbike/bicycle travelling east from Galston at high speed

If a motorbike/bicycle rider failed to slow sufficiently before entering the chicane and clipped one of the kerb edges, the rider could lose control and either be flung from their bike or end up sliding along the road pavement. The design of the chicane would determine the outcomes for the rider as below:

- **Concrete barrier** – Likelihood of rider impacting the barrier square on is high. Risk of death or severe injury to the rider is also high.
- **Elsholz redirective kerb** - Lower barrier height would result in moderate risk of death or injury due to impact with the kerb. Possibility the rider could be flung into the opposing traffic.
- **Standard kerb** – The risk of death due to impact is low.

Scenario 2 – Car travelling east from Galston at high speed

If the driver of a light vehicle fails to slow sufficiently before entering the chicane they risk clipping one of the kerb edges and losing control. The design of the chicane would determine the outcomes for the driver as below:

- **Concrete barrier** – Likelihood of the car crashing head on into the barrier is high. Risk of the car being a 'write-off' is high. Risk of severe injury to the driver/any passengers is high.
- **Elsholz redirective kerb** – Likelihood of significant damage to the car on impact with the kerb is high. Moderate injuries are likely to be sustained by the driver/any passengers.
- **Standard kerb** – The risk of injury to the driver/any passengers is low. It is likely some damage to the vehicle would be sustained.

Scenario 3 – Car travelling west from Hornsby

- **Concrete barrier** – The risk of side impact crashes with vehicles in the roundabout is high. A concrete barrier would obscure vision into the roundabout for westbound drivers i.e. it would be difficult for westbound drivers to see vehicles which are already in the roundabout.
- **Elsholz redirective kerb** – Due to the low height of Elsholz kerbing, sight distance and therefore side impact crash risk for westbound drivers would not be an issue.
- **Standard kerb** - Due to the low height of barrier kerbing, sight distance and therefore side impact crash risk for westbound drivers would not be an issue.

Scenario 4 – Car with/without a trailer travelling east from Galston

The design of the chicane would determine the outcomes for cars with/without trailers as below:

- **Concrete barrier** – The risk of installing a chicane comprising a solid curved wall is that drivers who are unfamiliar with this design option may hesitate, increasing the risk of rear end crashes and queuing. By obscuring visual cues, the height of the concrete barrier would also make assessment of the correct path of travel difficult to determine. As a result, the risk of drivers scraping their car, trailer or wheels when negotiating the chicane is high.
- **Elsholz redirective kerb** – The height of this barrier would not obscure visual cues. Because of the height of the kerb the potential for drivers to scrape their car, trailer or wheels whilst negotiating the chicane, still exists.
- **Standard kerb** – Standard kerbing is commonly used along roadways. The risk of damage to a car or trailer would be low however some bumping of the wheels could occur.

Scenario 5 – Over-length truck heading east from Galston

- **Concrete barrier** – Installing a solid wall would present a visual deterrent. If a driver chose to proceed and attempt to pass through the concrete barrier, at some point the truck would become wedged. This would cause scraping damage to the truck. The truck would then need to be backed out or if really stuck, winched out of the chicane before normal operation could resume. In the meantime, traffic could bypass the chicane under traffic control.
- **Elsholz redirective kerb** – Has sufficient height to make passage through the chicane very difficult for trucks. Trucks with large wheels and sufficient ground clearance may be able to mount the kerb.
- **Standard kerb** – Trucks could simply mount standard kerbing. Mounting the kerb would however cause bumping of the wheels which would make for an uncomfortable ride.

Concrete barrier

Elsholz redirective barrier

Standard kerb

4.4 Summary of design considerations

As reported in sections 4.1 and 4.2 traffic data and modelling of the bends supports the RTA's conclusions that:

- light vehicle combinations up to but not exceeding 11 metres in length can traverse the Gorge without incident and the 7.5 metre length restriction should be removed for light vehicles
- the 7.5 metre length restriction for heavy vehicles is appropriate and should be maintained.

As per the proposal, the main design objective of the barrier is to restrict the ability of vehicles/vehicle combinations likely to get stuck in the Gorge from proceeding along Galston Road to the Gorge.

In line with the modified business rules for light vehicle combinations, the barrier would therefore need to restrict the passage of heavy vehicles exceeding 7.5 metres in length while allowing for the safe passage of light vehicles up to 11 metres in length.

After investigating the various truck facility design options, road safety constraints and modified business rules for light vehicle combinations, the evidence indicates that in terms of meeting the main design objective, the more effective the barrier is, the greater the implications for road user safety and access.

The RTA therefore considers that the risks associated with constructing an effective truck facility fall outside the limits of acceptable risk to legitimate road users. As a result, the RTA has determined it will construct the proposed roundabout but not the associated truck barrier. To ensure the main design objective is met and to enhance the overall operation of the transportable infrared truck logger and camera system, the RTA will install additional truck loggers and warning signs on both approaches to the Gorge. This will ensure all over-length vehicles proceeding to the Gorge are recorded and monitored every time.

TABLE 1: CHICANE DESIGN OPTIONS

	Considerations	Current thinking
Barrier type		
Concrete Barrier	• high risk, road safety issue, impacts would be severely compounded by grades and speeds • high risk, road safety issue, height of walls would impede sight lines into roundabout from gorge and compounded by speeds • moderate risk, road safety issue, height of walls would impede sight lines from chicane to driveway and vice versa • low visual appeal • restrictive and likely to cause damage to through vehicles	N
Half height concrete barrier	• high risk, road safety issue, impacts would be severely compounded by grades and speeds • moderate risk, road safety issue, truck roll over potential and hopping over • low visual appeal • restrictive and likely to cause damage to through vehicles	N
Elsholz redirective kerb	• low risk, road safety issue, truck roll over potential and hopping over • provides visual cue for restriction due to extended lip of kerb • restrictive and likely to cause damage to through vehicles	N
SM/SA barrier kerb	• lower barrier will restrict but may allow vehicles to pass through • flaps placed on to will provide additional notification of chicane	N
SA/SA barrier kerb	• lower barrier will restrict but may allow vehicles to pass through • provides visual cue of restriction due to extended lip of kerb • flaps placed on to will provide additional notification of chicane	Y
Setback barrier and barrier kerb combination	• in theory to provide restriction to separately address light and heavy vehicles, difficult to design due to variables in vehicles types and abilities	
Width		
3m	• restrictive and does not allow for driver error • narrow lanes will impact traffic capacity by slowing down • not forgiving and more likely to cause damage to vehicle due to smaller clearance	N
3.6m	• typical road standard	Y
Position	•	
Near	• chicane can be easily identified from roundabout • allows drivers to reassess choice of entering chicane	Y
Far	• due to steep grades, location of chicane is not easily visible from roundabout • vehicles reassess choice of entering chicane will have to reverse uphill for a long stretch	N

5 The way forward

The RTA considered:

- The key objective of the project – to reduce the number of vehicles that become stuck in the tight, steep bends of the gorge.
- Community feedback.
- Traffic data.
- 2D and 3D modelling of the hairpin bends of the gorge.
- A variety of design options for the roundabout and truck facility/chicane

As a result, the RTA has modified the project scope and has developed business rules to support the operation of the new over-length vehicle monitoring/measuring system.

- **Light vehicles –** After modelling the bends and investigating traffic data the RTA has determined that light vehicle combinations up to 11 metres can traverse the Gorge without incidence. The RTA has also concluded that there is no evidence to support the need to maintain a 7.5 metre length restriction for light vehicles. The 7.5 metre length restriction for light vehicles is therefore being removed in favour of advisory signage warning the drivers of light vehicle combinations exceeding 11 metres, not to proceed to the Gorge.
- **Heavy vehicles –** After modelling the bends and investigating traffic data the RTA has concluded that the 7.5 metre length restriction for heavy vehicles is appropriate and should be maintained. The RTA will continue to enforce the current 7.5 metre length restriction for heavy vehicles.

The modified and enhanced package of work for Galston Road through Galston Gorge aims to:

- Reduce the number of vehicles that become stuck in the tight, steep bends of the Gorge.
- Reduce unnecessary inconvenience to local residents, business operators and motorists.
- Enhance road user safety.

Work will comprise:

- A roundabout to replace the existing T-intersection at the intersection of Galston and Calderwood roads, Galston.
- Measuring bays on both sides of the Gorge to assist drivers to measure the overall length of their vehicle/vehicle combination.
- A transportable infrared truck logger and corresponding camera system on the eastern end of the Gorge to monitor and take images of over-length vehicles proceeding to the Gorge.
- A second transportable infrared truck logger on the eastern side of the Gorge to trigger a sign with flashing lights warning the drivers of over-length vehicles to turn around and not proceed to the Gorge.
- A transportable infrared truck logger on the western side of the Gorge, immediately west of the roundabout, to trigger a sign with flashing lights warning the drivers of over-length vehicles to turn around at the roundabout and not proceed to the Gorge.
- A second transportable infrared truck logger on the western side of the Gorge, immediately east of the roundabout to monitor and record the details of over-length vehicles proceeding to the Gorge.
- Modified advanced warning signs and regulatory 'No Tuck' signs on the approaches to the Gorge warning drivers of the:
    - over-length cameras ahead
    - 7.5 metre length restriction for heavy vehicles
    - heavy fines which apply should a heavy vehicle proceed to the Gorge
    - 11 metre advisory length limit for light vehicle combinations
    - opportunities to turn around and not proceed to the Gorge.

It should be noted that the transportable infrared truck loggers are linked i.e. they do not work in isolation but rather track and record the path of all over-length vehicles. This will enable the RTA to monitor on an ongoing basis, vehicle types and usage, and will facilitate future planning.

If an over-length vehicle proceeds to the Gorge, the RTA's Heavy Vehicle Inspectors will receive an SMS, providing them with advanced warning of potential blockages and the opportunity to intercept and infringe offending heavy vehicles.

These modified measures mean that every over-length vehicle will be recorded and monitored and the enforcement process for over-length vehicles will commence.

Refer to Appendix D for a map of the proposed initiatives in the vicinity of Galston Gorge.

Transport Roads & Traffic Authority
NSW GOVERNMENT

Business Rules

Adjudication of Over Length Vehicle Camera Program image and report data

September 2011

Version Control

Version	Date	Description of Change	Author
1.0	13 April 2011	Creation of document (first draft)	Elisa Tyler
1.1	08 June 2011	First editing of document	Andrew Wilson
1.2	12 Aug 2011	Second editing of document (not accuracy of content)	Sharleen James
1.3	25 Aug 2011	Review of document (not accuracy of content)	Louise Hirst
1.4	31 Aug 2011	Review of document (accuracy of content)	Elisa Tyler

All printed copies of this document are uncontrolled

Approval

Approval and Authorisation		Signature	Date
Approved by:	A/Manager Business Development, Compliance and Enforcement Branch		
Approved by:	A/General Manager, Compliance and Enforcement Branch		
Approved by:	Director, Regulatory Services		
Approved by:	Regional Manager, Sydney		
Approved by:	General Manager, State Wide Operations & Performance		
Approved by:	General Manager, Infrastructure Communication		
Approved by:	Chief Executive, RTA		

This document can stand alone however it also forms part of Compliance and Enforcement Branch's umbrella policy, which is currently under development.

**** Special note: As at 25 August 2011 the OLVC Program is not yet producing images or report data for adjudication***

Contents

About this document

Who should read it?

This document is for Compliance and Enforcement Branch's Enforcement Adjudication (EA) personnel who screen potential offence files of images produced by the Over Length Vehicle Camera (OLVC) System at Galston Gorge.

It is recommended that personnel involved in the investigation of OLVC Program images and report data read and fully understand the contents of this document.

What does it contain?

This document contains Business Rules that define how image and report data should be assessed for the purpose of initiating further investigation and to potentially progress matters through to enforcement.

It provides clarity and clear direction to assist transparent, equitable, fair and consistent decision-making in the adjudication process.

What this document is not

This document is not a comprehensive adjudication policy or an adjudicators' user guide. It is a set of Business Rules that the Roads and Traffic Authority (RTA) wants the user to apply when adjudicating OLVC Program image and report data.

Neither is it a Code of Conduct and Ethics. If in doubt, users should refer to the NSW Ombudsman's Office: *Good Conduct and Administrative Practice: Guidelines for state and local government (2nd edition)* and specific agency guidelines such as the Roads and Traffic Authority *Heavy Vehicle Driver Handbook*.

Need more information?

If you need more information or have any questions about the OLVC Program or system, contact the EA Manager in the first instance for operations / investigation related questions. The Strategic Projects Manager can be contacted for technical related questions, and the Project Delivery and Installation Manager, for project related questions.

The Business Development Manager, Compliance and Enforcement Branch can also be contacted for assistance and guidance in relation to these Business Rules.

Introduction

The Over Length Vehicle Camera Program

The OLVC Program was introduced by the RTA in early March 2011 to gather data about the configuration of vehicles using Galston Road to cross Galston Gorge (the Gorge) as there is a history of over length vehicles becoming stuck at the Gorge creating significant traffic problems. The system is used as an investigative tool to detect and identify specific and potential breaches of road transport law by vehicles, primarily heavy vehicles (HVs): trucks and buses. However, it also detects light vehicles (LVs) longer than 11 metres travelling through the Gorge although RTA does not have authority to enforce against these vehicle operators.

The cameras monitor vehicles, including combinations (vehicles with trailers, vehicles with caravans and prime movers with trailers), travelling in either direction on Galston Road. Vehicles must pass over in-road sensors which analyse the vehicles' magnetic signatures to determine length. If an HV is detected as being over 7.5m in length (11m for an LV) the cameras are triggered and three images of the offending vehicle are taken. The movement of the over length vehicles approaching and departing from the camera sites are also recorded onto two videos.

The Compliance and Enforcement Branch (C&EB) manages the OLVC Program image and report data. In collaboration with the Inspectors, Vehicle Regulations (IVRs), EA is responsible for investigating the image and making decisions for appropriate action.[1] Where appropriate, EA compiles evidence packages for use by the Breach Management Unit (BMU) of the Enforcement Litigation and Inspection Programs Section (ELIPS) for processing offences through to prosecution.

The OLVC Program is a stand alone system operating 24 hours a day, seven days a week.

Program objectives

The Galston Gorge OLVC Program aims to improve the compliance of HVs longer than 7.5 metres (and LVs longer than 11m), travelling between Hornsby Heights and Galston Road. HVs are defined as those with a Gross Vehicle Mass (GVM) greater than 4.5 tonnes.

The objectives of the OLVC Program at the Gorge are to:

- Improve traffic flow by reducing the number of road closures due to obstruction caused by over length vehicles becoming trapped/stuck in the Gorge, and their removal;
- Improve traffic management by generating accurate information on HV movements through the Gorge;
- Change driver and operator behaviour in relation to over length vehicles accessing restricted roads; and
- Improve efficiency of the RTA's enforcement strategies by establishing improved knowledge of vehicle movements.

[1] The Authorised Officers' authority and processes with regard to investigations do not constitute part of this document.

The OLVC System

The OLVC Program consists of two systems.

The CEOS Transportable Infrared Traffic Logger (TIRTL)

The first system is a CEOS Transportable Infrared Traffic Logger (TIRTL) system, which projects infrared light beams across the road to detect and classify the wheels and body work of vehicles that pass.

The TIRTL has an upper and lower unit. The lower unit is located so that the beams are 50mm from the surface of the road. It provides traffic data related to speed, axle spacing and tyre chord width. The upper unit is located so that the length of the body work of the vehicles is captured. The data from both TIRTLs are collected for trend analyses.

TIRTLS are situated at both the eastern and western approaches to the Gorge. The TIRTLs also trigger warning signs to alert drivers of over length vehicles, giving them advanced notification and opportunity not to proceed into the Gorge.

The Redflex Loop detection system

The second system is a Redflex system that uses loops to detect the magnetic signatures / profiles of vehicles. This system uses video technology and in-road sensors to automatically detect and measure all vehicles passing through the Gorge. If a vehicle is detected as being over the 7.5 m threshold, the cameras take two images of the alleged offending vehicle on approach, one image of the alleged offending vehicle on departure and save the video recording. The data blocks for the images and videos are consistent with those provided for fixed digital speed cameras.

The Redflex system is situated at the eastern approach of the Gorge.

