

Australian Road Financing Statistics 1970/71 to 1979/80

Information Paper

This Paper provides a consistent series of road expenditure data by Commonwealth, State and local government over the 10 years 1970-71 to 1979-80. It does not include data on road expenditure by the private sector (eg residential development, mining and other infrastructure development) which was estimated at about \$50 million in 1979.

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Australian Road Financing Statistics 1970-71 to 1979-80



Bureau of Transport Statistics

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FOREWORD

This paper contains data on road expenditure for the period 1970-71 to 1979-80 by road category and by level of government, along with some information about State government road revenue.

Considerable care must be used when interpreting any of the figures presented. In general, the data are more reliable the higher the level of government. Therefore, the local government statistics should be treated with the most caution. In addition, the changing status of local governments and non-uniformity of definitions mean that any comparisons between States of individual road category expenditure have little validity. The figures can only properly be used to show broad temporal trends.

The treatment of interest, loan repayments and general administration for State and local government in the tables is particularly important. Total administrative costs for local governments are shown separately with no specific road attribution being assumed, whereas the administrative costs for the State road authorities are included in their expenditure figures. Interest and loan repayments by State and local governments are shown separately in the tables and should be considered in any examination of fiscal effort.

The material presented in this paper was prepared in the Intergovernment Finance and Legislation Section of the Financial Assessment Branch. Mr D. Luck was the team leader.

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Canberra
March 1982

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CHAPTER 1—INTRODUCTION

This report provides a consistent series of road expenditure data by Commonwealth, State and local government over the 10 years 1970-71 to 1979-80. It does not include data on road expenditure by the private sector (eg residential development, mining and other infrastructure development) which was estimated at about \$50 million in 1979 (BTE 1979).

The statistical information provided in this report is more detailed than that provided in the BTE's 1979 roads report (BTE 1979), in that expenditure is allocated to road categories as well as by State, year and level of government. However, as is noted below, information on road expenditure by road category, especially for local government, is not highly accurate. Therefore individual figures should be treated cautiously. Disaggregated local government road expenditure data was, however, thought to be sufficiently useful to warrant inclusion, albeit with the above and later qualifications.

This report does not include any analysis of the information presented. This will form part of the BTE's future work on the financial aspects of road funding in Australia. The tables contained in the report do, however, provide some information on the relationship between revenue sources from road users and the road expenditure of State governments. While the Commonwealth Government does not relate road user charges to the level of road expenditure, and local governments do not have access to road user charges, State governments do tie revenues from such charges to road expenditure, at least in part. A brief analysis of the relationship between Commonwealth road revenues and expenditure was published recently (BTE 1982).

The report is organised in the following manner. Chapter 2 provides details of the methodology used to derive the series and the sources consulted for information. Chapter 3 gives a guide to presentation and accuracy of the data and the procedure for converting from current to constant prices. Chapters 4 to 10 contain a brief overview of road funding arrangements in each State and Territory¹. Appendix I provides summary tables.

1. Much more detailed descriptions of road funding arrangements can be found in the Annual Reports of State Road Authorities and in relevant State legislation.

CHAPTER 2—METHODOLOGY AND INFORMATION SOURCES

The methodology adopted in compiling the road revenue and expenditure series presented in this paper is described in this chapter. This includes the principle followed as regards attribution of road expenditure and the treatment of some particular items that appear in various accounts. Details of the chief sources of data are also provided.

ATTRIBUTION OF ROAD EXPENDITURE

The methodology followed for attributing expenditure for roads to each level of government was the same as in previous BTE and Commonwealth Bureau of Roads (CBR) reports on roads in Australia (see BTE 1979, pp100-4). This procedure involves measuring expenditure by each level of government from its own resources rather than the actual roadworks it undertakes. However, in the calculation of 'own resources' a distinction is made between 'general purpose' and 'specific purpose' transfers between different levels of government.

General purpose grants such as Commonwealth personal income tax sharing payments to State and local governments, where they are spent on roadworks, are classified as expenditure of the recipient since these grants are free to be spent as the recipient wishes. These grants form a significant share of the financial resources of local government.

Specific purpose grants for roads are classified as expenditure of the original donor whose decision it is to spend the funds on roads rather than elsewhere. Commonwealth grants to the States for roads are classified as Commonwealth road expenditure whether actually spent by the States or passed to local government.

Grants such as those for disaster or flood relief which are spent on roads are classed as specific purpose roads grants and thus road expenditure of the donor, since they are tied to the actual roads, bridges, etc damaged. Expenditure by non-road authorities on roads (eg by housing and electricity commissions) is allocated to the authority and not according to where the funds originated. For example, a Commonwealth grant to a State housing commission is considered not as a specific road grant but a general grant.

Grants by the Commonwealth for unemployment relief are also considered as general grants since they may ultimately be spent on a wide range of areas, including, of course, on roadworks.

Thus the definition of Commonwealth road expenditure includes not only roads grants to the States and the Northern Territory and roads expenditure in the Australian Capital Territory but also disaster relief grants, expenditure by Commonwealth authorities (eg Snowy Mountains Hydro-Electricity Authority) and the reconstruction of the Tasman Bridge.

Unfortunately, in local government budgets, roads expenditure from the general purpose grants from a higher level of government is not identified separately from roads expenditure from other general revenue sources (eg rates). At the State government level very little roads expenditure is from Commonwealth general purpose funds (only via housing and a few other authorities as noted above).

TREATMENT OF PARTICULAR ITEMS

While the information provided in this paper is more detailed than that provided in earlier BTE and CBR reports, there are also differences in methodology. These differences are mainly the treatment of the items referred to in the following sections.

In general, the BTE's earlier figures (BTE 1979) were derived with a share of loan repayments and interest payments by State and local governments being attributed as road expenditure. They also included a share of street construction contributions and general administration in local government roads expenditure. This work was conducted prior to the formal amalgamation of the CBR and the former BTE and it has not been possible to ascertain the exact methodology used.