Detection

When a vehicle is detected as being over length the central server transmits an SMS alert to specified RTA personnel (Sydney Region IVRs) outlining the following details:

- Vehicle image, including data block;
- Date and time of travel;
- Brief description of vehicle;
- Length of vehicle; and
- Location / direction of travel (i.e. heading towards or exiting the Gorge)

The policy framework

The role of Enforcement Adjudication and the investigative and enforcement process

EA is responsible for processing image and report data produced by the OLVC Program to determine whether or not an incident can be confirmed as an offence. EA personnel undertaking this task are authorised officers under NSW legislation[2] and, as such, have the authority to adjudicate, determine and recommend the action to be taken. EA personnel are able to reject incidents, issue Warning Notices or recommend that a PN or Court Attendance Notice (CAN) be issued[3].

The image and report data produced by the cameras are not currently admissible in court as prima facie evidence of length as the system has not been gazetted as an approved measuring device. The actual physical measurement of alleged offending vehicles (or combinations) is required to confirm the exact length.

The first and second potential offences recorded for a vehicle by the OLVC Program result in the registered owner receiving a Warning Notice[4]. A Warning Notice may be issued without confirmation of length of the alleged offending vehicle. Where appropriate, EA personnel may request further information from both registered operators of the vehicle and nominated drivers. Registered owners in receipt of Warning Notices are not required to take any further action and they have the right to question and challenge the allegation and have the opportunity to request a review of a Warning Notice if they believe it has been issued in error.

For subsequent potential offences detected within a three year period, the details of the potential offence are forwarded to the IVRs to determine length[5]. Upon confirmation that a vehicle is over length, EA issues a Notice to Produce to registered owners seeking the details of the driver involved in the alleged offence(s): drivers name, address and licence number[6]. On confirmation of the driver's details, EA issues a Show Cause Notice, giving the driver an opportunity to provide reasons for driving an over length vehicle in the restricted area. If insufficient reason is given, EA is responsible for preparing and submitting a complete Breach Report and Evidence Package to BMU for use in the prosecution of the offence. BMU may choose appropriate follow up action such as the issuing of a PN or a CAN.

The role of the Vehicle Regulations, Inspectors (IVRs)

The role of the IVRs is to deliver compliance and enforcement policies and programs so that a sustainable, safe and efficient road transport system is promoted.

IVRs have the discretion and authority to act upon SMS alerts to intercept over length vehicles travelling through the Gorge and issue an infringement on the spot for any detected offence. The information is sent to the Sydney Vehicle Regulations and is used to direct resources to Galston Gorge to target non compliant, over length vehicles.

Where IVRs have intercepted an over length vehicle approaching or leaving the Gorge in breach of the legislation, the incident must be recorded in TruckScan. An email is sent to EA to advise of the breach (this is dependant upon receipt of an e-mail). This ensures that a Warning Notice or duplicate prosecution is not initiated by EA, as PNs issued by IVRs at the time of the offence take precedence over RTA Warning Notices.

Additionally, IVRs investigate potential over length vehicle offences subsequent to a third potential offence being detected by the OLVC system. IVRs will, after physically measuring heavy vehicles in combination or in

[2] See Chapter 4, Part 4.1, *s121* of the *Road Transport (General) Act 2005 No 11*.

[3] Lists of reject reasons and Stop Action reasons are attached as Appendix 1.

[4] See Appendix 2.

[5] See Appendix 3.

[6] *Road Transport (General) Act 2005* No.11 Section 173, Part 4.3 – Identity powers

individual components if the combination cannot be reasonably reconstituted, confirm the length of a detected HV and advise EA.

Other offences

The OLVC Program image and report data provide reasons for EA personnel to initiate and investigate non compliance of potentially over length vehicles. Investigation of these primary potential offences may lead to the detection of other offences such as: driving unregistered, driving uninsured; driving unlicensed; and failure to provide requested information. Where there is evidence of other offences, they are processed for prosecution even where the primary offence has not been confirmed. These offences are processed in the normal fashion[7].

Where the OLVC Program detects LVs greater than 11 metres in length travelling through the Galston Gorge EA forwards these details to NSW Police for further action as the RTA does not have the authority to enforce against these vehicle operators.

Access to and use of DRIVES

DRIVES is the information system that controls all motor vehicle registration and driver licensing functions within the State of New South Wales. DRIVES is a key tool in delivering RTA services and there is an obligation to the community to carefully manage all personal information contained within it.

The RTA takes its responsibility to ensuring customers' privacy very seriously and maintains the highest possible levels of compliance to protect this information. There are strict guidelines governing the use of DRIVES and any breach of these will be fully investigated and acted upon[8].

[7] A description or explanation of the processes do not constitute part of these Business Rules.

[8] Source: Memo to staff from Ann King, Director of Customer and Regulatory Services, RTA dated 13 April 2010.

The legislative framework

The OLVC Program is not in itself supported by road transport law and the images derived from it are not considered to be prima facie evidence of an offence. However, the offences and restrictions that the Program seeks to detect and enforce *are* in the legislation: that is, generally, vehicles should not disobey relevant regulatory signs, in this case, access prohibition depending on length of vehicle.

The relevant Rules

Part 8 of the NSW Road Rules 2008 is the governing legislation for HV road access restrictions:

Division 2 – Traffic signs and road markings generally

- Rule 97 – Road Access Signs.

Division 3 – Signs for trucks, buses and other large vehicles

- Rule 104 – No trucks sign.
- Rule 106 – No buses sign.

See Appendix 4 of this document for appropriate extracts from the legislation. Refer to *NSW Road Rules* for complete details.

Exemptions and defences

White list to be developed.

Business Rules

1. EA personnel adjudicating on image and report data must be Authorised Officers under the legislation

2. The EA Manager is responsible for overseeing all operations of the EA Section and EA personnel.

3. EA Co-ordinators are responsible for:

   - ensuring that adjudicators are aware of and familiar with relevant C&EB Quality System (QS) documents;
   - the maintenance and update of relevant templates correspondence documentation and ensuring that it complies with legislative requirements (supported by Business Development);
   - ensuring that all EA personnel are fully trained and kept up-to-date with changes to relevant legislation, including exemptions and defences, and how the legislation and amendments should be applied in the adjudication of OLV image and report data (supported by Business Development);
   - initiating DRIVES checks to confirm incidents and to allow appropriate correspondence / documentation to be generated (once back end system is developed and implemented);
   - reviewing, and approving or rejecting, recommendations made by EA adjudicators; and
   - ensuring that Breach Reports and Evidence Packages are complete and accurate and forwarded to BMU in a timely manner for processing.

4. EA Adjudicators are responsible for the investigation and adjudication of OLV image and report data and the provision of recommendations to EA Co-ordinators in respect of their investigations and decisions.

5. Adjudicators should reject all images relating to vehicles with a GVM less than or equal to 4.5 tonnes (LV) and less than or equal to 11 metres in length.

6. Breaches by vehicles/or combinations with a GVM of less than or equal to 4.5 tonnes and greater than 11 metres in length are to be forwarded monthly to:

   The Commander
   Ku-ring-gai LAC
   NSW Police Force
   292 Pacific Highway
   HORNSBY NSW 2077

   The Ku-ring-gai Local Area Command is responsible for intelligence gathering or further action if deemed appropriate.

   Data is to be aggregated to show number of detections by date, time of day and direction travelled.

   See Appendix 6 for report requirements

7. Adjudicators should reject all image and report data relating to vehicles with a GVM greater than 4.5 tonnes (HV) and less than or equal to 7.5 metres in length.

8. If the GVM of the vehicle is not clear from the image and report data, adjudicators should access DRIVES to confirm that GVM is greater than 4.5 tonnes. If there are no details of the OLV GVM in DRIVES then adjudicators should reject the incident.[9]

9. Vehicles' number plates and registered states must be correctly identified or the image and report data should be rejected.

10. When an over length incident notification is received a registration check on the reported vehicle should be undertaken to:

    - ❖ determine the vehicle's Gross Vehicle Mass (GVM);
    - ❖ confirm the make and model of the vehicle; and
    - ❖ determine the name and address of the vehicle's registered operator at the time of the over length incident.

11. EA Adjudicators should check the enforcement adjudication inbox (email), and as a secondary check, refer to VRMIS, to determine if IVRs have already infringed the vehicle for the same incident. If an infringement has already been issued for the incident EA should cull the image. The EA Adjudicators should check VRMIS for historical offences (if TruckScan is down).

12. If the detected incident is found to be the first camera detected over length incident recorded against the vehicle (or combination), EA should send the registered owner of the vehicle an "Over Length Vehicle Warning Notice" to inform the registered owner that the vehicle has been detected and that after three detections IVRs will require inspection of the vehicle (or combination).

13. If the detected incident is found to be the second camera detected over length incident recorded against the vehicle (or combination), EA should send an "Over Length Vehicle Warning Notice" to inform the registered owner that a second over length offence has been recorded against the vehicle's registration and that a subsequent offence will trigger an inspection from IVRs and potentially the issue of a PN.

14. If the detected incident is found to be the third camera detected over length incident recorded against the vehicle (or combination) and registered owner in the three years preceding the incident, EA should forward a request to the State Operations Manager (SOM), Vehicle Regulations Inspectorate, to carry out a physical inspection and measurement of the vehicle (or combination). Once IVRs have inspected a vehicle or combination, confirmation of length is to be forward to EA. Using form "Confirmation of vehicle length – OLV-form".

15. The form should be accompanied by a statement by the Inspector who undertook the measurement. In addition a statement from the driver (if available) and any supporting documentation must be included such as work diaries or schedules which support the allegation that an over length vehicle was present at Galston Gorge at the time indicated on the image data block.

    See Appendix 9

16. Confirmation measurements must be conducted by IVR within seven (7) days of notification of the incident.

[9]DRIVES does not detail GVM where GVM is equal to or less than 4.5 tonnes. Therefore if no GVM details are recorded the vehicle is not a heavy vehicle for the purpose of the adjudication of OLV image and report data.

17. If subsequent to IVR inspection the vehicle or combination is determined not to be over length the incident should be rejected and no further action against the vehicle owner taken. The database is to be updated to reflect that the previous incidents are not valid and warning notices rescinded.

    See Appendix 10

18. If subsequent to IVR inspection the vehicle or combination is determined to be over length EA should issue the registered owner the first Notice to Produce seeking details of the driver(s) of the vehicle or combination for the third incident or subsequent.

19. Where adjudicators identify a secondary potential offence during the investigation of the OLV data, they should action the secondary offence and submit it for processing at the same time as submitting the primary offence. Adjudicators should follow the guidance procedures for each offence set out in the relevant business rules for that offence.

20. The first Notice to Produce for an incident must be sent out within 14 days of confirmation of the vehicle being over length by the IVRs. The first Notice to Produce will give the registered owner/operator 21 days to respond.

21. Where no response has been received to a Notice to Produce after 21 days, a second Notice should be sent out as registered mail. Adjudicators should ensure that the Notice is correctly addressed. An individual's mailing address may be obtained from DRIVES, and an ASIC search will provide a mailing address for a company/ registered operator.

22. The second Notice to Produce for an incident must be sent out within 21 days of the expiry of the first Notice to Produce. The second Notice to Produce will give the registered owner/operator 14 days to respond.

23. When response documentation is received into EA, adjudicators should check the documentation to ensure that it covers the date(s) of the incident(s) under investigation and that it is the required information.

24. Once the driver has been identified they are to be sent a Show Cause Notice. The driver has 21 days to respond with a reason for driving an OLV in Galston Gorge or to deny the offence.

25. Where no response has been received to a Show Cause Notice within 21 days a second Show Cause Notice should be sent out as registered mail. Adjudicators should ensure that the Notice is correctly addressed.

26. If the second Show Cause Notice is not responded to within 14 days the incident is to be Stop Actioned[10].

27. Where it comes to the attention of EA that a Notice has been sent incorrectly (e.g. it is the wrong documentation or was sent to the wrong address) action should be taken to correct the error.

28. Adjudicators should check the relevant driver's licence class and the vehicle description to ensure that the driver holds the appropriate class of licence to drive the vehicle.

29. Adjudicators should ensure that the files for confirmed offences contain copies of all relevant correspondence and related material.

30. Adjudicators should conduct a comprehensive and appropriate investigation into each incident and be satisfied that consequent Breach Reports and Evidence Packages are complete, accurate, adequate, relevant to the specified potential offence incident(s) and processed in a timely fashion.

[10] Advised by EA personnel that a Stop Action is required at this stage as there is insufficient evidence to proceed with prosecution.

31. When response documentation is received into EA, adjudicators should check the documentation for other non-compliance and action where appropriate.

32. Once response documentation has been investigated and assessed and adjudicators have made and recorded a decision, a letter should be sent to the alleged offender advising what action will be taken next. For example: a formal warning is being issued, or no further action will be taken on this occasion.

33. In the event that the matter is being forwarded to BMU for action, the letter should indicate that the matter has been referred for enforcement action and further correspondence will be forwarded in due course. BMU will be responsible for any further correspondence with the alleged offender thereafter.

34. Where the use of discretion is exercised in the decision-making process, factors that have been considered and reasons for the decision must be recorded.

35. Where the alleged offence relates to a company, adjudicators should conduct an ASIC search immediately prior to forwarding the Breach Report and Evidence Package to BMU. If it is found that the company has been deregistered, the incident should be Stop Actioned.

36. It is of the upmost importance that adjudicators ensure that they allocate the correct offence code to potential offence incidents before submission of the Breach Report and Evidence Package to BMU.

    See Appendix 6 for the criteria for Breach Reports and Evidence Packages

37. Breach Reports and Evidence Packages must be approved by either an EA Co-ordinator or the EA Manager prior to being forwarded to BMU.

38. All Breach Reports and Evidence Packages must be forwarded to BMU in a timely manner and before one month of the final date of the relevant Statute of Limitation.

Appendix 1 - Stop Action reasons and reject reasons

Stop Action reasons

DESCRIPTION	DESCRIPTION
Australia Post	Repost
Duplication incident	Returned mail from registered post – investigated
Emergency vehicle	Statute barred
Excess Speed – Policy decision	Statute barred – Insufficient time for correspondence
Field sanction	System Data Integrity (MGR, Use Only)
Government vehicles	TTD – Data Discrepancy
GVM less than 4.5 tonnes	TruckScan Sighting
Incorrect Breach Recorded	Unclaimed
Incorrect Owner	Insufficient Evidence
Related Incident Actioned	Matching Error
Unreadable numberplate	International Drivers Licence
Vehicle Sold	Company deregistered
Insufficient evidence – Driver nomination	Other

Reject reasons

REJECT REASON
Heavy Vehicle under 7.5 metres
Light vehicle under 11 metres
Incident infringed by IVR
Incident warned by IVR
Incident infringed by Police
Unreadable number plate
Obscured number plate
No vehicle details match
Wrong number plate
Light vehicle without trailer

Appendix 2 - Warning Notice

Transport Roads & Traffic Authority

Incident ID: OLV Incident ID
Letter ID: LetterID
Letter Date: Letter Date

Owner Contact Name
Owner Address Line 1
Owner Address Suburb Owner Address State Owner Address Postcode

Warning Notice
Disobey No Trucks/No Buses Sign Over Length Vehicle Galston Road

On Incident Location Date (1) at Incident Location Time (1), vehicle registration number **Vehicle Registration Number (Number Plate State)** was detected passing a No Trucks/No Buses sign on Galston Road.

You have been identified as the registered operator/owner of the above mentioned vehicle that was detected passing a **No Trucks /No Buses sign in contravention of Road Rules 2008 Section 104 or 106.** Vehicles longer than 7.5 metres in length must not enter Galston Gorge. No Trucks/No Buses signs indicating the length restrictions are located at both the eastern and western approach to Galston Gorge.

There is a history of trucks contravening the 7.5 metre length restriction, proceeding along Galston Road through Galston Gorge and then being unable to negotiate the tight, steep bends. When this happens, major detours are required and major delays to road users occur.

The Roads and Traffic Authority (RTA) has installed an over length vehicle monitoring system on the eastern end of Galston Road to identify over length vehicles proceeding to Galston Gorge and to assist in the prevention of blockages before they occur. The over length vehicle monitoring system installed at Galston Gorge recorded your vehicle as being over 7.5 metres in length.

The penalty for the above offence is $1824 and six (6) demerit points for a truck and $147 for a bus.

This is a warning notice only. No fines or demerit points will be incurred on this occasion.

If the above offence has also been the subject of Police detection and infringement and /or an infringement issued by an RTA Inspector of Vehicle Regulations (IVR), the penalties imposed by either of those authorities takes precedence over this warning letter. This warning letter cannot be relied upon as a defence against penalties imposed by NSW Police or RTA IVRs.

As the registered owner/operator of this vehicle you must make every endeavour to ensure that drivers of your vehicle do not commit traffic offences. You should ensure that the driver of this vehicle is aware of this infringement and take measure to ensure no repeat. Alternative routes to Galston Road are via the Pacific Highway, Pennant Hills Road and Galston Road to the south and via Bay Road (Met Road 11) to the north. Parts of these routes may also be subject to restrictions.

If you wish to discuss this issue please email enforcement_adjudication@rta.nsw.gov.au or telephone the Enforcement Adjudication Manager on 02 8849 2895, quoting the reference number at the top of this letter.

Enforcement Adjudication Manager

Appendix 3 - Confirmation of vehicle length

Vehicle Length Confirmation Report

Over Length Vehicle (OLV) Camera Program

Transport Roads & Traffic Authority

- For use by Inspectors of Vehicle Regulations in response to an OLV request/Vehicle Alert from Enforcement Adjudication Branch for the measurement of vehicles in excess of 4.5 tonnes GVM only.
- To be used to record the length of a vehicle or combination either constituted or in individual components if reconstitution is not possible. The approved Procedure for Dimension Measurement must be followed.
- A photograph is to be taken of the vehicle to show the length and attached to/emailed with this form.

1. Vehicle type *(tick applicable)*

☐ Prime mover ☐ Haulage unit ☐ Rigid

☐ With trailer ☐ Without trailer

2. Vehicle details

Registration plate number

Make

VIN/Chassis number

GVM on compliance plate

kg

3. Trailer or attachment *(if applicable)*

Registration plate number

Make

VIN/Chassis number

GVM on compliance plate

kg

4. Length of vehicle or combination

A prime mover and trailer should be measured in combination. Where a combination is measured only the total measurement should be recorded.

Combination / Rigid:

Yes ☐▶

Total length of combination

Date of measurement

day / month / year

Time of measurement

Place of measurement

No ☐▶ *complete parts a and b*

Note: If reconstitution of a combination is not possible separate measurements should be made making allowances for the overhang between couplings. Where a combination is measured only the total measurement should be recorded.
Where separate measurement are made the length of the prime mover is to be taken from its front most protrusion to the centre of its coupling, For a trailer the measurement is to be taken from the centre of its coupling to the rear most protrusion.

a) Prime / haulage unit

Length in metres – use approved Procedure for Dimension Measurement *(also see notes above)*

Date of measurement

day / month / year

Time of measurement

Place of measurement

b) Trailer / attachment

Length in metres – use approved Procedure for Dimension Measurement *(also see notes above)*

if measured at same time and place as prime mover cross out

Date of measurement

day / month / year

Time of measurement

Place of measurement

5. IVR Statement

I an Authorised Officer (as defined in legislation) measured the above vehicle/combination of vehicles on the date indicated above using an approved Procedure for Dimension Measurement.

Equipment used

IVR name *(print)*

IVR badge Number

Signature

Please return this form to

Enforcement Adjudication **F** 02 8849 2159 | **E** enforcement_adjudication@rta.nsw.gov.au

Catalogue No. 450TBA RTA Form No. TBA (01/2011)

Appendix 4 - Relevant legislation

The relevant rules

The OLVC Program primarily supports the following laws:

Part 8 of the *NSW Road Rules 2008*

Division 2 – Traffic signs and road markings generally

- Rule 97 – Road Access Signs.

"(1) A driver must not drive on a length of road to which a road access sign applies if information on or with the sign indicates that the driver or the driver's vehicle is not permitted beyond the sign.

…"

Division 3 – Signs for trucks, buses and other large vehicles:

- Rule 104 – No trucks sign

"… (2) A driver (except the driver of a bus) must not drive past a no trucks sign that has information on or with it indicating a length if the length of the driver's vehicle (or, if the driver is driving a combination, the length of the combination) is longer than the length, unless the driver is permitted to drive the vehicle on a route passing the sign under another law of this jurisdiction …"

No trucks sign

- Rule 106 – No buses sign.

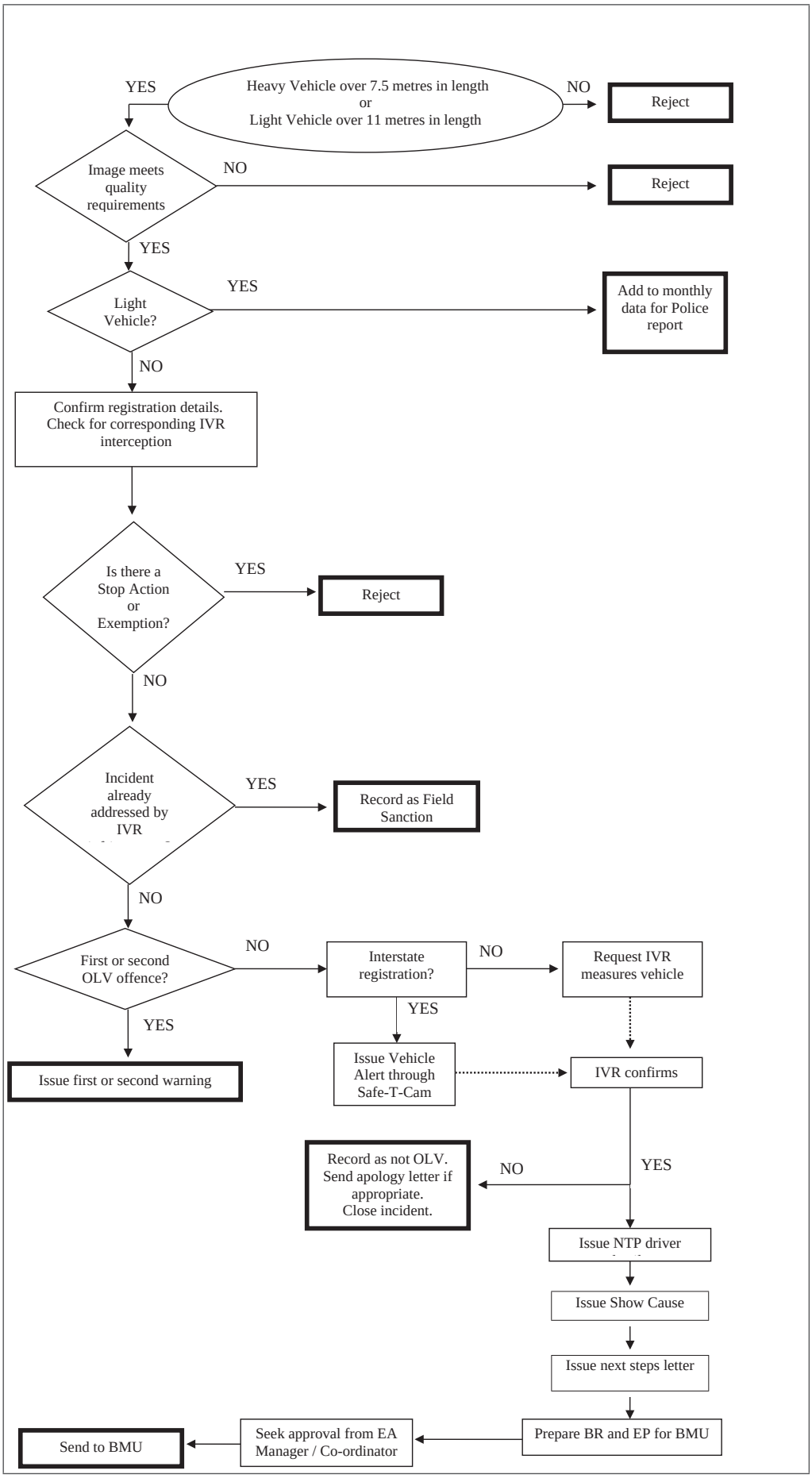
"… (2) The driver of a bus must not drive past a no buses sign that has information on or with it indicating a length if the bus is longer than that length …"

No buses sign

Exemptions

White list to be developed.

Appendix 5 – Process flow chart – Over Length Vehicle Camera System infringement data



Appendix 6 - Evidence packages

Before a Breach Report for an over length HV in the Gorge incident is issued the evidence package **must** include:

- the date, time and location and direction of travel (heading toward or exiting the Gorge) the vehicle was detected as well as a clear image of the registration number and State from which the registration plate was issued;
- length of vehicle as determined by the OLVC system
- video file of vehicle entering and/or exiting the detection area
- an IVR statement confirming the physical length of the vehicle or combination
- a statement by the driver at the time of the incident (where available)
- copies of first, second and any subsequent Warning Notices
- a copy or copies of the Notice(s) to Produce;
- a copy or copies of the Show Cause notice(s)
- all relevant correspondence and documentation supplied by the registered owner or record keeper and/or nominated driver in response to a request
- approval of the Breach Report and Evidence Package by an EA Coordinator or the EA Manager

Note: For Breach Report and Evidence Package requirements for other offences see appropriate Business Rules for the relevant offence.

Appendix 7 - Glossary of Terms

Adjudication	The process of identifying an offence based on data contained within an incident file.
Adjudicator	Is a staff member of the Enforcement Adjudication Section. Enforcement Adjudication personnel are also Authorised Officers under the legislation.
Compliance and Enforcement Branch	Is a branch within the RTA that is responsible for the provision of administrative, operational and maintenance services for enforcement camera systems for the RTA. It also provides support for court elected matters and manages enquires relating to enforcement camera systems.
Emergency vehicle	Means any vehicle driven by a person who is: (a) an emergency worker; and (b) driving the vehicle in the course of his or her duties as an emergency worker.
Emergency worker	Means: (a) a member of the Ambulance Service rendering or providing transport for sick or injured persons, or (b) a member of the fire brigade, rural fire brigade or the State Emergency Service providing transport in the course of an emergency, or (c) a person (or a person belonging to a class of persons approved by the Authority.
Enforcement Adjudication Section	A section within the Compliance and Enforcement Branch of the Customer and Regulatory Services Directorate of the RTA.
Evidence	Specifically, still images, video footage, reports and related event data generated by the OLV, STC and TruckScan systems. Otherwise its dictionary meaning.
HVCS	Heavy Vehicle Checking Station
Incident	An event which is captured by the OLV system as a potential offence.
Police vehicle	Means any vehicle driven by a person who is: (a) a police officer, and (b) driving the vehicle in the course of his or her duties as a police officer.
Potential offence File	Is an electronic file which contains images of offending vehicles and other data relating to an incident detected by an enforcement camera system.
Safe-T-Cam Program	Is a camera program implemented by the RTA which began detecting incidents in 1995.
Stop Action	Is an action taken to stop a potential offence file from progressing any further
TruckScan	Is a software application that enables IVRs to input relevant incidents and submit them for further investigation.
Work diary Log Book	Has the meaning set out in Part 6 Division 4 Subdivision 2 Clause 75(2) of the *Road Transport (General) Regulation 2005*.
OLV	Over length vehicle

FW: Galston Gorge Truck restriction enforcement meeting Minister David Borger/Ray Hadley

From: WASSEF Sam <sam.wassef@rms.nsw.gov.au>
To: DUBOIS Alexandre <alexandre.dubois@rms.nsw.gov.au>
Date: Wed, 09 May 2012 16:58:57 +1000

Hi Alex
As discussed today over the phone, please find below the original email from Mike Veysey (Director Network Management) following his meeting with the previous Roads Minister (David Borger) and Ray Hadley from 2GB on site at Galston. This meeting occurred on 2 November 2010.

Regards
Sam
Network Efficiency | Traffic & Safety Management
T 02 8588 5609

From: WASSEF Sam
Sent: Tuesday, 9 November 2010 10:50 AM
To: KEVILL Greg J
Cc: BELOFF Alex; BASTABLE Alan J; FARRELLY Gordon J; GERKE Linda M
Subject: RE: Galston Gorge Truck restriction enforcement meeting Minister David Borger/Ray Hadley

Dear Greg

Following our phone conversation this morning, and as Gordon mentioned in his email, funding for the 2 roundabouts on Galston Rd at Brett Avenue (eastern side of Galston Gorge) and Calderwood Rd (western side) would be available from the Traffic Efficiency Improvements Program (27101). I will try to organise a meeting next week to discuss this project.

It would be appreciated if you can fill up the attached form "Project Proposal Report" to seek funding and provide a project number. We need to discuss what works could be delivered this financial year and works for next financial year, in order to organise our finances.

Regards
Sam
Network Efficiency Section
Traffic Management Branch
RTA, North Sydney
Phone: 8588 5609
x85609

From: FARRELLY Gordon J
Sent: Monday, 8 November 2010 12:50 PM
To: KEVILL Greg J; WASSEF Sam
Cc: BELOFF Alex
Subject: RE: Galston Gorge Truck restriction enforcement meeting Minister David Borger/Ray Hadley

Hi Greg

Funding for this work will be provided via 27101 program position.

Sam - Could you please collaborate with Greg regarding WBS and $$.

Cheers

Gordon

From: MORAN Craig
Sent: Monday, 8 November 2010 12:40 PM
To: KEVILL Greg J
Cc: BELOFF Alex; FARRELLY Gordon J
Subject: Re: Galston Gorge Truck restriction enforcement meeting Minister David Borger/Ray Hadley

Mr Gordon Farrelly
Craig J Moran

From: KEVILL Greg J
To: MORAN Craig
Cc: BELOFF Alex
Sent: Mon Nov 08 12:17:03 2010
Subject: FW: Galston Gorge Truck restriction enforcement meeting Minister David Borger/Ray Hadley

Craig,
Who would be my Client rep for this project.
Thanks
Greg

From: VEYSEY Michael
Sent: Tuesday, 2 November 2010 5:01 PM
To: BUSHBY Michael
Cc: KING Ann; WELLS Peter J; FOGARTY Geoff J; CROSBY Peter A; KEVILL Greg J; BRENNAN Darragh; MACKAY Shannon; ARTHUR Tracey L; MORAN Craig; EGAN-LEE Jane
Subject: Galston Gorge Truck restriction enforcement meeting Minister David Borger/Ray Hadley
Importance: High

Michael and all,

The meeting occurred on site today, with Minister for Roads David Borger, Ray Hadley and Ian Wallace of radio 2GB.

RTA were represented by Mike Veysey, Greg Kevill and Darragh Brennan.

As previously agreed, Mr Hadley's was asked to explain his views at the start of the meeting. He stated his belief that some sort of "chicane" option at or near the intersection of Galston Road and Calderwood Road should be made to work by the RTA (this was progress of a sort as he had not indicated clearly his preferred position before and it is where we already have enough RTA land to do something, at an appropriate location heading east almost clear of all private property accesses). He

also felt a similar arrangement on the eastern side of the Gorge should be feasible. The Minister indicated strong support for Mr Hadley's position that "something needs to be done".

The RTA canvassed the following options:

6 demerit points to drivers who get stuck in the Gorge to mirror penalty for over height trucks who hit tunnels (to be considered by RTA's current Demerit Points Review) - support from Mr Hadley, and support from the Minister qualified with the view that "we need many offences points to come down, but in this particular case would support demerit points being applied" (currently none apply). Agreed matter should be immediately reviewed by the RTA. (ACTION: PETER WELLS)

Automatic detection options to enable targeted enforcement - lukewarm support from both "but we need to stop the trucks going through". (AS THIS HAS NO PUBLIC PROFILE BUT WOULD ASSIST OUR INSPECTORS IN THEIR NORMAL OPERATIONS, ACTION IMMEDIATELY: JANE EGAN-LEE).