The road expenditure figures presented in this report do not include any expenditure associated with loan repayments, interest payments, street construction contributions or general administration of local government. The result of these different methodologies is that the BTE 1979 figures for 1974-75 to 1979-80 will be generally similar for State road expenditure but considerably higher for local government road expenditure than the figures in this report. For example, the earlier BTE 1979 estimate of local government expenditure on roads in 1978-79 was \$859 million which compares with an equivalent figure of \$563.3 million contained in this report (see Table I.4). The methodology used in this report gives a total roads expenditure figure for 1978-79 of \$1829.6 million whereas the corresponding figure contained in the last major roads report was \$2139.4 million (BTE 1979). It appears, therefore, that about 14 per cent of roads expenditure was associated with these other items in the earlier methodology.

While these other items are not treated as road expenditure in this report, they are included in the tables for State and local government expenditure in each State and Territory under the classification 'non-road expenditure' (except road works funded from private contributions which is shown separately). These items are discussed further below, along with other items requiring further elaboration.

State figures

The reason that loan repayments were not classed as road expenditure was that to include them as road expenditure would be double counting from a resource viewpoint since the expenditure of the original loan on roads would have already been counted. Similarly, interest payments are considered a cost of borrowing and not as expenditure on roads¹. Nevertheless, these two items were identified in the tables because they do represent a cost of financing the road program and are required to identify fiscal effort. They also allow the impact of debt servicing costs on State road programs to be identified over time.

The only other items included under the heading 'non-roads expenditure' represent use of motor vehicle taxes for non-road expenditure, for example, subsidies to public transport, and retention of funds in Consolidated Revenue.

The difference between 'total revenue' and the sum of 'road expenditure' and 'non-road expenditure' in each year comprises changes in unspent fund balances, outstanding debits and credits, and changes in overdrafts.

Two further items of interest in the revenue figures are those of 'motor vehicle taxation' and 'collection costs'. Motor vehicle taxation includes only specific taxes or charges related to the use and operation of motor vehicles. It includes State fuel taxes (business fuel franchise levies and fees) but excludes third party insurance premiums and stamp duty. The specific charges included in the tabulations are noted in the individual State chapters.

1. In an economic resource sense interest on loans should not be included as road expenditure since interest is a transfer payment.

The item 'collection costs' includes the costs of collecting only those charges included in 'motor vehicle taxation'. However, the State Auditors-General's Reports and State road authority Annual Reports in some cases do not separate the costs of collecting these charges from the costs of collecting other charges or from other 'administrative costs'. Estimates were made in these cases with the assistance of officers from the State road authorities. Specific problems encountered are noted in the relevant chapter.

Local government figures

Information on local government road expenditure was obtained mainly from the collection of the Australian Bureau of Statistics (ABS) entitled 'Australian Municipal Information System' (AMIS).

The main items included in local government expenditure on roads from the AMIS collection are:

- Expenditure from general revenue on roads, streets, etc
- plus* Expenditure from loan funds on roads, streets, etc
- plus* Cost of street lighting
- less* Street construction contributions (mainly from private developers)
- less* Reimbursement from other bodies (mainly from State governments) for roadworks done on their behalf by LGAs
- less* Specific government grants for roads.

An important issue was encountered with the item 'street construction contributions'. These contributions are mainly by land developers to local governments for roadworks undertaken by local government. Street construction contributions, along with roadworks undertaken by private developers (whether required to do so or not by local government), have been classified as private road expenditure since this expenditure is paid for by private developers, and ultimately, land buyers.

In some States street construction contributions are not made because private developers actually construct the roads, with the result that no expenditure figures are available. Therefore deducting the item 'street construction contributions' enables a consistent approach for each State. However, it is recognised that local government bodies claim that street construction contributions are a tax or levy which instead of being imposed on all ratepayers are recouped from developers and ultimately the specific purchasers of the serviced land.

While the figures for 'street construction contributions' are not included in the road expenditure figures for local government they are shown separately for interest. Owing to the different practices and requirements between States, interstate comparisons for this item are not valid.

It should be noted that Commonwealth and State government figures include some road expenditure which is ultimately recovered from private sources. For example, in the Australian Capital Territory and in the States, government housing authorities may recoup the costs of some roadworks from the sale of serviced land as may local government authorities. In addition, forestry commissions may recoup costs of roadworks from logging companies either directly or indirectly through logging royalties. It has not been possible to obtain details of amounts recovered by Commonwealth and State governments from private sources. However, the amounts involved would be very small. This is not the case with local government roadworks where private contributions constitute a significant share of total local government expenditure on roadworks.

A further three items are also shown separately. They are loan repayments, interest payments and general administration. The first two are treated in a similar way to that for the State government figures. However, there is an added difficulty with local government loan repayments and interest. In general, local governments raise loans annually to cover certain expenditures, and some roadworks are financed from this

overall loan. Whilst expenditure on roads from loans can be accurately stated, estimating the share of interest payments and loan repayments to be attributed to roads is difficult because of varying annual interest rates and repayment periods.

General administration also poses problems. While all the administration costs of a State road authority should be, and in this paper are, attributed to roads, in a multi-purpose authority such as most local government authorities these expenses should not be totally attributed to roads. The figures for road expenditure of local government already include administration costs of road construction and maintenance where so identified by local government authorities, but it could be claimed that some element of general administration should also be included (particularly for rural shires where roads are the major expenditure item). If it is accepted that the costs of general administration should be apportioned over all local government activities there is then the problem of determining the appropriate share to attribute to roads. This share would vary from council to council, particularly between urban and rural councils. While the accounts of some councils do apportion general administration between activities, the methods used are not always apparent. Therefore, problems of consistency as well as methodology need to be resolved before general administration can be properly apportioned between activities.

SOURCES OF INFORMATION

A number of different sources of information were used to derive the Commonwealth, State and local government figures. Reconciliation of figures was attempted where source data was inconsistent. The major sources of information are identified below.

Commonwealth

The annual Commonwealth budget papers were the major source of information (Commonwealth of Australia 1970 to 1980). These provide details of expenditure under specific roads legislation. Data on other road expenditure and data for the Northern Territory and the Australian Capital Territory were obtained from the annual reports of State or Territory road authorities and from information supplied to the National Association of Australian State Road Authorities (NAASRA).