Camera detection - support from Mr Hadley, the Minister was concerned that camera operations are currently highly controversial, but appreciated they represented a good vehicle length enforcement option that in this case "had nothing to do with speed camera revenue". Agreed camera procurement and installation would proceed immediately. (ACTION: PETER WELLS)

Both agreed signage was already adequate (MV notes: we are fixing detector loops, enabling

automatic fault recognition from the flashing warning signs to report back like we do for traffic lights, and we are putting in two new signs in any case). (ACTION: SYDNEY REGION ATTN. PETER CROSBY)

General agreement that the roundabout options should be pursued to detailed design, environmental assessment and community consultation, with construction tenders let if possible in late January or early February 2011. (Minister would like earlier, Mr Hadley would like "an iron clad guarantee before the next State election"). (ACTION SYDNEY REGION ATTN. PETER CROSBY)

To recap, these roundabout options are:

(1) Eastern end – difficult to find a suitable location as need to enable access to all properties – could build a roundabout at Galston Road and Brett Avenue where the last existing prohibited sign is located for vehicles over 7.5m. Safe opportunity to turn around but would not physically prevent an over length vehicle – chicane option does not appear to be practical as not enough space and workaround space for emergency trucks not available here. Would work best with an enforcement camera further west along the road.

(2) Western end – best “chicane” option seems to be a roundabout at Galston Road and Calderwood Road– see separate diagram to force vehicles to continue back around the roundabout or proceed and get stuck UNLESS TRUCK PASSES ON WRONG SIDE OF ROUNDABOUT ILLEGALLY. Need for a gated side track for access for emergency vehicles and to some driveways which

might need to have access by a longer vehicle for genuine purposes (rarely, hopefully). Whilst not as critical as (1) above, would be even more effective with a camera further east along the road to enforce any real recalcitrants.

So these options are really a suite of options which build on each other. It will unfortunately not be possible to award construction tenders for the two proposed roundabouts until about April 2011.

BRIEFING NOTE FOR MINISTER - The Minister has requested a briefing note be prepared for him with timelines for above fleshed out. The bulk of the effort here is in the roundabouts area, so Geoff if you have no objection I propose SYDNEY REGION take the lead on this and seek the appropriate input from Regulatory Services Directorate and Infrastructure Services Strategy and Performance Branch, as above. (ACTION: SYDNEY REGION ATTN. PETER CROSBY).

Mike

Galston Gorge Project completed

From: WASSEF Sam <sam.wassef@rms.nsw.gov.au>

To: VEYSEY Michael <michael.veysey@rms.nsw.gov.au>, MORAN Craig <craig.moran@rms.nsw.gov.au>, FARRELLY Gordon J <gordon.farrelly@rms.nsw.gov.au>

Cc: BASTABLE Alan J <alan.bastable@rms.nsw.gov.au>, DUBOIS Alexandre <alexandre.dubois@rms.nsw.gov.au>, OXLEY Stephen J <stephen.oxley@rms.nsw.gov.au>, KEVILL Greg J <greg.kevill@rms.nsw.gov.au>, KENNEDY Tara L <tara.kennedy@rms.nsw.gov.au>, PICONE Robert <robert.picone@rms.nsw.gov.au>, CROSBY Peter A <peter.crosby@rms.nsw.gov.au>, MACKAY Shannon <shannon.mackay@rms.nsw.gov.au>

Date: Fri, 11 May 2012 10:26:59 +1000

Dear Mike, Craig and Gordon

Following Mike Veysey's meeting on site with the previous Roads Minister (Mr. David Borger) and Ray Hadley from 2GB at Galston on 2 November 2010 and Mike's instructions to progress this project as a priority. I am glad to advise that 18 months later, this project is now complete at a cost of $4.8 million over 2 financial years 10/11 and 11/12 funded by RMS' Traffic Management and Safety Branch.

Below is a list of the works carried out on site to better detect and manage over-length vehicles from blocking Galston Gorge. A web page on the internet was also created to advise motorists and the locals of works undertaken.
You can view photos about the project in the Photo Gallery on the web page.

Thanks to all RMS staff involved in delivering this project, specially Greg Kevill and Steve Oxley from Sydney Region and Alex Dubois from Compliance and Enforcement Branch.
Before the end of May 2012, Alex will coordinate with the media unit regarding a media release by the Minister and possible media event (should the Minister wishes).

http://www.rta.nsw.gov.au/roadprojects/projects/sydney_region/northern_sydney_region/galston_gorge/index.html

Current project

Roads and Maritime Services is:

- Installing truck loggers on Galston Road to measure and record the details of all over-length vehicles proceeding to the gorge. The loggers will trigger signs warning the drivers of over-length vehicles to turn around.
- Constructing a roundabout on the western side of the gorge to enable over-length vehicles to turn around.
- Installing advanced warning signs on both the eastern and western ends of the gorge to provide drivers of over-length vehicles with plenty of notice and opportunity to turn around before they enter the gorge.
- Installing measuring bays on both ends of the gorge for drivers to measure the length of their vehicle/combination.
- Installing signs at the two measuring bays giving drivers a number to call if they are unsure what to do.
- Installing cameras on the eastern end of the gorge to capture all over-length vehicles that ignore the signs and warnings and proceed through the gorge. Roads and Maritime Services will then act to enforce the restriction.

Regards

Sam Wassef
Network Efficiency | Traffic & Safety Management
T 02 8588 5609
Roads and Maritime Services
Level 16, 101 Miller Street North Sydney NSW 2060

From: DUBOIS Alexandre
Sent: Thursday, 10 May 2012 4:26 PM
To: WASSEF Sam
Cc: OXLEY Stephen J; KENNEDY Tara L

Subject: Galston Gorge

Good afternoon Sam,

Thank you for your call yesterday.

As discussed, all the works at Galston Gorge have been completed,we have had two separate SAT tests, one for each type of VMS at Galston.

We have rectified the NCR's raised and are now waiting for a final inspection which is scheduled for the 25/5 for final handover and acceptance.

In the meantime , i will complete the draft summary of works that have been undertaken during the past 18 months at Galston Gorge , this will include costs and duration in addition to providing information on camera works, roundabout, bays , TIRTL's , VMS's and signage and submit for review and comment prior to arranging a media event .

If you have any questions , please don't hesitate in contacting me .

thank you

Regards,

Alexandre Dubois
Technical Project Manager ¦ Project Delivery & Installation ¦ Compliance and Enforcement Branch ¦ Roads and Maritime Services
Level 10, 27 - 31 Argyle Street, Parramatta NSW 2150
PO Box 973, Parramatta CBD NSW 2124
Phone: 02 8849 2633 ¦Fax: 8849 2522¦ Mob: [redacted]34 34
Email: Alexandre_Dubois@rms.nsw.gov.au

Logo

Galston Gorge

From: MACKAY Shannon <shannon.mackay@rms.nsw.gov.au>
To: DUBOIS Alexandre <alexandre.dubois@rms.nsw.gov.au>, CROSBY Peter A <peter.crosby@rms.nsw.gov.au>
Cc: SULEIMAN Josseline <josseline.suleiman@rms.nsw.gov.au>
Date: Wed, 16 May 2012 08:43:37 +1000
Attachments: 120516_Galston Gorge Work Completed_d.doc (39.94 kB)

Hi both
I am sending this to the Minister's office now - we will probably not have a media opportunity on site but please be on standby in case we need to organise something this week. I will let you know as soon as the decision has been made.
Thanks
Shannon

Shannon Mackay
Manager Media Relations
Corporate Communication
T 02 8588 5922 **M** [redacted]2 701 **F** 02 8588 4192
www.rms.nsw.gov.au

GALSTON GORGE: (draft media release info)

A $4.8 million upgrade at Galston Gorge to better detect and manage over-length vehicles is now complete.

In late 2010 after community concerns, RMS committed to a range of measures to prevent rogue operators of over-length vehicles illegally travelling through the gorge.

Heavy vehicles longer than 7.5 metres are restricted from entering Galston Gorge. Light vehicle combinations more than 11 metres long are also restricted.

“Galston Gorge has a history of overlength heavy vehicles ignoring warning signs, trying to negotiate the road, becoming stuck and creating traffic issues,” XX said.

“To address community concerns, we have installed a range of measures aimed at those few operators who continue to flout the law.”

New measures implemented as part of the upgrade include:

- A roundabout on the western side of Galston Gorge to allow overlength heavy vehicles to turn around safely.

- Traffic sensors on both sides of the Gorge to detect overlength vehicles and activate electronic warning signs which instruct the driver to turn around.

- Length restriction enforcement cameras set up at the eastern end of the gorge.

- A system which alerts RMS heavy vehicle inspectors if an overlength vehicle triggers the enforcement cameras.

- Measuring bays to help drivers determine the length of their vehicle installed at each end of the gorge, with assistance available from RMS inspectors.

The penalty for ignoring signs restricting heavy vehicles longer than 7.5 metres from entering Galston Gorge is $1886 and six demerit points.

NSW Police and RMS heavy vehicle inspectors are able to issue these penalties on the spot.

If an overlength vehicle is detected by the enforcement camera a warning letter is issued for the first and second offence. If a third offence is detected a fine of $1886 and six demerit points apply.

“Rogue drivers who ignore signs and fail to turn around will be caught.

“We are now in a better position to ensure those who continually choose to try their luck are identified, targeted and penalised.

“There is no excuse – there is plenty of warning for overlength operators to keep clear of Galston Gorge.”

XX said those drivers who ignored the signs and new warning systems would be dealt with accordingly.

“If operators of overlength heavy vehicles want to try their luck, they can look forward to a loss of six demerit points and a fine of $1886.”

For more information visit:
http://www.rta.nsw.gov.au/roadprojects/projects/sydney_region/northern_sydney_region/galston_gorge/index.html

Contracts

From: EVANS Christopher A <christopher_evans@rta.nsw.gov.au>
To: DUBOIS Alexandre <alexandre_dubois@rta.nsw.gov.au>
Date: Fri, 10 Jun 2011 15:29:06 +1000
Attachments: GeneralContractSummary_MIN+PSA+SWC as at 20110610.pdf (225.25 kB)

Alex,
I have just run a contract report and note that the following contracts do not appear to have a contractor assigned (ie awarded).

See attached for reference.There are other contracts in the list that are not your responsibility. Some may be panel contracts as the award of panel contracts does not appear properly in the list.

11.2933.0405 - Landscaping works at Galston Gorge Camera Installation Site (Tender close 23/02/11)
11.2933.0406 - Removal and Installation of Light Poles (Tender close 23/02/11)
11.2933.0537 - Installation of Break Tester at Bell HVCS (Tender close 9/03/11)
11.2933.0587 - Removal and installation of Brake Tester at Bell HVCS (No tender close date)
11.2933.0703 - Vegetation clearing at Safety Camera sites (Tender close 4/03/11)
11.2933.0777 - Open/closed signs excavation, conduit and power for 12 Mile Creek HVCS and JI HVIS (No tender close date)
11.2933.0815 - STC Gundagai rectification works (No tender close date)
11.2933.0871 - Jones Island infrastructure open/closed sign (Tender close 22/04/11)
11.2933.0874 - Infrastrucutre works for 12 Mile Creek HVCS for the open/closed electronic signs (Tender close 22/04/11)
11.2933.0876 -
Pole rectification and replacement at Kankool (Tender close 22/04/11)
11.2933.0905 - Galston Gorge Vehicle Length Inspection Bays Design (No tender close date)
11.2933.1268 - Safety Barrier at Marulan (Tender close 1/06/11)
11.2933.1361 - Installation of Cantilever at Marulan HVCS (Tender close 9/06/11)

Can you please advise on the status of these contracts.
regards,

Chris

Christopher Evans
Contracts & Finance Manager ¦ Compliance & Enforcement Branch ¦ Roads and Traffic Authority
Level 5, 27-31 Argyle Street, (PO Box 973) Parramatta CBD NSW 2124
P: 8849 2452 ¦ F: 8849 2757 ¦ M [redacted] 657
E: Christopher_Evans@rta.nsw.gov.au

General Contract Summary Report

Report Run on : 10/06/2011

Currency : All Contracts
Status : All Statuses
Type : MIN - Minor Works & Services,PSA - Professional Services Agreement,SWC - Small Works Contract
Ownership : All Contractors
Region : LRF
Site : CE
Work Category : Any
Type of Work : Any
Tenderer Name : Any

Time Frame : No Time Frame
From **To :**
Value Range : For Any Values
From : 0 **To :** 0
Panel Contract No : Any
Work Order Contract No : Any

Contract Description

Contractor	Management Staff	Contract Dates	Contract Values

09.2930.1269 Supply of professional services for Strategic Project delivery

91067161308 P. JOHANSEN AND ASSOCIATES PTY LTD

Project Manager :		**Tender Closed :**	05/06/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/07/2009	Awarded Value (incl GST):	$ 91,000.00
RTA Reps Representative:		**Rev. Completion Date :**	31/12/2009	Revised Value (incl GST):	$ 91,000.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

09.2930.1292 Provision of Strategy & Policy Development for Camera Enforcement

82124772587 Hirton Research Policy and Administrative Services Pty Ltd

Project Manager :		**Tender Closed :**	23/06/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	23/06/2009	Awarded Value (incl GST):	$ 88,935.00
RTA Reps Representative:		**Rev. Completion Date :**	26/02/2010	Revised Value (incl GST):	$ 88,935.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Business Support				

09.2930.1997 Supply of electrical maintenance services for enforcement systems

Project Manager :		**Tender Closed :**	30/06/2008	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	14/07/2008	Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**	13/07/2009	Revised Value (incl GST):	$ 0.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Electrical				
Work Category :	Miscellaneous				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

09.2930.1997-0001 Supply of electrical maintenance services for enforcement systems - RCD Testing

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	30/06/2008	RTA Est Value (Incl GST):	$ 50,000.00
RTA Representative:		**Awarded Date :**	14/08/2008	Awarded Value (incl GST):	$ 15,727.80
RTA Reps Representative:		**Rev. Completion Date :**	13/08/2009	Revised Value (incl GST):	$ 15,727.80
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Miscellaneous				

09.2930.1997-0002 Supply of electrical maintenance services for enforcement systems - Crown pole retrofit project

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	30/06/2008	RTA Est Value (Incl GST):	$ 30,000.00
RTA Representative:		**Awarded Date :**	14/07/2008	Awarded Value (incl GST):	$ 29,535.00
RTA Reps Representative:		**Rev. Completion Date :**	13/07/2009	Revised Value (incl GST):	$ 29,535.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Miscellaneous				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

09.2930.1997-0003 Supply of electrical maintenance services for enforcement systems - Maintenance/vandalism repairs

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	30/06/2008	RTA Est Value (Incl GST):	$ 220,000.00
RTA Representative:		**Awarded Date :**	14/07/2008	Awarded Value (incl GST):	$ 216,399.70
RTA Reps Representative:		**Rev. Completion Date :**	13/07/2009	Revised Value (incl GST):	$ 216,399.70
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Miscellaneous				

09.2930.1997-0004 Supply of electrical maintenance services for enforcement systems - RLSC installation

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	30/05/2009	RTA Est Value (Incl GST):	$ 30,000.00
RTA Representative:		**Awarded Date :**	01/06/2009	Awarded Value (incl GST):	$ 24,090.00
RTA Reps Representative:	EVANS Christopher	**Rev. Completion Date :**	13/07/2009	Revised Value (incl GST):	$ 24,090.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Miscellaneous				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

09.2930.1997-0005 Supply of maintenance services for enforcement systems - sensor installation

12110985209 RTS Constructions Aust Pty Ltd

Project Manager :		**Tender Closed :**	30/06/2008	RTA Est Value (Incl GST):	$ 300,000.00
RTA Representative:		**Awarded Date :**	14/07/2008	Awarded Value (incl GST):	$ 300,290.10
RTA Reps Representative:		**Rev. Completion Date :**	13/07/2009	Revised Value (incl GST):	$ 300,290.10
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Miscellaneous				

09.2930.1997-0006 Supply of maintenance services for enforcement systems - P2P sensors

12110985209 RTS Constructions Aust Pty Ltd

Project Manager :		**Tender Closed :**	30/06/2008	RTA Est Value (Incl GST):	$ 50,000.00
RTA Representative:		**Awarded Date :**	01/10/2008	Awarded Value (incl GST):	$ 27,242.60
RTA Reps Representative:		**Rev. Completion Date :**	22/10/2008	Revised Value (incl GST):	$ 27,242.60
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Miscellaneous				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

09.2930.1997-0007 Supply of maintenance services for enforcement systems - RLC

12110985209 RTS Constructions Aust Pty Ltd

Project Manager :		**Tender Closed :**	30/06/2008	RTA Est Value (Incl GST):	$ 50,000.00
RTA Representative:		**Awarded Date :**	07/04/2009	Awarded Value (incl GST):	$ 39,600.00
RTA Reps Representative:		**Rev. Completion Date :**	16/06/2009	Revised Value (incl GST):	$ 39,600.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Miscellaneous				