State

In all States roadworks are undertaken not only by the State road authority but also by other authorities and agencies. Some of these (eg West Gate Bridge Authority, some port authorities) are not State authorities in a strict legal sense as they are not strictly agents of the Crown. Nevertheless where they have been established by the States they are ultimately under the legal control of the State and are not normally considered as private organisations.

The multiplicity of State authorities involved with roads complicates the identification of road revenue and expenditure figures at the State level. In addition, in some States the revenue collection authority is separate from the expenditure authority and revenue is often collected by more than one authority and spent from separate funds in one or more authority. This is particularly true in New South Wales and Victoria. In both cases there is considerable transfer of revenue between various funds and between various authorities. These transfers have to be netted out to arrive at total revenue and expenditure figures.

The State Auditors-General's Reports and the Annual Reports of State road authorities provided most of the information required on revenue and expenditure. In some cases, however, other sources were consulted, for example, annual reports of other authorities (eg West Gate Bridge Authority). Direct contact was also made with particular authorities to obtain additional information. Data supplied by State road authorities to NAASRA was used to establish expenditure by road category, with the NAASRA data being reconciled with information contained in the annual reports of the State road authorities.

Local

As noted above the main source of information on local government road expenditure was the ABS AMIS collection. While this collection has limitations, it is, nevertheless, the only reasonably consistent series of data covering 9 of the 10 years examined. Estimates for 1979-80 were derived from information collected from a survey of local government authorities conducted by the BTE in 1980.

AMIS data is only available as broad aggregates, which includes roadworks with other works in some items. Accordingly, AMIS data was compared with data from ABS State Statistical Registers to separate roadworks from other items. Similarly, while the AMIS data provides a breakdown of expenditure into urban and rural local government authorities, it does not show road construction or road maintenance expenditure separately. Information provided to NAASRA by State road authorities and information from the BTE survey were used to estimate this split and to estimate the small level of expenditure by local government authorities on urban arterial roads. It was not possible to estimate expenditure by local government authorities on rural arterial roads. This expenditure is believed to be negligible in all States except Victoria and Queensland. In Victoria expenditure by local government authorities on maintenance of those State main roads which are also classed as rural arterials could have been about \$2 million in 1979-80. In all States this expenditure is included in the figures for rural local roads.

It should be emphasised that neither AMIS road data, nor State Statistical Register road data, as published, are sufficient on their own to calculate accurately local government road revenue and expenditure figures.

CHAPTER 3—REVENUE AND EXPENDITURE SERIES: PRESENTATION AND ACCURACY

This chapter provides details of the reporting format adopted in presenting the road revenue and expenditure series, the tables included in the report and the procedure for converting data from current to constant prices. The accuracy of the figures contained in the tables is also discussed.

FORMAT OF TABLES

The road expenditure categories adopted in the tables were those applying to the 1980-81 Commonwealth roads legislation. They are:

- national roads;
- rural arterial roads;
- rural local roads;
- urban arterial roads; and
- urban local roads.

This classification accords reasonably well with all Commonwealth roads legislation since 1974-75 with the exception of expenditure on MITERS (Minor Traffic Engineering and Road Safety Improvements). This problem was overcome by allocating MITERS expenditure for the years 1974-75 to 1979-80 proportionally among the five 1980-81 categories. While undoubtedly the actual proportion of MITERS funds spent on each road category varies from State to State and from year to year, very little information was available on actual MITERS expenditure. In these circumstances pro-rata allocation was the simplest method available. However, since the level of MITERS expenditure is only a small share of Commonwealth and State road expenditure, any errors arising from this method of allocation would be small. There is no information available to identify any MITERS expenditure by local government authorities.

For the period 1970-71 to 1974-75 the major differences from the 1980-81 legislation were that no funds were provided for urban local roads by the Commonwealth under its roads legislation and the national road system had not yet been classified. Accordingly, no Commonwealth expenditure is shown under these two categories prior to 1974-75. The current national roads were mainly rural arterial roads prior to 1974-75.

An additional item to note for the period 1970-71 to 1976-77 is expenditure on beef roads. This expenditure was allocated mostly to rural arterial roads with a minor proportion to rural local roads.

One other road category item, planning and research expenditure, is shown separately in the road expenditure tables. While this item includes some expenditure relating to other surface transport modes, in previous BTE and CBR reports it has been included as road expenditure and is shown in this report for interest. Detailed information separating planning and research expenditure on roads from that on other modes is not available.

The States have their own system of road classification but also provide information on road expenditure according to the NAASRA classification, which agrees reasonably closely with the Commonwealth system. In recent years the States have also provided information based on the current Commonwealth classification.

The division of local government expenditure into road categories was estimated using a number of sources. However, in compiling these estimates the current Commonwealth classifications and definitions were followed as closely as possible.

TABLE CONTENTS

The estimates of road expenditure by road category for each level of government by State and Territory, and State government road revenue, for the period 1970-71 to 1979-80 are presented in the tables contained in this report.

Ten tables are given for each State and are located at the end of the respective chapters. Five contain information in current prices and five in constant 1979-80 prices. Table contents are:

- Tables 1 and 6—Commonwealth Government road expenditure;
- Tables 2 and 7—State government road revenue;
- Tables 3 and 8—State government road expenditure;
- Tables 4 and 9—local government road expenditure; and
- Tables 5 and 10—Total State road expenditure.

Eight tables are provided for the Northern Territory and four for the Australian Capital Territory. Information for the Northern Territory does not include data on 'State government revenue', while only Commonwealth road expenditure data are given for the Australian Capital Territory.

CONSTANT PRICE SERIES

Three deflators were used to derive the constant price series.

An overall activity index for road construction developed by the BTE (BTE 1981) was used to deflate figures for road expenditure. Non-road expenditure figures were deflated using the implicit gross domestic expenditure price deflator (ABS 1981). State revenue figures were deflated using the implicit gross domestic product price deflator (ABS 1981). These indices are shown and compared in Appendix II. The use of different indices to convert State government road revenue and expenditure to constant prices results in unbalanced constant price figures, particularly for earlier years. The revenue figures will generally be lower than the expenditure figures after allowing for yearly balances and non-road expenditure (see Chapter 2 under heading 'State Figures').

ACCURACY OF FIGURES

Problems of accuracy inevitably occur in exercises where different definitions are used in data sources.