09.2930.2001 Provision of security monitoring systems at enforcement camera sites

Project Manager :		**Tender Closed :**	30/06/2008	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/07/2008	Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**	30/06/2009	Revised Value (incl GST):	$ 0.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Security Systems				
Work Category :	Road Safety				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

09.2930.2001-0001 Provision of security monitoring systems at enforcement camera sites - Kingswood SZ

57092739869 Syndicate Communications Group Pty Ltd

Project Manager :		**Tender Closed :**	30/10/2008	RTA Est Value (Incl GST):	$ 35,000.00
RTA Representative:		**Awarded Date :**	03/11/2008	Awarded Value (incl GST):	$ 29,781.40
RTA Reps Representative:		**Rev. Completion Date :**	26/01/2009	Revised Value (incl GST):	$ 29,781.40
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Road Safety				

09.2930.2001-0002 Provision of security monitoring systems at enforcement camera sites

57092739869 Syndicate Communications Group Pty Ltd

Project Manager :		**Tender Closed :**	30/10/2008	RTA Est Value (Incl GST):	$ 35,000.00
RTA Representative:		**Awarded Date :**	03/11/2008	Awarded Value (incl GST):	$ 29,781.40
RTA Reps Representative:		**Rev. Completion Date :**	12/01/2009	Revised Value (incl GST):	$ 29,781.40
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Road Safety				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

09.2930.2001-0003 Provision of security monitoring systems at enforcement camera sites - Stage 3 SZ FDSC sites

57092739869 Syndicate Communications Group Pty Ltd

Project Manager :		**Tender Closed :**	30/10/2008	RTA Est Value (Incl GST):	$ 140,000.00
RTA Representative:		**Awarded Date :**	03/11/2008	Awarded Value (incl GST):	$ 125,370.30
RTA Reps Representative:		**Rev. Completion Date :**	12/01/2009	Revised Value (incl GST):	$ 125,370.30
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Road Safety				

09.2930.2001-0004 Provision of security monitoring systems at enforcement camera sites - STC site

57092739869 Syndicate Communications Group Pty Ltd

Project Manager :		**Tender Closed :**	30/06/2008	RTA Est Value (Incl GST):	$ 10,000.00
RTA Representative:		**Awarded Date :**	03/11/2008	Awarded Value (incl GST):	$ 7,304.00
RTA Reps Representative:		**Rev. Completion Date :**	15/12/2008	Revised Value (incl GST):	$ 7,304.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Road Safety				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

09.2930.2001-0005 Provision of security monitoring systems at enforcement camera sites - Site surveys

57092739869 Syndicate Communications Group Pty Ltd

Project Manager :		**Tender Closed :**	30/06/2008	RTA Est Value (Incl GST):	$ 20,000.00
RTA Representative:		**Awarded Date :**	20/01/2009	Awarded Value (incl GST):	$ 12,281.50
RTA Reps Representative:		**Rev. Completion Date :**	17/02/2009	Revised Value (incl GST):	$ 12,281.50
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Road Safety				

09.2930.2053 Community research survey project

85092541896 AMR INTERACTIVE PTY LTD

Project Manager :		**Tender Closed :**	28/08/2009	RTA Est Value (Incl GST):	$ 150,000.00
RTA Representative:		**Awarded Date :**	23/09/2009	Awarded Value (incl GST):	$ 164,010.00
RTA Reps Representative:		**Rev. Completion Date :**	19/09/2012	Revised Value (incl GST):	$ 164,010.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Community Consultation				
Work Category :	Survey				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
09.2930.2163		Design & supply of RLSC Control Devices			
95120967697		LX Innovations Pty Ltd			
Project Manager :		**Tender Closed :**	07/10/2009	RTA Est Value (Incl GST):	$ 47,000.00
RTA Representative:		**Awarded Date :**	12/10/2009	Awarded Value (incl GST):	$ 54,890.00
RTA Reps Representative:		**Rev. Completion Date :**	01/02/2010	Revised Value (incl GST):	$ 54,890.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					
09.2930.2164		Installation of security systems at enforcement camera sites			
52090733332		HIX GROUP PTY LIMITED			
Project Manager :		**Tender Closed :**	17/09/2009	RTA Est Value (Incl GST):	$ 130,000.00
RTA Representative:		**Awarded Date :**	22/09/2009	Awarded Value (incl GST):	$ 121,110.00
RTA Reps Representative:		**Rev. Completion Date :**	15/12/2009	Revised Value (incl GST):	$ 121,110.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description			E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**	**Contract Values**

09.2930.2287 Software development for secondary speed confirmation grid

61060567686 THE UNIVERSITY OF WOLLONGONG

Project Manager :		**Tender Closed :**	30/10/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	27/11/2009	Awarded Value (incl GST):	$ 10,000.00
RTA Reps Representative:		**Rev. Completion Date :**	08/01/2010	Revised Value (incl GST):	$ 10,000.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

09.2930.2453 Supply of Roadside Cabinets

Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

09.2930.2528 Project Coordination Services for implementation of Business Improvement Recommendations

66086210344 Nous Group Pty Ltd

Project Manager :		**Tender Closed :**	17/11/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	19/11/2009	Awarded Value (incl GST):	$ 169,675.00
RTA Reps Representative:		**Rev. Completion Date :**	20/05/2010	Revised Value (incl GST):	$ 169,675.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Project Management				
Work Category :	Business Support				

09.2930.2584 Design & supply of RLSC Control Device Graphical User Interface software module

95120967697 LX Innovations Pty Ltd

Project Manager :		**Tender Closed :**	30/11/2009	RTA Est Value (Incl GST):	$ 17,000.00
RTA Representative:		**Awarded Date :**	01/12/2009	Awarded Value (incl GST):	$ 18,450.00
RTA Reps Representative:		**Rev. Completion Date :**	15/12/2009	Revised Value (incl GST):	$ 18,450.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
09.2930.2694	Supply of professional services for Strategic Project delivery				
91067161308	P. JOHANSEN AND ASSOCIATES PTY LTD				
Project Manager :		**Tender Closed :**	18/12/2009	RTA Est Value (Incl GST):	$ 168,000.00
RTA Representative:	FARNELL Russell	**Awarded Date :**	22/12/2009	Awarded Value (incl GST):	$ 168,000.00
RTA Reps Representative:	EVANS Christopher	**Rev. Completion Date :**	31/12/2010	Revised Value (incl GST):	$ 168,000.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					
09.2930.2738	Business model determination for Safe-T-Cam administration				
52780433757	PricewaterhouseCoopers				
Project Manager :		**Tender Closed :**	27/11/2009	RTA Est Value (Incl GST):	$ 100,000.00
RTA Representative:		**Awarded Date :**	30/11/2009	Awarded Value (incl GST):	$ 53,394.00
RTA Reps Representative:		**Rev. Completion Date :**	01/03/2010	Revised Value (incl GST):	$ 53,394.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**	
09.2930.2765	Risk assessment and control audit for FDSC program				
52020695795	Internal Audit Bureau (IAB)				
Project Manager :		**Tender Closed :**	19/01/2010	RTA Est Value (Incl GST):	$ 20,000.00
RTA Representative:		**Awarded Date :**	05/03/2010	Awarded Value (incl GST):	$ 19,250.00
RTA Reps Representative:		**Rev. Completion Date :**	02/04/2010	Revised Value (incl GST):	$ 19,250.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

10.2930.0261	Review of Chain of responsibility investigation				
Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

10.2930.0262 Maintenance of TIRTL sensors

XY000000126 No Contractor. Didn't proceed to award

Project Manager :		**Tender Closed :**	02/05/2008	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	11/06/2010	Awarded Value (incl GST):	$ 1.00
RTA Reps Representative:		**Rev. Completion Date :**	08/06/2012	Revised Value (incl GST):	$ 1.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Maintenance Only				

10.2930.0314 Provision of policy and strategic project delivery in Compliance and Enforcement Branch

82124772587 Hirton Research Policy and Administrative Services Pty Ltd

Project Manager :		**Tender Closed :**	12/02/2010	RTA Est Value (Incl GST):	$ 100,000.00
RTA Representative:		**Awarded Date :**	16/02/2010	Awarded Value (incl GST):	$ 110,110.00
RTA Reps Representative:		**Rev. Completion Date :**	31/08/2010	Revised Value (incl GST):	$ 110,110.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

10.2930.0407 TIRTL recalibration

Project Manager :		**Tender Closed :**	31/03/2010	RTA Est Value (Incl GST):	$ 70,000.00
RTA Representative:		**Awarded Date :**	09/04/2010	Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**	08/10/2010	Revised Value (incl GST):	$ 0.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

10.2930.0420 Provision of electrical wiring and component installation for roadside cabinets.

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	30/03/2010	RTA Est Value (Incl GST):	$ 55,000.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 47,600.00
RTA Reps Representative:		**Rev. Completion Date :**	13/05/2010	Revised Value (incl GST):	$ 56,840.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

10.2930.0468 Detailed planning for changes to the distribution model for Vehicle Regulations Systems

15116571361 The Birchman Group Asia Pacific Pty Ltd

Project Manager :		**Tender Closed :**	20/07/2010	RTA Est Value (Incl GST):	$ 220,000.00
RTA Representative:		**Awarded Date :**	18/08/2010	Awarded Value (incl GST):	$ 217,085.00
RTA Reps Representative:		**Rev. Completion Date :**	16/03/2011	Revised Value (incl GST):	$ 217,085.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Concept Development				
Work Category :	Enforcement Systems				

10.2930.0484 Safe-T-Cam Avoidance Detection Algorithm Development

64095186468 CEOS INDUSTRIAL PTY LTD

Project Manager :		**Tender Closed :**	05/01/2010	RTA Est Value (Incl GST):	$ 70,000.00
RTA Representative:		**Awarded Date :**	08/01/2010	Awarded Value (incl GST):	$ 60,000.00
RTA Reps Representative:		**Rev. Completion Date :**	09/07/2010	Revised Value (incl GST):	$ 60,000.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description			E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**	**Contract Values**

10.2930.0638 Supply of speed confirmation systems for enforcement camera sites.

Project Manager :		**Tender Closed :**	30/04/2010	RTA Est Value (Incl GST):	$ 716,287.00
RTA Representative:		**Awarded Date :**	05/05/2010	Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**	04/05/2011	Revised Value (incl GST):	$ 0.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

10.2930.0638-0001 Supply of speed confirmation systems for enforcement camera sites-RLSC sites

64095186468 CEOS INDUSTRIAL PTY LTD

Project Manager :		**Tender Closed :**	30/04/2010	RTA Est Value (Incl GST):	$ 275,000.00
RTA Representative:		**Awarded Date :**	05/05/2010	Awarded Value (incl GST):	$ 278,586.00
RTA Reps Representative:		**Rev. Completion Date :**	02/06/2010	Revised Value (incl GST):	$ 278,586.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**	
10.2930.0638-0002	Supply of speed confirmation systems for enforcement camera sites - RLSC Kerbside enclosures.				
64095186468	CEOS INDUSTRIAL PTY LTD				
Project Manager :		**Tender Closed :**	30/04/2010	RTA Est Value (Incl GST):	$ 60,000.00
RTA Representative:		**Awarded Date :**	05/05/2010	Awarded Value (incl GST):	$ 53,460.00
RTA Reps Representative:		**Rev. Completion Date :**	02/06/2010	Revised Value (incl GST):	$ 53,460.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				
10.2930.0638-0003	Supply of speed confirmation systems for enforcement camera sites.				
64095186468	CEOS INDUSTRIAL PTY LTD				
Project Manager :		**Tender Closed :**	30/04/2010	RTA Est Value (Incl GST):	$ 10,000.00
RTA Representative:		**Awarded Date :**	29/11/2010	Awarded Value (incl GST):	$ 9,240.00
RTA Reps Representative:		**Rev. Completion Date :**	20/12/2010	Revised Value (incl GST):	$ 9,240.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
10.2930.0638-0004	Supply of speed confirmation systems for enforcement camera sites.				
64095186468	CEOS INDUSTRIAL PTY LTD				
Project Manager :		**Tender Closed :**	30/04/2010	RTA Est Value (Incl GST):	$ 15,000.00
RTA Representative:		**Awarded Date :**	08/02/2011	Awarded Value (incl GST):	$ 13,860.00
RTA Reps Representative:		**Rev. Completion Date :**	29/03/2011	Revised Value (incl GST):	$ 13,860.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				
10.2930.0638-0005	Supply of speed confirmation systems for enforcement camera sites.				
64095186468	CEOS INDUSTRIAL PTY LTD				
Project Manager :		**Tender Closed :**	30/04/2010	RTA Est Value (Incl GST):	$ 8,500.00
RTA Representative:		**Awarded Date :**	15/02/2011	Awarded Value (incl GST):	$ 8,525.00
RTA Reps Representative:		**Rev. Completion Date :**	08/03/2011	Revised Value (incl GST):	$ 8,525.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description			E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**	**Contract Values**

10.2930.0711 Provision of miscellaneous services for enforcement camera sites

Project Manager :		**Tender Closed :**	30/06/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/07/2009	Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**	30/06/2010	Revised Value (incl GST):	$ 0.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Maintenance				
Work Category :	Enforcement Systems				

10.2930.0711-0001 Provision of crown pole electrical services

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	31/07/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/08/2009	Awarded Value (incl GST):	$ 4,596.00
RTA Reps Representative:		**Rev. Completion Date :**	10/10/2009	Revised Value (incl GST):	$ 4,596.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

10.2930.0711-0002 Provision of FDSC Service calls

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	31/07/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/08/2009	Awarded Value (incl GST):	$ 13,751.00
RTA Reps Representative:		**Rev. Completion Date :**	29/08/2009	Revised Value (incl GST):	$ 13,751.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

10.2930.0711-0003 Non-SZ Cabinet replacement electrical services

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	31/07/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/08/2009	Awarded Value (incl GST):	$ 7,214.00
RTA Reps Representative:		**Rev. Completion Date :**	15/08/2009	Revised Value (incl GST):	$ 7,214.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
10.2930.0711-0004	Provision of FDSC cabinet replacements				
52090733332	HIX GROUP PTY LIMITED				
Project Manager :		**Tender Closed :**	31/08/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/09/2009	Awarded Value (incl GST):	$ 8,002.00
RTA Reps Representative:		**Rev. Completion Date :**	29/09/2009	Revised Value (incl GST):	$ 8,002.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				
10.2930.0711-0005	Oatlands (Nth Parra) cabinet upgrade				
52090733332	HIX GROUP PTY LIMITED				
Project Manager :		**Tender Closed :**	31/08/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/09/2009	Awarded Value (incl GST):	$ 12,401.00
RTA Reps Representative:		**Rev. Completion Date :**	22/09/2009	Revised Value (incl GST):	$ 12,401.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
10.2930.0711-0006	Provision of electrical safety inspections				
52090733332	HIX GROUP PTY LIMITED				
Project Manager :		**Tender Closed :**	30/09/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/10/2009	Awarded Value (incl GST):	$ 5,329.00
RTA Reps Representative:		**Rev. Completion Date :**	29/10/2009	Revised Value (incl GST):	$ 5,329.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				
10.2930.0711-0007	Kogarah cabinet upgrade				
52090733332	HIX GROUP PTY LIMITED				
Project Manager :		**Tender Closed :**	30/09/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:	NOT APPLICABLE	**Awarded Date :**	07/06/2010	Awarded Value (incl GST):	$ 14,609.00
RTA Reps Representative:	NOT APPLICABLE	**Rev. Completion Date :**	21/06/2010	Revised Value (incl GST):	$ 14,609.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
10.2930.0711-0008	Provision of electrical maintenance service calls				
52090733332	HIX GROUP PTY LIMITED				
Project Manager :		**Tender Closed :**	31/10/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	02/11/2009	Awarded Value (incl GST):	$ 4,396.00
RTA Reps Representative:		**Rev. Completion Date :**	30/11/2009	Revised Value (incl GST):	$ 4,396.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				
10.2930.0711-0009	Assemble & wire roadside cabinets				
52090733332	HIX GROUP PTY LIMITED				
Project Manager :		**Tender Closed :**	30/11/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/12/2009	Awarded Value (incl GST):	$ 27,692.00
RTA Reps Representative:		**Rev. Completion Date :**	22/12/2009	Revised Value (incl GST):	$ 27,692.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

10.2930.0711-0010 Power and data service installation

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	30/11/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/12/2009	Awarded Value (incl GST):	$ 10,450.00
RTA Reps Representative:		**Rev. Completion Date :**	15/12/2009	Revised Value (incl GST):	$ 10,450.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

10.2930.0711-0011 FDSC service calls Jan-Feb 2010

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	22/12/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	04/01/2010	Awarded Value (incl GST):	$ 10,000.00
RTA Reps Representative:		**Rev. Completion Date :**	01/03/2010	Revised Value (incl GST):	$ 10,000.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description			E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**	**Contract Values**

10.2930.0711-0012 Installation of electrical to cabinets for RLSC

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	22/12/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	04/01/2010	Awarded Value (incl GST):	$ 28,218.00
RTA Reps Representative:		**Rev. Completion Date :**	08/02/2010	Revised Value (incl GST):	$ 28,218.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

10.2930.0711-0013 Provision of STU for STC project

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	22/12/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	04/01/2010	Awarded Value (incl GST):	$ 352.00
RTA Reps Representative:		**Rev. Completion Date :**	15/02/2010	Revised Value (incl GST):	$ 352.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

10.2930.0711-0014 Provision of miscellaneous services for RLSC sites.