Figures for Commonwealth Government road expenditure are accurate for expenditure under roads legislation. The other expenditure item, Commonwealth disaster and flood relief funds, was distributed pro rata among rural roads and national roads. However, as these funds form only a very small share of total Commonwealth road expenditure it can be safely assumed that the overall accuracy of the Commonwealth expenditure figures is high.

The accuracy of State road revenue and expenditure figures varies from State to State. The problem is not one of doubt concerning the actual size of the figures, but rather the differing aggregation and presentation of data in published reports. In particular, collection costs are subject to very different treatments, and for one State, Western Australia, it was necessary to omit these figures completely.

In all States but New South Wales and Victoria there is little expenditure on roads by authorities other than the State road authority. As noted earlier, in New South Wales and Victoria there are many funds into which road revenue is paid and from which

expenditure is made. In addition, there are numerous transfers between funds, the accounts of which are not always designed to enable actual roadworks to be separately identified, and some cases where there is double counting in the published accounts of the Auditor-General or where the account is not published. The situation in New South Wales and Victoria is further complicated by the numerous separate authorities undertaking roadworks. The accounts of these authorities do not often separately identify expenditure on roadworks. In these cases it was necessary to rely on estimates given by such authorities to State road authorities. The revenue attributed to these authorities was assumed to be identical to their reported road expenditure in all cases except that of the West Gate Bridge Authority, which is discussed in Chapter 5.

Figures on the distribution of State road expenditure by road categories are subject to several sources of inaccuracy. Prior to 1977-78 no State road authority identified expenditure by Commonwealth road category. Therefore, it was necessary to use the breakdown by NAASRA road categories as an approximation of the expenditure by Commonwealth categories. Unfortunately, NAASRA and Commonwealth road categories are not totally compatible, especially in the definition of arterial and local roads. In addition, the reporting methods of, and definitions used by, State road authorities vary both between authorities and over time. Some allowances were made for this when compiling the series reported in this paper but it was not possible to eliminate all sources of error.

It is with the local government figures, however, that most caution should be exercised. In addition to the differing legal and accounting regulations of the States, there are difficulties such as the lack of uniformity in the treatment by councils of detailed financial data and differences in definitions of such items as 'on costs' and administration, both from State to State and within States.

Added to the above difficulty was that of obtaining accurate details for urban/rural and construction/maintenance dissections. The changing status of local councils over time and the lack of uniform definition for construction and maintenance are significant problems. As a result, while State totals for local government road expenditure are considered to be reasonably satisfactory, the estimates of local government expenditure by road category must be treated very carefully. The figures can be properly used only to show broad temporal trends. Comparisons between States on individual road category expenditure, for instance, have little validity.

While figures for Commonwealth and State expenditure are more accurate than those for local government, considerable care must also be exercised when examining individual road category expenditure for all levels of government for a State or Territory because of likely inaccuracies associated with individual components.

CHAPTER 4—NEW SOUTH WALES

Details of Commonwealth, State and local government road expenditure, State road revenue and total government road expenditure in New South Wales are presented in Tables 4.1 to 4.10. Outlined below is a brief description of the main authorities responsible for revenue collection from road users and road expenditure in New South Wales.

ROAD REVENUE AND EXPENDITURE

There are two main bodies responsible for road revenue collection and road expenditure in New South Wales; the Departments of Main Roads and Motor Transport.

The Department of Motor Transport performs the main task of road revenue collection. The enabling legislation is contained in a series of Acts of the New South Wales Parliament. These are:

- *The Main Roads Act 1924-1979*;
- *The Transport Act 1930-1979*;
- *The Motor Vehicle (Taxation) Act 1971*;
- *The Motor Vehicle Taxation Management Act 1949*;
- *The Traffic Authority Act 1976*;
- *The Sydney Harbour Bridge (Administration) Act 1932-1972*; and
- *The Road Maintenance (Contribution) Act 1958-1975*.

The main charges collected by the Department of Motor Transport are motor vehicle registration taxes and road maintenance charges (until July 1979). These are paid into the Main Roads Fund after deduction of collection costs. This fund is the operating account of the Department of Main Roads. Into the fund are also paid Commonwealth roads grants, local government contributions for works carried out in conjunction with works on main roads, State loan funds, loans, unemployment and disaster relief funds, payments from other New South Wales departments for work done and tolls from the Waterfall to Bulli and Berowra to Calga tollways.

The Department of Motor Transport also collects other road related charges which are paid into various funds. These funds are:

- Road Transport and Traffic Fund;
- State Transport (Co-ordination) Fund;
- Public Vehicles Fund; and the
- Traffic Accident Research Account.

The proceeds from a number of road user charges are paid into the Road Transport and Traffic Fund. These include motor vehicle registration fees, drivers' licence fees, public vehicles transfer tax and tow truck fees. This fund also receives monies from fees which are not classed as road user charges in this report (for example, third party insurance, stamp duty) and transfers from other funds which are excluded from the figures in the tables. Most of the Road Transport and Traffic Fund's revenue is spent on administration costs associated with collecting its own fees as well as those of other funds. These are shown in the table as collection costs. This fund also makes

contributions to the Traffic Accident Research Unit and the Traffic Facilities Fund as well as to the Police Department (for costs of traffic control) and the ambulance service. These latter two payments are classed as non-road expenditure in the tables.

The State Transport (Co-ordination) Fund receives fees paid by operators for licences to carry goods within the State. After deductions for collection costs the balance of the fund is paid to the Public Transport Commission to subsidise bus and rail operations. The road transport regulation functions of the Department of Motor Transport, carried out through this fund, largely ceased in 1973-74 when most licence fees on public vehicle operators were waived. The Department of Motor Transport continued to collect road maintenance charges, however, until 1979 when they were abolished following a truck owner-drivers' blockade. The abolition of road maintenance charges was partly compensated for by the cessation of a 33 $\frac{1}{3}$ per cent concession on motor vehicle taxation to lorries previously subject to road maintenance charges.

The Public Vehicles Fund is credited with the proceeds of the weight tax on omnibuses and other public motor vehicles operating in the metropolitan, Newcastle and Wollongong transport districts, and fees for service licences issued in these districts. The omnibus tax is distributed to those local authorities charged with the upkeep of roads over which the vehicles operate. Where a government omnibus service is in operation within a transport district one-half of service licence fees is applied in reducing the capital indebtedness of the government transport undertaking and the balance is distributed to local authorities. Where no government omnibus service operates the whole of service licence fees is distributed to the local authorities, except for small amounts paid (from 1976-77) to the Traffic Facilities Fund.

The Traffic Accident Research Account receives charges for the issue of specially made number plates. Part of this revenue is paid to the Road Transport and Traffic Fund to meet the capital, maintenance and running costs of the Traffic Accident Research Unit. The rest goes to the Traffic Facilities Fund as a contribution towards the cost of road safety education. None of the revenue or expenditure of this account is included in the tables. The revenue from this source was not considered to be a road user charge and expenditure on road safety was not defined as road expenditure.

The Traffic Facilities Fund of the Main Roads Department is the only other major fund receiving road revenue. The main source of revenue for this fund is transfers from other funds. Other revenue comes from a grant from Consolidated Revenue, Commonwealth roads grants and payment for services provided to councils and other bodies. The fund is the operating account of the Traffic Authority of New South Wales which is located within the Department of Main Roads. The Traffic Authority is responsible for the overall planning and management of traffic in the State. Most of the expenditure by the authority is on traffic control facilities, which are constructed by the Department of Main Roads. However, the Department of Motor Transport is reimbursed by the authority for expenditure on traffic safety, education and administration, and planning and research. Almost all of the revenue and expenditure of the Traffic Facilities Fund is excluded from the tables because it represents transfer payments.

Road tolls, similar to those collected for the Berowra-Calga and Waterfall-Bulli tollways, are also collected in respect of the Sydney Harbour Bridge. The net receipts from these bridge tolls, ie after deduction of collection costs, are spent on maintenance of the bridge, administrative expenses, debt servicing and a payment to the Traffic Facilities Fund to cover the cost of providing traffic facilities for the bridge. Toll collections on the two tollways in total do not cover operating costs (including debt charges), the deficiency being met from the Main Roads Fund.

A summary of the operations of the main road financing bodies in New South Wales is presented in Figure 4.1.

The remainder of the road expenditure task at the State Government level is carried out by various statutory authorities and government departments, generally from their own

revenue, but in some cases from Commonwealth funds. The main such bodies are the Forestry Commission, Lands Commission, Housing Commission, Electricity Commission, Water Resources Commission and the Department of Local Government (through the Local Government Assistance Fund).

NON-ROAD EXPENDITURE

Prior to 1978-79 the major items of non-road expenditure were payments from the Road Transport and Traffic Fund to the Police Department for traffic services and to the ambulance service. From 1978-79 debt servicing increased significantly and in 1979-80 the contribution to the Police Department was reduced significantly, the Police Department being required to take over almost fully the cost of its own traffic services. Consequently debt servicing is now the largest item of non-road expenditure.

COLLECTION COSTS

The cost of collecting motor vehicle taxation in New South Wales increased from about 12.4 per cent of collections in 1970-71 to 15.1 per cent in 1976-77. Since then it has declined, particularly in 1979-80 following the abolition of the road maintenance tax, when it was 13.1 per cent. Most of the costs are shown as administration expenses of the Road Transport and Traffic Fund after contributions from Consolidated Revenue to cover the cost of collecting third party insurance and stamp duty are subtracted. The other main item is the cost of collecting motor vehicle taxation, which is borne by the Department of Motor Transport and subtracted from gross receipts before they are passed on to the Department of Main Roads.