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	30/06/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/07/2009	Awarded Value (incl GST):	$ 24,477.00
RTA Reps Representative:		**Rev. Completion Date :**	14/10/2009	Revised Value (incl GST):	$ 24,477.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

10.2930.0711-0015 Piezo installation at Tilbuster

12110985209 RTS Constructions Aust Pty Ltd

Project Manager :		**Tender Closed :**	31/07/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	03/08/2009	Awarded Value (incl GST):	$ 25,415.00
RTA Reps Representative:		**Rev. Completion Date :**	17/08/2009	Revised Value (incl GST):	$ 25,415.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description			E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**	**Contract Values**

10.2930.0711-0016 Installation of sensors at Nords Wharf, Gateshead & Sandgate N+S.

12110985209 RTS Constructions Aust Pty Ltd

Project Manager :		**Tender Closed :**	31/07/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	03/08/2009	Awarded Value (incl GST):	$ 47,728.00
RTA Reps Representative:		**Rev. Completion Date :**	17/08/2009	Revised Value (incl GST):	$ 47,728.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

10.2930.0711-0017 Sensor installation at multiple locations incl traffic control

12110985209 RTS Constructions Aust Pty Ltd

Project Manager :		**Tender Closed :**	31/07/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	03/08/2009	Awarded Value (incl GST):	$ 34,424.00
RTA Reps Representative:		**Rev. Completion Date :**	31/08/2009	Revised Value (incl GST):	$ 34,424.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
10.2930.0711-0018	FDSC service calls July-Sep 09.				
12110985209	RTS Constructions Aust Pty Ltd				
Project Manager :		**Tender Closed :**	30/06/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/07/2009	Awarded Value (incl GST):	$ 10,840.00
RTA Reps Representative:		**Rev. Completion Date :**	30/09/2009	Revised Value (incl GST):	$ 10,840.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				
10.2930.0711-0019	Installation of sensors at multiple sites				
12110985209	RTS Constructions Aust Pty Ltd				
Project Manager :		**Tender Closed :**	30/08/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/09/2009	Awarded Value (incl GST):	$ 19,419.00
RTA Reps Representative:		**Rev. Completion Date :**	10/11/2009	Revised Value (incl GST):	$ 19,419.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

10.2930.0711-0020 FDSC patch and grind - Wollongong and Newcastle

12110985209 RTS Constructions Aust Pty Ltd

Project Manager :		**Tender Closed :**	31/10/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	03/11/2009	Awarded Value (incl GST):	$ 2,338.00
RTA Reps Representative:		**Rev. Completion Date :**	15/12/2009	Revised Value (incl GST):	$ 2,338.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

10.2930.0711-0021 Piezo works including traffic control

12110985209 RTS Constructions Aust Pty Ltd

Project Manager :		**Tender Closed :**	22/12/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	04/01/2010	Awarded Value (incl GST):	$ 34,975.00
RTA Reps Representative:		**Rev. Completion Date :**	01/02/2010	Revised Value (incl GST):	$ 34,975.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

10.2930.0711-0022 Sensor installation at BPES sites.

12110985209 RTS Constructions Aust Pty Ltd

Project Manager :		**Tender Closed :**	30/06/2009	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/07/2009	Awarded Value (incl GST):	$ 19,625.00
RTA Reps Representative:		**Rev. Completion Date :**	18/11/2009	Revised Value (incl GST):	$ 19,625.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

10.2930.0711-0023 Sensor installations including traffic control.

12110985209 RTS Constructions Aust Pty Ltd

Project Manager :		**Tender Closed :**	04/01/2010	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	05/01/2010	Awarded Value (incl GST):	$ 6,217.00
RTA Reps Representative:		**Rev. Completion Date :**	04/03/2010	Revised Value (incl GST):	$ 6,217.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
10.2930.0711-0024	Piezo works including traffic control				
12110985209	RTS Constructions Aust Pty Ltd				
Project Manager :		**Tender Closed :**	30/06/2009	RTA Est Value (Incl GST):	$ 20,000.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 17,132.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 17,132.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				
10.2930.0711-0025	Bus Lane loop maintenance				
12110985209	RTS Constructions Aust Pty Ltd				
Project Manager :		**Tender Closed :**	30/03/2010	RTA Est Value (Incl GST):	$ 5,000.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 5,000.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 5,000.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
10.2930.0711-0026	FDSC General elec maintenance				
12110985209	RTS Constructions Aust Pty Ltd				
Project Manager :		**Tender Closed :**	30/03/2010	RTA Est Value (Incl GST):	$ 10,000.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 10,000.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 10,000.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				
10.2930.0711-0027	Piezo works at Ourimbah FDSC				
12110985209	RTS Constructions Aust Pty Ltd				
Project Manager :		**Tender Closed :**	30/03/2010	RTA Est Value (Incl GST):	$ 45,000.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 41,471.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 41,471.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
10.2930.0711-0028	FDSC Piezo works				
12110985209	RTS Constructions Aust Pty Ltd				
Project Manager :		**Tender Closed :**	30/06/2009	RTA Est Value (Incl GST):	$ 17,500.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 16,970.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 16,970.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				
10.2930.0711-0029	Traffic control for fibre splicing				
12110985209	RTS Constructions Aust Pty Ltd				
Project Manager :		**Tender Closed :**	30/03/2010	RTA Est Value (Incl GST):	$ 2,000.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 2,000.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 2,000.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
10.2930.0711-0030	Install RLC prototype cabinet				
52090733332	HIX GROUP PTY LIMITED				
Project Manager :		**Tender Closed :**	30/03/2010	RTA Est Value (Incl GST):	$ 5,000.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 4,983.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 4,983.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				
10.2930.0711-0031	FDSC & RLC Service calls				
52090733332	HIX GROUP PTY LIMITED				
Project Manager :		**Tender Closed :**	30/06/2009	RTA Est Value (Incl GST):	$ 30,000.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 29,045.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 29,045.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
10.2930.0711-0032	Suitcase PSU for STC sites				
52090733332	HIX GROUP PTY LIMITED				
Project Manager :		**Tender Closed :**	30/03/2010	RTA Est Value (Incl GST):	$ 60,000.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 54,880.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 54,880.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				
10.2930.0711-0033	RLC Electrical services				
52090733332	HIX GROUP PTY LIMITED				
Project Manager :		**Tender Closed :**	30/06/2009	RTA Est Value (Incl GST):	$ 3,000.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 2,744.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 2,744.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description			E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**	**Contract Values**

10.2930.0711-0034 FDSC general electrical maintenance

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	30/06/2009	RTA Est Value (Incl GST):	$ 5,000.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 4,100.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 4,100.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

10.2930.0711-0035 RLC Broadband wiring installation

52090733332 HIX GROUP PTY LIMITED

Project Manager :		**Tender Closed :**	30/06/2009	RTA Est Value (Incl GST):	$ 2,000.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 1,860.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 1,860.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
10.2930.0711-0036	BPES Fibre optic works				
52090733332	HIX GROUP PTY LIMITED				
Project Manager :		**Tender Closed :**	30/06/2009	RTA Est Value (Incl GST):	$ 2,000.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 1,642.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 1,642.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				
10.2930.0711-0037	RLSC temporary power supply				
52090733332	HIX GROUP PTY LIMITED				
Project Manager :		**Tender Closed :**	30/03/2010	RTA Est Value (Incl GST):	$ 1,700.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 1,520.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 1,520.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
10.2930.0711-0038	FDSC vandalism site isolation and repair				
52090733332	HIX GROUP PTY LIMITED				
Project Manager :		**Tender Closed :**	30/03/2010	RTA Est Value (Incl GST):	$ 1,000.00
RTA Representative:		**Awarded Date :**	01/04/2010	Awarded Value (incl GST):	$ 927.00
RTA Reps Representative:		**Rev. Completion Date :**	29/04/2010	Revised Value (incl GST):	$ 927.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				
10.2930.0711-0039	Upgrade kogarah cabinet works				
52090733332	HIX GROUP PTY LIMITED				
Project Manager :		**Tender Closed :**	30/06/2009	RTA Est Value (Incl GST):	$ 15,000.00
RTA Representative:		**Awarded Date :**	01/07/2009	Awarded Value (incl GST):	$ 14,609.00
RTA Reps Representative:		**Rev. Completion Date :**	05/08/2009	Revised Value (incl GST):	$ 14,609.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description			E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**	**Contract Values**

10.2930.0721 Development of tender specifications for the Stage 2 of the Safety Camera program.

Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

10.2930.0793 Development and supply of signal conditioning & switching Printed Circuit Boards

Project Manager :		**Tender Closed :**	23/04/2010	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

Contract Description			E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**	**Contract Values**

10.2930.0883 Fabrication of antenna brackets.

Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

10.2930.0884 Supply of power to various P2P enforcement camera sites.

Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

10.2930.0943 Installation of security systems at various enforcement camera sites

Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

10.2930.0956 Provision of Education and Publication Management Services

80135341383 Motivate Training & Recruitment Pty Ltd

Project Manager :		**Tender Closed :**	07/05/2010	RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**	01/07/2010	Awarded Value (incl GST):	$ 252,620.00
RTA Reps Representative:		**Rev. Completion Date :**	30/06/2011	Revised Value (incl GST):	$ 252,620.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description			E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**	**Contract Values**

10.2930.0964 Provision of Mobile Speed Camera Enforcement Services - Stage 1

74006403925 Redflex Traffic Systems Pty Ltd

Project Manager :		**Tender Closed :**	02/06/2010	RTA Est Value (Incl GST):	$ 2,500,000.00
RTA Representative:		**Awarded Date :**	04/06/2010	Awarded Value (incl GST):	$ 2,105,533.06
RTA Reps Representative:		**Rev. Completion Date :**	03/06/2011	Revised Value (incl GST):	$ 2,105,533.06
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				

10.2930.1040 Provision of technical writing services

28080275378 RANDSTAD PTY LIMITED

Project Manager :		**Tender Closed :**	18/03/2010	RTA Est Value (Incl GST):	$ 75,000.00
RTA Representative:	NOT APPLICABLE	**Awarded Date :**	17/05/2010	Awarded Value (incl GST):	$ 72,590.70
RTA Reps Representative:	EVANS Christopher	**Rev. Completion Date :**	16/08/2010	Revised Value (incl GST):	$ 72,590.70
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description			E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**	**Contract Values**

10.2930.1146 Provision of OCR engine for Camera Enforcement System

Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

10.2930.1247 Enforcement Camera Type Approval testing

Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**
10.2930.1714	Enforcement Certification Services			
Project Manager :	NOT APPLICABLE	**Tender Closed :**	25/02/2011	RTA Est Value (Incl GST): $ 850,000.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST): $ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST): $ 0.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST): $ 0.00
Region Code :	LRF	**Site Code :**	CE	
Work Type :				
Work Category :	Enforcement Systems			
10.2930.2127	Supply of Mobile Speed Camera Services			
Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST): $ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST): $ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST): $ 0.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST): $ 0.00
Region Code :	LRF	**Site Code :**	CE	
Work Type :				
Work Category :				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

10.2930.2219 TIRTL support at enforcement sites

Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

10.2930.2220 Provision of professional services for Business Development

28080275378 RANDSTAD PTY LIMITED

Project Manager :		**Tender Closed :**	15/09/2010	RTA Est Value (Incl GST):	$ 130,000.00
RTA Representative:		**Awarded Date :**	01/10/2010	Awarded Value (incl GST):	$ 126,355.00
RTA Reps Representative:		**Rev. Completion Date :**	01/02/2011	Revised Value (incl GST):	$ 126,355.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Tender Documents				
Work Category :	Ancillary Services				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
10.2930.2662	Provision of project management services for heavy vehicle enforcement projects				
25003758709	ROSS HUMAN DIRECTIONS LIMITED				
Project Manager :		**Tender Closed :**	03/12/2010	RTA Est Value (Incl GST):	$ 230,000.00
RTA Representative:	NOT APPLICABLE	**Awarded Date :**	23/12/2010	Awarded Value (incl GST):	$ 213,859.00
RTA Reps Representative:	NOT APPLICABLE	**Rev. Completion Date :**	22/12/2011	Revised Value (incl GST):	$ 213,859.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Project Management				
Work Category :	Project Development				
10.2930.2757	Provision of strategic project delivery services				
91067161308	P. JOHANSEN AND ASSOCIATES PTY LTD				
Project Manager :		**Tender Closed :**	15/12/2010	RTA Est Value (Incl GST):	$ 200,000.00
RTA Representative:		**Awarded Date :**	15/12/2010	Awarded Value (incl GST):	$ 212,520.00
RTA Reps Representative:	EVANS Christopher	**Rev. Completion Date :**	31/12/2011	Revised Value (incl GST):	$ 212,520.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Project Development				
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
11.2930.0350	Provision of risk based HV inspection scheme documentation.				
25003758709	ROSS HUMAN DIRECTIONS LIMITED				
Project Manager :	NOT APPLICABLE	**Tender Closed :**	08/02/2011	RTA Est Value (Incl GST):	$ 75,000.00
RTA Representative:	NOT APPLICABLE	**Awarded Date :**	16/03/2011	Awarded Value (incl GST):	$ 70,506.80
RTA Reps Representative:	NOT APPLICABLE	**Rev. Completion Date :**	14/09/2011	Revised Value (incl GST):	$ 70,506.80
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					
11.2930.0413	Provision of business development services				
82124772587	Hirton Research Policy and Administrative Services Pty Ltd				
Project Manager :		**Tender Closed :**	27/08/2010	RTA Est Value (Incl GST):	$ 130,000.00
RTA Representative:		**Awarded Date :**	30/08/2010	Awarded Value (incl GST):	$ 121,110.00
RTA Reps Representative:		**Rev. Completion Date :**	27/05/2011	Revised Value (incl GST):	$ 121,110.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Professional Services				
Work Category :	Business Support				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
11.2930.0495	Recertification of TIRTL Devices				
Project Manager :	NOT APPLICABLE	**Tender Closed :**	30/06/2011	RTA Est Value (Incl GST):	$ 200,000.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :	Enforcement Systems				
11.2930.0611	Provision of Heavy Vehicle Compliance and Enforcement Strategy documentation				
28080275378	RANDSTAD PTY LIMITED				
Project Manager :	NOT APPLICABLE	**Tender Closed :**	14/03/2011	RTA Est Value (Incl GST):	$ 75,000.00
RTA Representative:	NOT APPLICABLE	**Awarded Date :**	14/03/2011	Awarded Value (incl GST):	$ 73,191.30
RTA Reps Representative:	NOT APPLICABLE	**Rev. Completion Date :**	12/09/2011	Revised Value (incl GST):	$ 73,191.30
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description			E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**	**Contract Values**

11.2930.0853 Development of policy documentation for Compliance & Enforcement

Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

11.2930.0990 Enforcement Camera Electrical Works

Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
11.2930.1066	Provision of Heavy Vehicle Compliance and Enforcement Strategy documentation				
25003758709	ROSS HUMAN DIRECTIONS LIMITED				
Project Manager :	NOT APPLICABLE	**Tender Closed :**	20/04/2011	RTA Est Value (Incl GST):	$ 75,000.00
RTA Representative:	NOT APPLICABLE	**Awarded Date :**	03/05/2011	Awarded Value (incl GST):	$ 76,146.07
RTA Reps Representative:	NOT APPLICABLE	**Rev. Completion Date :**	01/11/2011	Revised Value (incl GST):	$ 76,146.07
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					
11.2933.0249	Mt White Brake Tester rectification works				
28131151829	Complete Building Fitout Pty Ltd				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	08/02/2011	RTA Est Value (Incl GST):	$ 35,000.00
RTA Representative:	DUBOIS Alexandre	**Awarded Date :**	08/02/2011	Awarded Value (incl GST):	$ 29,800.00
RTA Reps Representative:		**Rev. Completion Date :**	22/02/2011	Revised Value (incl GST):	$ 29,800.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
11.2933.0251	STC gantries structural analysis				
26149639752	A&A STRUCTURAL SOLUTIONS PTY. LTD.				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	16/02/2011	RTA Est Value (Incl GST):	$ 120,000.00
RTA Representative:	DUBOIS Alexandre	**Awarded Date :**	04/03/2011	Awarded Value (incl GST):	$ 89,665.00
RTA Reps Representative:	NOT APPLICABLE	**Rev. Completion Date :**	10/06/2011	Revised Value (incl GST):	$ 89,665.00
Contract Type :	PSA	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Survey				
Work Category :	Assessment / Audit etc				
11.2933.0405	Landscaping works at Galston Gorge Camera Installation Site				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	23/02/2011	RTA Est Value (Incl GST):	$ 40,000.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Landscaping				
Work Category :	Landscaping				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
11.2933.0406	Removal and Installation of Light Poles				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	23/02/2011	RTA Est Value (Incl GST):	$ 28,000.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Maintenance				
Work Category :	Maintenance Only				
11.2933.0537	Installation of Break Tester at Bell HVCS				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	09/03/2011	RTA Est Value (Incl GST):	$ 35,000.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Asphalt & Bitumen Paving				
Work Category :	Construction Roadworks				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

11.2933.0587 Removal and installation of Brake Tester at Bell HVCS

Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

11.2933.0620 Mt White Exit lane expansion

28131151829 Complete Building Fitout Pty Ltd

Project Manager :	DUBOIS Alexandre	**Tender Closed :**	31/03/2011	RTA Est Value (Incl GST):	$ 250,000.00
RTA Representative:	DUBOIS Alexandre	**Awarded Date :**	08/04/2011	Awarded Value (incl GST):	$ 225,000.00
RTA Reps Representative:	NOT APPLICABLE	**Rev. Completion Date :**	20/05/2011	Revised Value (incl GST):	$ 225,000.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Asphalt & Bitumen Paving				
Work Category :	Bitumen / Asphalt / Sealing				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
11.2933.0623	Kankool HVCS Exit Lane Expansion Works				
93138056130	tts group investments pty ltd				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	31/03/2011	RTA Est Value (Incl GST):	$ 250,000.00
RTA Representative:	DUBOIS Alexandre	**Awarded Date :**	11/04/2011	Awarded Value (incl GST):	$ 205,000.00
RTA Reps Representative:	NOT APPLICABLE	**Rev. Completion Date :**	06/06/2011	Revised Value (incl GST):	$ 205,000.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

11.2933.0703	Vegetation clearing at Safety Camera sites				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	04/03/2011	RTA Est Value (Incl GST):	$ 50,000.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Landscape Maintenance				
Work Category :	Landscaping				

Contract Description			E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**	**Contract Values**

11.2933.0777 Open/closed signs excavation, conduit and power for 12 Mile Creek HVCS and JI HVIS

Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

11.2933.0815 STC Gundagai rectification works

Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
11.2933.0871	Jones Island infrastructure open/closed sign				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	22/04/2011	RTA Est Value (Incl GST):	$ 60,000.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Electrical work				
Work Category :	Enforcement Systems				
11.2933.0874	Infrastrucutre works for 12 Mile Creek HVCS for the open/closed electronic signs				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	22/04/2011	RTA Est Value (Incl GST):	$ 65,000.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
11.2933.0876	Pole rectification and replacement at Kankool				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	22/04/2011	RTA Est Value (Incl GST):	$ 20,000.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Electrical work				
Work Category :	Maintenance Only				
11.2933.0877	Installation of TIRTL at Marulan North , TIRTL X				
53083783617	Jones & Gray Electrical Pty Ltd				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	22/04/2011	RTA Est Value (Incl GST):	$ 35,000.00
RTA Representative:	DUBOIS Alexandre	**Awarded Date :**	22/04/2011	Awarded Value (incl GST):	$ 30,128.00
RTA Reps Representative:	NOT APPLICABLE	**Rev. Completion Date :**	03/06/2011	Revised Value (incl GST):	$ 30,128.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Electrical work				
Work Category :	Enforcement Systems				

Contract Description				E18/0736/AS-02-001/PR-0001
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**

11.2933.0905 Galston Gorge Vehicle Length Inspection Bays Design

Project Manager :		**Tender Closed :**		RTA Est Value (Incl GST):	$ 0.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

11.2933.1164 Kankool Civil enhacements

93138056130 tts group investments pty ltd

Project Manager :	DUBOIS Alexandre	**Tender Closed :**	09/05/2011	RTA Est Value (Incl GST):	$ 170,000.00
RTA Representative:	DUBOIS Alexandre	**Awarded Date :**	16/05/2011	Awarded Value (incl GST):	$ 170,500.00
RTA Reps Representative:	NOT APPLICABLE	**Rev. Completion Date :**	25/07/2011	Revised Value (incl GST):	$ 170,500.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Construction & Proj Mgt				
Work Category :	Construction Work General (Blasting, Demolition etc)				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
11.2933.1176	Installation of Loops at Woodburn and Wardell				
12110985209	RTS Constructions Aust Pty Ltd				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	24/05/2011	RTA Est Value (Incl GST):	$ 20,000.00
RTA Representative:	DUBOIS Alexandre	**Awarded Date :**	24/05/2011	Awarded Value (incl GST):	$ 17,138.00
RTA Reps Representative:	NOT APPLICABLE	**Rev. Completion Date :**	31/05/2011	Revised Value (incl GST):	$ 17,138.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Construction				
Work Category :	Construction Roadworks				
11.2933.1266	Safety Barrier Installation Jones Island				
28131151829	Complete Building Fitout Pty Ltd				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	01/06/2011	RTA Est Value (Incl GST):	$ 60,000.00
RTA Representative:	DUBOIS Alexandre	**Awarded Date :**	01/06/2011	Awarded Value (incl GST):	$ 56,320.00
RTA Reps Representative:	NOT APPLICABLE	**Rev. Completion Date :**	13/07/2011	Revised Value (incl GST):	$ 56,320.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Safety Barrier Fence				
Work Category :	Road Safety				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
11.2933.1267	Safety Barrier Installation at 12 Mile Creek				
28131151829	Complete Building Fitout Pty Ltd				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	01/06/2011	RTA Est Value (Incl GST):	$ 60,000.00
RTA Representative:	DUBOIS Alexandre	**Awarded Date :**	01/06/2011	Awarded Value (incl GST):	$ 57,046.00
RTA Reps Representative:	NOT APPLICABLE	**Rev. Completion Date :**	13/07/2011	Revised Value (incl GST):	$ 57,046.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Safety Barrier Fence				
Work Category :	Road Safety				
11.2933.1268	Safety Barrier at Marulan				
Project Manager :	NOT APPLICABLE	**Tender Closed :**	01/06/2011	RTA Est Value (Incl GST):	$ 60,000.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Safety Barrier Fence				
Work Category :	Road Safety				

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**		**Contract Dates**		**Contract Values**
11.2933.1269	STC rectification Works Tomingly				
48150321752	Senai Steel Pty Ltd				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	01/06/2011	RTA Est Value (Incl GST):	$ 150,000.00
RTA Representative:	DUBOIS Alexandre	**Awarded Date :**	01/06/2011	Awarded Value (incl GST):	$ 134,640.00
RTA Reps Representative:	NOT APPLICABLE	**Rev. Completion Date :**	27/07/2011	Revised Value (incl GST):	$ 134,640.00
Contract Type :	MIN	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :	Bridge Rehabilitation				
Work Category :	Design & Construction Bridgeworks				
11.2933.1361	Installation of Cantilever at Marulan HVCS				
Project Manager :	DUBOIS Alexandre	**Tender Closed :**	09/06/2011	RTA Est Value (Incl GST):	$ 30,000.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Contract Description				E18/0736/AS-02-001/PR-0001	
Contractor	**Management Staff**	**Contract Dates**		**Contract Values**	

11.2933.1362 Infrastructure and electrical works for TIRTL install at Bell HVIS

Project Manager :	DUBOIS Alexandre	**Tender Closed :**	09/06/2011	RTA Est Value (Incl GST):	$ 35,000.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

11.2943.0434 Landscaping Galston Gorge, asphalt, concrete and plants required.

Project Manager :	DUBOIS Alexandre	**Tender Closed :**	28/02/2011	RTA Est Value (Incl GST):	$ 60,000.00
RTA Representative:		**Awarded Date :**		Awarded Value (incl GST):	$ 0.00
RTA Reps Representative:		**Rev. Completion Date :**		Revised Value (incl GST):	$ 0.00
Contract Type :	SWC	**Defects Ending Date :**		Final Value (Incl GST):	$ 0.00
Region Code :	LRF	**Site Code :**	CE		
Work Type :					
Work Category :					

Total on Revised Value : $ 7,544,844.73

RE: Missing PM, Rep and Reps Rep info

From: DENNY Christine <christine_denny@rta.nsw.gov.au>
To: DUBOIS Alexandre <alexandre_dubois@rta.nsw.gov.au>
Date: Mon, 27 Jun 2011 13:24:36 +1000

Yes thank you.

From: DUBOIS Alexandre
Sent: Monday, 27 June 2011 1:16 PM
To: DENNY Christine
Subject: RE: Missing PM, Rep and Reps Rep info

No problems, i plan on getting all CM21 related matters completed within the next week, i will be allocating a day or two to get it done, would that timeframe be suitable ?

thank you

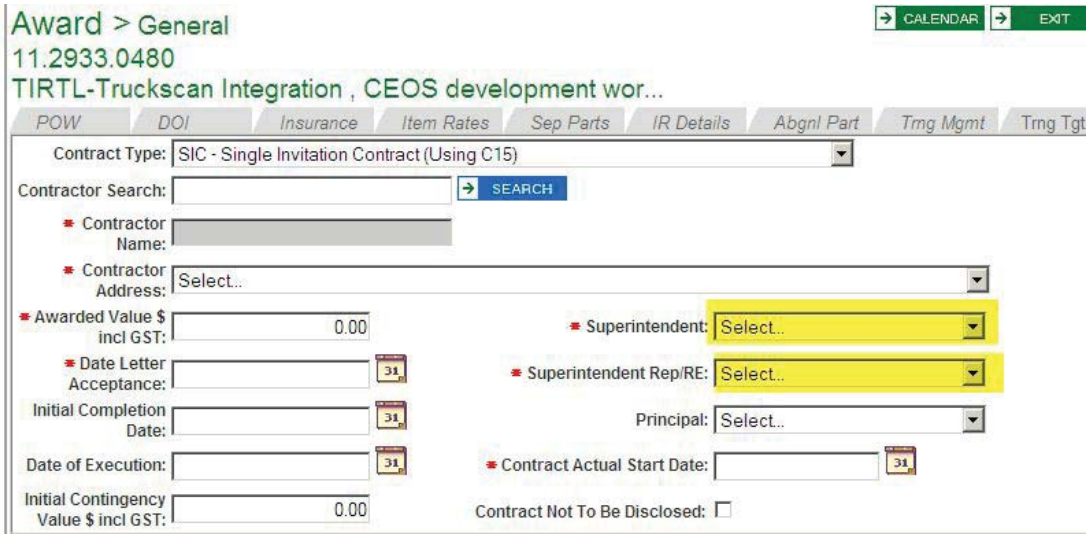
From: DENNY Christine
Sent: Monday, 27 June 2011 1:07 PM
To: DUBOIS Alexandre
Subject: RE: Missing PM, Rep and Reps Rep info

Alexandre

9136 stands for your name.

You will note the higlighted fields have nothing selected and this is the reason for Null. If the fields do not relate to your contract then select Not Applicable, but if you know the fields should be completed then enter the correct information.

Chris



From: DUBOIS Alexandre
Sent: Monday, 27 June 2011 1:00 PM
To: DENNY Christine
Subject: RE: Missing PM, Rep and Reps Rep info

Christine,

I am the project manager on all the projects below, im not sure what 9136 stands for, as for the representative and reps representative, i filled out NA , this is why its null

thank you

From: DENNY Christine
Sent: Monday, 27 June 2011 12:52 PM
To: DUBOIS Alexandre
Subject: Missing PM, Rep and Reps Rep info
Importance: High

Good afternoon

You will find the attached list of contracts **created by** you is missing some or all information listed:

1 RTA Project Manager
2 Representative
3 Reps Representative

There has been a request that all reports generated by head office show the correct data and all fields to be completed with valid information.

This report only shows information from the period 1 January 2011 to 1 June 2011, so if you are aware of other contracts you have created that does not have this information; please add to those contracts as well to eliminate further emails.

Your help to assist in this matter to achieve this task as quickly as possible would be greatly appreciated. E18/0736/AS-02-001/PR-0001

Regards

CM21 Team

Contract Id	Description	First Name	Last Name	Rta Project Manager	F
11.2933.0480	TIRTL-Truckscan Integration , CEOS development works	Alexandre	DUBOIS	9136	N
11.2943.0434	Landscaping Galston Gorge, asphalt, concrete and plants required.	Alexandre	DUBOIS	9136	N
11.2933.0406	Removal and Installation of Light Poles	Alexandre	DUBOIS	9136	N
11.2933.0537	Installation of Break Tester at Bell HVCS	Alexandre	DUBOIS	9136	N
11.2933.0405	Landscaping works at Galston Gorge Camera Installation Site	Alexandre	DUBOIS	9136	N
11.2933.0587	Removal and installation of Brake Tester at Bell HVCS	Alexandre	DUBOIS	NULL	N
11.2933.0703	Vegetation clearing at Safety Camera sites	Alexandre	DUBOIS	9136	N
11.2933.0777	Open/closed signs excavation, conduit and power for 12 Mile Creek HVCS and JI HVIS	Alexandre	DUBOIS	NULL	N
11.2933.0815	STC Gundagai rectification works	Alexandre	DUBOIS	NULL	N
11.2933.0871	Jones Island infrastructure open/closed sign	Alexandre	DUBOIS	9136	N
11.2933.0874	Infrastrucutre works for 12 Mile Creek HVCS for the open/closed electronic signs	Alexandre	DUBOIS	9136	N
11.2933.0876	Pole rectification and replacement at Kankool	Alexandre	DUBOIS	9136	N
11.2933.0905	Galston Gorge Vehicle Length Inspection Bays Design	Alexandre	DUBOIS	NULL	N

FW: Escalate - 3297207 - FW: Contracts Created but never been awarded

From: "Help, RTA-CM21" <rta-cm21.help@au.fujitsu.com>
To: DUBOIS Alexandre <alexandre_dubois@rta.nsw.gov.au>
Date: Wed, 19 Oct 2011 10:17:21 +1100

Hi Alexandre,

We cannot delete contracts that have been awarded.
So contracts 11.2933.0874 and 11.2943.0434 must be completed and finalised, then archived.
All other contracts have been deleted.

Many thanks,
Hetal Thakur
Fujitsu CM21 Service Team
rta.cm21help@au.fujitsu.com
(02) 8116 7711
www.fujitsu.com

-----Original Message-----
From: DUBOIS Alexandre [mailto:Alexandre_DUBOIS@rta.nsw.gov.au]
Sent: Tuesday, 18 October 2011 6:10 PM
To: Help, RTA-CM21
Subject: EL - 3297207 - FW: Contracts Created but never been awarded

Can you please remove the below contracts as they have not proceeded to award.