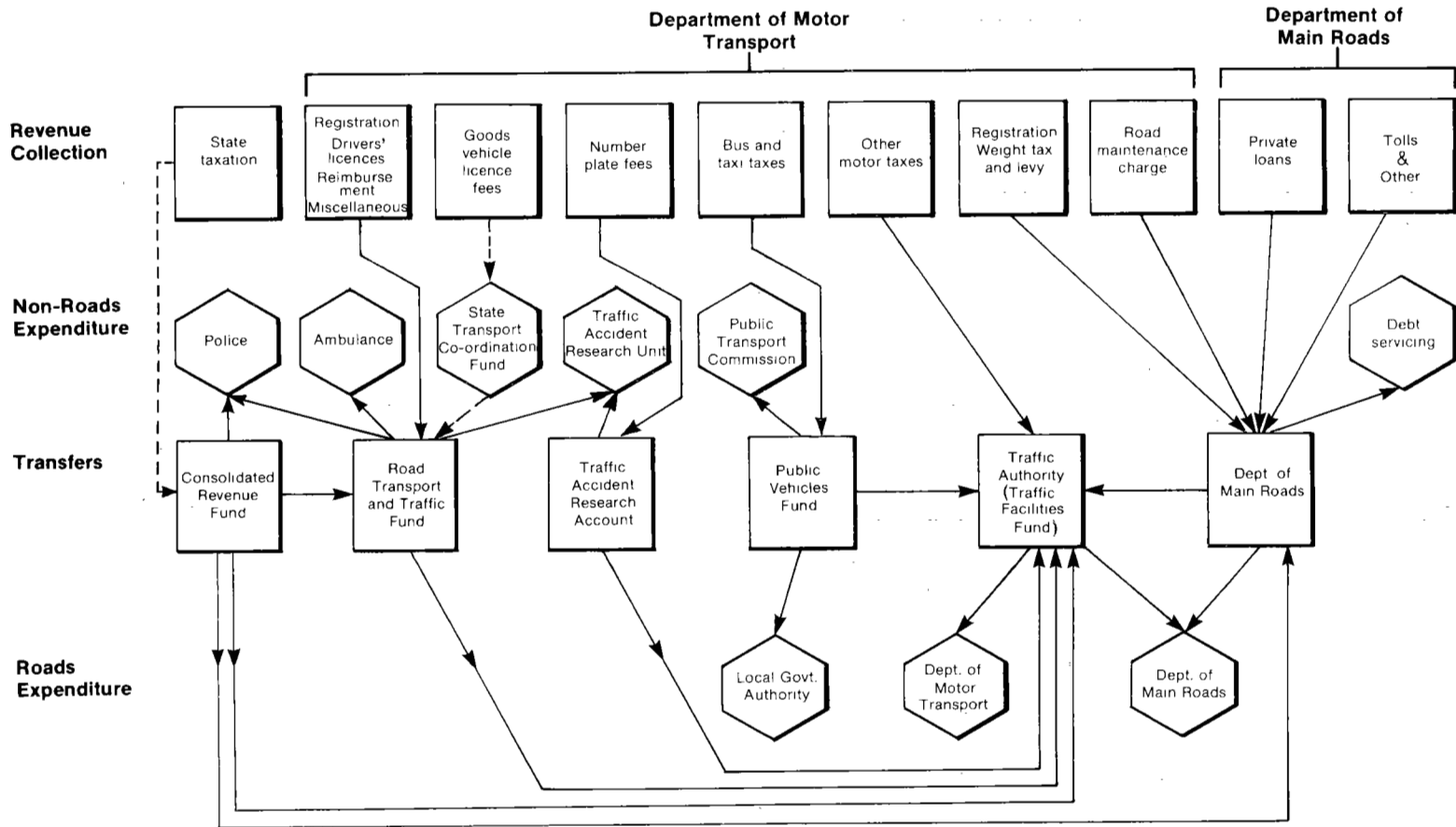


Figure 4.1
Flow of road finance, New South Wales, 1979-80

TABLE 4.1—NEW SOUTH WALES: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	29.6	47.6	54.3	66.9	67.6	72.9	338.9
RURAL ARTERIAL ROADS	10.4	12.4	14.8	17.7	12.9	17.0	16.2	18.2	19.7	21.2	160.4
RURAL LOCAL ROADS	21.4	22.3	23.3	24.6	18.2	16.7	13.8	20.7	22.8	30.3	214.1
URBAN ARTERIAL ROADS	32.7	39.1	46.5	55.5	47.0	45.5	37.5	29.3	31.4	33.7	398.2
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	2.2	4.3	4.7	7.6	8.1	8.7	35.5
TOTAL	64.5	73.7	84.6	97.9	109.9	131.0	126.6	142.7	149.6	166.7	1147.1
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	7.7	8.2	8.8	9.4	9.9	10.1	53.9
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.8	0.0	0.0	2.1
RURAL LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	2.5	6.7	7.1	6.0	0.5	22.7
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	0.0	0.0	0.0	7.7	11.2	16.3	17.2	15.9	10.5	78.8
TOTAL CONSTR & MAINT	64.5	73.7	84.6	97.9	117.6	142.2	142.8	159.9	165.4	177.3	1225.8
PLANNING & RESEARCH	1.0	1.1	1.3	1.5	1.8	2.7	2.7	3.5	2.5	2.7	20.7
TOTAL ROAD EXPEND	65.5	74.9	85.9	99.4	119.4	144.9	145.5	163.4	167.9	179.9	1246.5

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
 TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 4.2—NEW SOUTH WALES: STATE GOVERNMENT ROAD REVENUE, 1970-71 TO 1979-80 (CURRENT PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
SRA											
GROSS MOTOR TAXATION	88.4	112.9	142.6	148.6	167.9	181.2	204.6	223.6	232.3	224.5	1726.6
COLLECTION COSTS	12.4	14.5	19.8	20.1	26.2	30.5	34.8	38.8	40.8	43.6	281.5
NET MOTOR TAXATION	76.0	98.3	122.8	128.5	141.7	150.7	169.8	184.9	191.5	180.9	1445.1
LOANS	11.3	8.8	8.6	6.5	10.0	21.3	22.0	26.0	51.4	107.0	272.8
OTHER	6.2	4.5	7.9	8.5	11.8	13.2	15.4	28.0	17.9	14.0	127.2
OTHER AUTHORITIES	7.1	9.1	8.3	8.9	14.6	17.8	21.9	26.7	24.9	29.7	169.0
TOTAL ROAD REVENUE	100.6	120.7	147.5	152.3	178.1	203.0	229.1	265.6	285.6	331.7	2014.1

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
 TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 4.3—NEW SOUTH WALES: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	1.1	1.6	1.8	2.7	3.1	2.3	12.6
RURAL ARTERIAL ROADS	26.6	23.4	27.7	29.4	42.1	46.8	39.5	47.4	60.5	83.1	426.5
RURAL LOCAL ROADS	3.9	3.1	4.8	3.8	1.4	1.5	11.5	12.7	9.4	14.7	66.7
URBAN ARTERIAL ROADS	19.3	27.6	33.2	30.2	26.0	28.7	24.9	50.9	52.8	70.4	364.0
URBAN LOCAL ROADS	2.3	0.1	0.4	2.2	0.8	3.5	11.8	11.9	9.7	13.8	56.5
TOTAL	52.1	54.3	66.1	65.5	71.5	82.1	89.4	125.6	135.6	184.2	926.3
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.3
RURAL ARTERIAL ROADS	20.6	23.3	26.5	36.0	44.1	40.4	49.4	67.5	66.2	68.9	442.8
RURAL LOCAL ROADS	1.7	1.9	2.0	2.5	5.8	12.1	10.9	15.2	13.2	10.3	75.6
URBAN ARTERIAL ROADS	7.2	8.1	8.6	10.6	18.9	22.7	26.5	28.0	27.3	26.8	184.6
URBAN LOCAL ROADS	0.7	0.8	0.5	0.9	0.4	5.3	4.2	3.8	4.9	3.6	24.9
TOTAL	30.2	34.1	37.6	49.9	69.3	80.5	91.0	114.5	111.6	109.6	728.3
TOTAL CONSTR & MAINT	82.3	88.3	103.7	115.4	140.8	162.6	180.4	240.1	247.2	293.8	1654.6
PLANNING & RESEARCH	0.0	1.0	1.2	1.6	2.0	1.8	2.0	2.7	2.6	3.1	17.9
TOTAL ROAD EXPEND	82.3	89.3	104.9	117.0	142.8	164.4	182.4	242.8	249.8	296.9	1672.5
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	2.3	2.4	2.9	3.7	2.9	3.3	5.1	5.7	8.0	10.7	47.0
INTEREST PAYMENTS	5.5	6.3	6.9	7.4	8.0	9.5	11.1	12.9	16.9	25.6	110.1
OTHER	10.1	16.1	18.6	20.1	23.7	27.3	25.2	24.7	14.8	5.7	186.2
TOTAL	17.9	24.9	28.3	31.2	34.6	40.1	41.4	43.3	39.7	42.0	343.4