11.2930.2276
11.2930.2274
11.2930.1788
11.2933.0874
11.2933.0587
11.2943.0434

Thank you

Regards,

Revised completion date in the past

From: PMO Application Helpdesk <_x00795@rta.nsw.gov.au>
To: DUBOIS Alexandre <alexandre.dubois@rms.nsw.gov.au>
Cc: PMO Application Helpdesk <_x00795@rta.nsw.gov.au>
Date: Tue, 01 May 2012 10:33:25 +1000

Dear User(s),

CM21 records show that you are the either the creator or the RTA Representative of the following current contract(s) that have the revised completion date more than 60 days in the past and still not completed.

Contract(s):

11.2930.1743
11.2930.1643
11.2933.0620
11.2933.0480
11.2933.0251
11.2930.2167
11.2930.2130
11.2930.2412
11.2930.2467
11.2930.2534
11.2930.2535
11.2930.2575
11.2930.2833
11.2930.2874
11.2930.2875
11.2930.2908
11.2933.0877
11.2933.0905
11.2933.0623
11.2933.1164
11.2933.1176
11.2933.1266
11.2933.1267
11.2933.1269
11.2933.1361
11.2933.1362
11.2930.1667
11.2930.1735
11.2930.1740
11.2930.1741
11.2930.1742
11.2930.1848
11.2930.1849
11.2930.1904
11.2930.1905
11.2930.1917
11.2930.2088
11.2930.2090
11.2930.2091
11.2930.2092
11.2930.2129

You are required to:

- Fill completion and finalisation details if the contract is completed and finalised.

Or

- Update the EOT register as soon as possible to comply with RTA reporting requirements if the contract is not completed yet.

You will continue to receive this email until the details are completed.

CM21 team.

Revised completion date in the past

From: PMO Application Helpdesk <_x00795@rta.nsw.gov.au>
To: DUBOIS Alexandre <alexandre.dubois@rms.nsw.gov.au>
Cc: PMO Application Helpdesk <_x00795@rta.nsw.gov.au>
Date: Mon, 14 May 2012 13:48:17 +1000

Dear User,

****** This is the second email you recieved regarding this issue, if no action is done the issue will be escalated further.******

CM21 records show that you are either the creator or the RTA Representative of the following current contract(s) that have the revised completion date more than 60 days in the past and still not completed.

Contract(s):

11.2933.0620
11.2933.1176
11.2933.0877
11.2933.0623
11.2933.0251
11.2933.1362
11.2933.0480
11.2933.0905
11.2933.1361
11.2933.1267
11.2933.1266
11.2933.1164
11.2933.1269
11.2930.1667
11.2930.2129
11.2930.2091
11.2930.2092
11.2930.1735
11.2930.2167
11.2930.1905
11.2930.1904
11.2930.1740
11.2930.1741
11.2930.1917
11.2930.2130
11.2930.2088
11.2930.1849
11.2930.2090
11.2930.1643
11.2930.2412
11.2930.1848
11.2930.2534
11.2930.1743
11.2930.1742
11.2930.2575
11.2930.2467
11.2930.2535
11.2930.2833
11.2930.2874
11.2930.2908
11.2930.2875

You are required to:

- Fill completion and finalisation details if the contract is completed and finalised.

Or

- Update the EOT register as soon as possible to comply with RTA reporting requirements if the contract is not completed yet.

CM21 team.

Revised completion date in the past

From: PMO Application Helpdesk <_x00795@rta.nsw.gov.au>
To: DUBOIS Alexandre <alexandre.dubois@rms.nsw.gov.au>
Cc: PMO Application Helpdesk <_x00795@rta.nsw.gov.au>
Date: Wed, 04 Jul 2012 15:01:13 +1000

****
****

- Don't reply to this email
- If you created the contract on behalf of an other person or have moved sections, then forward the email to the responsible person

****
****

Dear CM21 User

CM21 records show that you are either the creator or the RTA Representative of the following current contract(s) that have the revised completion date more than 60 days in the past and still not completed.

Contract(s):

11.2933.0620
11.2933.1176
11.2933.0877
11.2933.0623
11.2933.0251
11.2933.1362
11.2933.0905
11.2933.1361
11.2933.1267
11.2933.1266
11.2933.1164
11.2933.1269
11.2930.1667
11.2930.2129
11.2930.2091
11.2930.2092
11.2930.1735
11.2930.2167
11.2930.1904
11.2930.1905
11.2930.1741
11.2930.1740
11.2930.1917
11.2930.2130
11.2930.1849
11.2930.2088
11.2930.2090
11.2930.1643
11.2930.2412
11.2930.1848
11.2930.2534
11.2930.1743
11.2930.1742
11.2930.2575
11.2930.2535
11.2930.2467
11.2930.2833
11.2930.2874
11.2930.2908
11.2930.2875
11.2930.2376
11.2930.2585

12.2930.0212
11.2930.2533

You are required to:

- Fill completion and finalisation details if the contract is completed and finalised.

Or

- Update the EOT register as soon as possible to comply with RTA reporting requirements if the contract is not completed yet.

CM21 team.

RE: Archiving of contracts

From: DUBOIS Alexandre <"/o=rta/ou=exchange administrative group (fydibohf23spdlt)/cn=recipients/cn=alexandu">
To: "Help, RMS-CM21" <rms-cm21.help@au.fujitsu.com>
Date: Fri, 09 Nov 2012 12:10:16 +1100

Ok no problem, thank you , ill have a look at these and get back to you soon.

Regards,

Alex

From: Help, RMS-CM21 [mailto:RMS-CM21.Help@au.fujitsu.com]
Sent: Friday, 9 November 2012 12:09 PM
To: DUBOIS Alexandre
SCcuebt: Archiving of contracts

Hi Alex,

I was advised by the support group that:

Contracts not finalised

11.2930.2585
12.2930.0474

I was unable to find contract no 11.2933.1627 (May be even tender details are not filled in)

Rest is done.

Many thanks,

Sershim Nair
Fujitsu CM21 Service Team
RMS-CM21.Help@au.fujitsu.com
(02) 8575 8711
www.fujitsu.com

From: DUBOIS Alexandre [mailto:Alexandre.DUBOIS@rms.nsw.gov.au]
Sent: Thursday, 8 November 2012 12:08 PM
To: Help, RMS-CM21
SCcuebt: Archiving of contracts

Sershim,

Below are the contracts which need to be archived, there is a large number due to these not being archived over the coarse of 12-18 months.

11.2930.1667
11.2930.1735
11.2930.1740
11.2930.1741
11.2930.1742
11.2930.1743
11.2930.1848
11.2930.1849
11.2930.1904
11.2930.1905
11.2930.1917
11.2930.2088
11.2930.2090
11.2930.2091
11.2930.2092
11.2930.2129
11.2930.2130
11.2930.2167
11.2930.2376
11.2930.2412
11.2930.2467
11.2930.2533
11.2930.2534
11.2930.2535
11.2930.2575
11.2930.2585
11.2930.2833
11.2930.2874
11.2930.2875
11.2930.2908
11.2933.0251
11.2933.0620
11.2933.0623
11.2933.0877
11.2933.0905
11.2933.1164
11.2933.1176
11.2933.1266
11.2933.1627
11.2933.1269
11.2933.1361
11.2933.1362
12.2930.0111
12.2930.0212
12.2930.0299

12.2930.0374
12.2930.0396
12.2930.0474
12.2930.0694
12.2930.0696
12.2930.0724
12.2930.1005
12.2930.1006
12.2930.1007
12.2930.1194
12.2930.1222
12.2930.1269
12.2930.1548
12.2930.1580
12.2930.1656

thanks

From: Help, RMS-CM21 [mailto:RMS-CM21.Help@au.fujitsu.com]
Sent: Thursday, 8 November 2012 8:30 AM
To: DUBOIS Alexandre
SCcuebt: Archiving of contracts

Hi Alex,

This case has been escalated to PMO. I will inform you once the case is resolved.

Many thanks,
Sershim Nair
Fujitsu CM21 Service Team
rms.cm21help@au.fujitsu.com
(02) 8116 7711
www.fujitsu.com

From: DUBOIS Alexandre [mailto:Alexandre.DUBOIS@rms.nsw.gov.au]
Sent: Wednesday, 7 November 2012 3:57 PM
To: Help, RMS-CM21
SCcuebt: Archiving of contracts

I have finalised a number of contracts which are currently still showing and are not archived .

A few of these are :

11.2930.1667
11.2930.1735
11.2930.1740
11.2930.1741
...
...
...
...
Can you please archive all the contracts which have been finalised .

thank you

Regards,

Alexandre Dubois
Tebj nlbi d roucbtlP i ni MerlgI roucbtl¦ edlDervly l&nIti ai thonlg lsompdi nbeli ndlEnforbementlBri nbj l ¦lRoi dIli ndlP i rlthme SerDlbeI
Level 10, 27 - 31 Argyle Street, Parramatta NSW 2150
PO Box 973, Parramatta CBD NSW 2124
Phone: 02 8849 2633 ¦Fax: 8849 2522¦ Mob: [redacted]34 34
Email: Alexandre_Dubois@rms.nsw.gov.au

Logo

Pacific Hyw , Hornsby Heights Side

- Site Prep costs $950
- Site Cleanup $950
- Traffic control $2500
- Labour hire costs $700
- Plant hire : Cherry picker - $1200

  Crane - $2500

- Pickup of elec display boards and delivery to workshop $550
- Delivery of sign to workshop $550
- Sign handling, unpacking, measuring fit in workshop and removing sign pre galvanising of steel Re assembly of sign post galvanising $1000
- Drilling of Column and regalvanising drill wholes, running electrical and comms cables $950
- Manufacture of structure $9000
- Sign installation labour costs $2000
- Control box install $600
- Contingency 10 %

Total = $25,795

My Margin of 30 % = $7740

Hass's Margin = $.....

Grand Total = $.....

Galston Gorge Dural Side (West)

- Site Prep costs $950
- Site Cleanup $950
- Traffic control $2500
- Labour hire costs $950

- Plant hire : Cherry picker - $1200

  Crane - $2500

- Pickup of elec display boards and delivery to workshop $550
- Delivery of sign + structure to Dural $1000
- Manufacture of structure $12500
- Sign installation labour costs $2000
- Boring of cage foundation cost of machine hire $2000
- Installation of cage which includes equipment hire i.e vibrators and cost of three cubic meters of 50 MPA concrete $2200
- Handling and install of structure $1800
- Control box install $600
- Concreting of pad, rock and dirt disposal, labour, form work erection , form work removal $1700
- Electrical conduit supply and install, supply and haul of electrical & comms cables $1800
- Contingency 10 %
- Excavation of trench $650

Total = $39,435

My Margin of 30 % = $11,840

Hass's Margin = $.....

Grand Total = $ .....

Dundee

Disassembly , Re- assembly , Plant hire , Transportation and Fabrication $57,000

Replacing Handrails, stanchions along gantry and platform guard rails $5,700

Project mgt , labour hire, site prep , site cleanup, Drawings & survey cert for knee brace $ 14,700

Concrete slab around column + access track $12,000

Accommodation + travel + sustenance $2500

Contingency of 10% = $9190

Cost = $101,090

My Margin = $.....

Hass's Margin = $.....

Grand Total = $ .....

Costing for work to be completed both sides of the gorge amalgamated.

All Fabrication + Galvinising costs	$20,000		
Pickup and delivery of cage from St Marys	$250		
Delivery and use of Crane truck for one day $800 (x 2 Days)	$1,600	Note:	For instalation purposes
Instalation of both structures	No Cost	Note:	omar was present on day of installation, and will be present on the other two days of installation
Drilling	$1,700		
Labour used on first day (hence total labour based on 2.5 days)	$2,000	Note:	on the first day 2.7 tones of soil was removed from hole drilled and loaded on to tipper.
cost of usage of tipper for waste to tip and cost of dumping soil	$1,000		Also road surrounding drilling was broomed and hosed down from all mud and sediment.
Usage of cherry picker for entire project	$800		
Cost of safety mesh and stakes, pvc pipes... etc	$500		
removal of old VMS Steel structure, arms and sign from hornsby and disposal	$1,200	Note:	removal done by Omar.
removal of hornsby VMS and Galston VMS and delivery to Yennora	$500	Note:	Cost of delivery
Pickup and delivery of both new VMS signs from Yennora	$500	Note:	Cost of delivery
Concrete (Used 40 MPA) Three cube ordered	$1,000		
Total Cost:	$31,050		

Invoice Galston PO 4510298336/10 - Areva Corp - 12.2930.0212 Galson Gorge

From: Areva Corp Pty Ltd <arevacorp@yahoo.com.au>
To: DUBOIS Alexandre <alexandre.dubois@rms.nsw.gov.au>
Date: Thu, 23 Feb 2012 11:41:37 +1100
Attachments: Invoice Galston BN328.doc (44.54 kB)

Hi Alex,

Attached is invoice for structure installs conducted at Galston. Thanks

Harry

From: DUBOIS Alexandre <Alexandre.DUBOIS@rms.nsw.gov.au>
To: Areva Corp Pty Ltd <arevacorp@yahoo.com.au>
Sent: Wednesday, 22 February 2012 9:10 AM
Subject: FW: PO 4510298336/10 - Areva Corp - 12.2930.0212 Galson Gorge

PO below

From: MUHUNTHAN Suja On Behalf Of CEB_Contracts_Finance@rta.nsw.gov.au
Sent: Tuesday, 21 February 2012 11:55 AM
To: DUBOIS Alexandre; SINGH Ashwin; MCCAFFERY Tam A
Cc: CEB_Contracts_Finance@rta.nsw.gov.au
Subject: PO 4510298336/10 - Areva Corp - 12.2930.0212 Galson Gorge

Hi

As noted above is your new PO number as requested in the order of:

- *
  Your New Purchase Order Number
- *
  The Company to whom it is for
- *
  Description of this Purchase Order

Please advise the vendor of this number and to have invoices send to:

Roads and Maritime Services
Compliance and Enforcement Branch

E18-0736-AS-2-1-PR-0001

PO Box 973
Parramatta CBD NSW 2124

ABN : 76236371088

or email : ceb_contracts_finance@rta.nsw.gov.au

A copy of this Purchase Order will be sent to you once released from Finance Manager.

Thank you.

Suja Muhunthan
Contracts & Finance Officer
Business Development Section | Compliance & Enforcement
T 02 8849 2501 **F** 02 8849 2757
www.rmservices.nsw.gov.au

Roads and Maritime Services
27 Argyle Street Parramatta NSW 2150

TAX INVOICE

Areva Corp Pty Ltd.
When Reliability Matters...

ABN: 70 127 430 068

Harry Alam Managing Director
[redacted] Gwydir [redacted]
Mobile [redacted] 1 479
Email: Areva Corp@yahoo.com.au

INVOICE:BN 328

Date : 17/ 02/2012

Purchase Order number:
4510298336/10

Billing Address:
Roads and Maritime Services

Compliance and Enforcement
Po Box 973
Parramatta CBD 2124

Mr Alexandre Dubois
27 Argyle St, Level 10
Parramatta NSW 2150
Fax 02 8849 2522

For:
Structure fabricacation, installation of signs and structures, infrastructure civil works For GALSTON GORGE.

DESCRIPTION	AMOUNT
Fabrication , Delivery and Installation of steel structures, Civil and Electrical work At Galston East and west. 2 x new complete Structures (Fabrication, Galvanizing, Installation). • Fabrication of two new structure & Cage footings according to RTA design & specification • Removal of existing structures and footings • Galvanizing new Structures and pipe arms to hold VMS • Pickup VMS signs from Yennora. • Deliver old VMS signs from Galston to Yennora • Installation of new footings & Structures according to R53 and R103 RTA specifications for Signs and concrete. • Install VMS • Infrastructure works for communication. Pickup of structures and Delivery.	

Waste disposal.	
Variation: • Excavation of pad, dumping of soil. • Installation of step-retaining wall. • Concreting of pad. • Installation of safety Rails. • Laying of turf.	$4,500
Total Lump Sum	$65,050.00
GST	$6,505.00
Total Including GST	$71,555.00
TOTAL	$71,555.00

If you have any questions concerning this invoice, contact Harry Alam on the above details
Terms of Payment net 30 days

THANK YOU FOR YOUR BUSINESS!