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
 TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 4.4—NEW SOUTH WALES: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	18.4	20.3	19.3	22.7	39.1	57.0	45.5	46.5	48.2	53.1	370.2
URBAN ARTERIAL ROADS	1.1	1.3	1.3	1.3	2.0	2.8	2.5	2.7	2.9	3.2	21.2
URBAN LOCAL ROADS	31.3	34.7	31.6	35.5	39.1	57.0	68.2	75.6	85.9	94.6	553.4
TOTAL	50.8	56.2	52.2	59.5	80.2	116.9	116.1	124.8	137.1	150.9	944.8
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	16.3	18.1	17.2	20.1	34.7	50.6	35.7	42.8	44.6	49.1	329.1
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.9	1.0	1.1	3.5
URBAN LOCAL ROADS	27.7	30.7	27.9	31.5	34.7	50.6	53.6	70.0	79.2	87.2	493.1
TOTAL	44.0	48.8	45.1	51.6	69.4	101.2	89.9	113.7	124.8	137.4	825.8
TOTAL CONSTR & MAINT	94.8	105.0	97.3	111.2	149.7	218.1	206.0	238.5	261.9	288.4	1770.7
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	94.8	105.0	97.3	111.2	149.7	218.1	206.0	238.5	261.9	288.4	1770.7
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	19.6	20.2	21.8	23.9	25.0	28.4	31.7	34.7	39.6	0.0	244.9
INTEREST PAYMENTS	12.4	14.0	15.4	17.1	20.8	27.2	34.8	42.1	50.6	0.0	234.4
GENERAL ADMIN	28.2	33.4	35.1	43.1	54.8	64.7	78.3	89.5	103.2	0.0	530.3
TOTAL	60.2	67.6	72.3	84.1	100.6	120.3	143.8	166.3	193.4	0.0	1008.5
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	11.0	11.6	14.5	16.0	20.2	25.9	25.8	29.4	33.0	0.0	187.2

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
 NOT ALL FIGURES FOR LOCAL GOVERNMENT FOR 1979-80 ARE AVAILABLE.
 TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 4.5—NEW SOUTH WALES: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	30.7	49.2	56.1	69.7	70.7	75.1	351.5
RURAL ARTERIAL ROADS	37.0	35.8	42.5	47.1	55.0	63.8	55.7	65.5	80.3	104.2	586.9
RURAL LOCAL ROADS	43.7	45.7	47.3	51.2	58.7	75.2	70.7	79.9	80.5	98.1	651.0
URBAN ARTERIAL ROADS	53.2	67.9	81.0	87.0	75.0	77.0	64.9	82.9	87.1	107.4	783.4
URBAN LOCAL ROADS	33.5	34.8	32.0	37.6	42.2	64.8	84.7	95.1	103.7	117.1	645.5
TOTAL	167.4	184.2	202.8	222.9	261.6	330.0	332.1	393.1	422.3	501.8	3018.3
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	7.9	8.2	8.9	9.4	9.9	10.1	54.2
RURAL ARTERIAL ROADS	20.6	23.3	26.5	36.0	44.1	40.9	50.2	68.3	66.2	68.9	444.9
RURAL LOCAL ROADS	18.0	20.0	19.2	22.6	40.5	65.2	53.3	65.1	63.9	59.9	427.5
URBAN ARTERIAL ROADS	7.2	8.1	8.6	10.6	18.9	22.7	27.0	28.9	28.2	27.9	188.2
URBAN LOCAL ROADS	28.4	31.5	28.4	32.4	35.1	55.9	57.7	73.8	84.1	90.8	518.1
TOTAL	74.2	82.8	82.7	101.5	146.5	192.9	197.1	245.4	252.2	257.6	1632.8
TOTAL CONSTR & MAINT	241.5	267.0	285.5	324.5	408.1	522.9	529.2	638.5	674.5	759.4	4651.1
PLANNING & RESEARCH	1.0	2.1	2.5	3.0	3.8	4.5	4.6	6.2	5.1	5.8	38.6
TOTAL ROAD EXPEND	242.5	269.2	288.0	327.5	411.9	527.4	533.9	644.6	679.6	765.1	4689.7

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 4.6—NEW SOUTH WALES: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	53.3	74.1	74.6	83.8	78.3	72.9	436.9
RURAL ARTERIAL ROADS	31.7	34.8	38.8	41.0	23.2	26.5	22.2	22.7	22.9	21.2	285.0
RURAL LOCAL ROADS	65.2	62.5	61.1	57.0	32.8	25.9	19.0	25.9	26.4	30.3	406.1
URBAN ARTERIAL ROADS	99.9	109.6	122.1	128.5	84.6	70.8	51.5	36.7	36.4	33.7	773.7
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	4.0	6.6	6.5	9.5	9.4	8.7	44.6
TOTAL	196.8	207.0	221.9	226.5	197.8	203.8	173.8	178.6	173.3	166.7	1946.3
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	13.9	12.7	12.0	11.7	11.4	10.1	71.8
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.8	1.1	1.0	0.0	0.0	2.9
RURAL LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	3.9	9.2	8.8	7.0	0.5	29.3
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	0.0	0.0	0.0	13.9	17.4	22.3	21.6	18.4	10.5	104.0
TOTAL CONSTR & MAINT	196.8	207.0	221.9	226.5	211.7	221.2	196.1	200.2	191.7	177.3	2050.3
PLANNING & RESEARCH	3.0	3.1	3.4	3.4	3.2	4.3	3.7	4.4	2.9	2.7	33.9
TOTAL ROAD EXPEND	199.7	210.1	225.3	229.9	214.9	225.5	199.7	204.6	194.6	179.9	2084.2

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 4.7—NEW SOUTH WALES: STATE GOVERNMENT ROAD REVENUE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
SRA											
GROSS MOTOR TAXATION	230.2	274.6	316.1	289.1	275.7	260.4	263.8	266.6	256.4	224.5	2643.0
COLLECTION COSTS	32.2	35.3	43.9	39.1	43.0	43.9	44.9	46.2	45.0	43.6	414.6
NET MOTOR TAXATION	198.0	239.3	272.2	250.0	232.7	216.5	218.9	220.4	211.4	180.9	2228.4
LOANS	29.3	21.4	19.0	12.7	16.4	30.5	28.4	31.0	56.7	107.0	349.3
OTHER	15.1	10.9	17.4	16.4	19.3	19.0	19.8	33.4	19.8	14.0	185.0
OTHER AUTHORITIES	18.5	22.2	18.3	17.3	24.0	25.6	28.3	31.8	27.5	29.7	241.6
TOTAL REVENUE	261.9	293.7	327.0	296.4	292.5	291.7	295.3	316.6	315.2	331.7	3004.3

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE ABS IMPLICIT PRICE DEFLATOR OF EXPENDITURE ON GROSS DOMESTIC PRODUCT (ABS 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 4.8—NEW SOUTH WALES: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	2.0	2.5	2.5	3.4	3.6	2.3	16.3
RURAL ARTERIAL ROADS	81.0	65.8	72.8	68.0	75.8	72.8	54.3	59.3	70.2	83.1	702.9
RURAL LOCAL ROADS	12.0	8.7	12.5	8.8	2.5	2.4	15.7	15.9	10.9	14.7	104.0
URBAN ARTERIAL ROADS	59.0	77.4	87.1	69.9	46.9	44.7	34.1	63.7	61.2	70.4	614.4
URBAN LOCAL ROADS	6.9	0.4	1.0	5.0	1.5	5.5	16.2	14.9	11.2	13.8	76.4
TOTAL	158.9	152.3	173.4	151.6	128.7	127.8	122.8	157.2	157.2	184.2	1514.0
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.4	0.0	0.1	0.0	0.0	0.0	0.5
RURAL ARTERIAL ROADS	62.9	65.3	69.5	83.4	79.3	62.9	67.9	84.5	76.7	68.9	721.1
RURAL LOCAL ROADS	5.1	5.4	5.3	5.7	10.5	18.8	14.9	19.1	15.3	10.3	110.4
URBAN ARTERIAL ROADS	21.9	22.7	22.7	24.4	34.0	35.4	36.3	35.1	31.6	26.8	290.9
URBAN LOCAL ROADS	2.1	2.2	1.3	2.1	0.6	8.3	5.7	4.7	5.7	3.6	36.2
TOTAL	92.0	95.6	98.7	115.5	124.8	125.3	124.9	143.4	129.3	109.6	1159.1
TOTAL CONSTR & MAINT	250.9	247.9	272.1	267.1	253.5	253.1	247.7	300.6	286.5	293.8	2673.1
PLANNING & RESEARCH	0.0	2.8	3.2	3.6	3.6	2.7	2.7	3.3	3.1	3.1	28.1
TOTAL ROAD EXPEND	250.9	250.7	275.3	270.8	257.1	255.8	250.4	303.9	289.6	296.9	2701.1
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	5.9	5.9	6.5	7.5	4.9	4.9	6.7	6.8	8.9	10.7	68.5
INTEREST PAYMENTS	14.4	15.4	15.7	14.9	13.4	13.8	14.5	15.4	18.8	25.6	161.8
OTHER	26.4	39.1	42.2	40.5	39.8	39.7	32.8	29.4	16.4	5.7	311.9
TOTAL	46.7	60.4	64.4	62.8	58.1	58.4	54.0	51.5	44.1	42.0	542.2

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

THE ABS IMPLICIT PRICE DEFLATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT NON-ROAD EXPENDITURE FIGURES FROM CURRENT PRICES TO CONSTANT PRICES. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 4.9—NEW SOUTH WALES: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	56.0	57.1	50.6	52.6	70.5	88.8	62.4	58.2	55.9	53.1	605.1
URBAN ARTERIAL ROADS	3.5	3.5	3.4	3.1	3.5	4.4	3.4	3.4	3.4	3.2	34.9
URBAN LOCAL ROADS	95.3	97.3	82.8	82.1	70.5	88.8	93.6	94.7	99.6	94.6	899.2
TOTAL	154.8	157.9	136.8	137.8	144.4	181.9	159.5	156.3	158.9	150.9	1539.1
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	49.7	50.7	45.1	46.5	62.5	78.7	49.0	53.5	51.7	49.1	536.5
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.8	1.1	1.1	1.1	4.1
URBAN LOCAL ROADS	84.5	86.2	73.3	72.9	62.5	78.7	73.6	87.7	91.8	87.2	798.3
TOTAL	134.2	136.9	118.3	119.5	125.0	157.4	123.4	142.3	144.7	137.4	1339.0
TOTAL CONSTR & MAINT	289.0	294.7	255.2	257.2	269.4	339.3	282.9	298.6	303.5	288.4	2878.2
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	289.0	294.7	255.2	257.2	269.4	339.3	282.9	298.6	303.5	288.4	2878.2
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	51.2	49.1	49.6	48.1	42.0	41.4	41.2	41.2	43.9	0.0	407.8
INTEREST PAYMENTS	32.4	33.9	34.9	34.5	35.0	39.5	45.3	50.1	56.2	0.0	361.7
GENERAL ADMIN	73.6	81.1	79.9	86.9	91.9	94.2	102.0	106.4	114.6	0.0	830.4
TOTAL	157.1	164.0	164.4	169.6	168.8	175.1	187.2	197.7	214.7	0.0	1598.6
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	33.5	32.5	37.9	36.9	36.4	40.2	35.5	36.8	38.3	0.0	327.9

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

NOT ALL FIGURES FOR LOCAL GOVERNMENT FOR 1979-80 ARE AVAILABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT ROAD EXPENDITURE FIGURES AND THE FIGURES FOR ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS FROM CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT FIGURES FOR THOSE ITEMS OF EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS FROM CURRENT PRICES TO CONSTANT PRICES. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 4.10—NEW SOUTH WALES: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	55.3	76.5	77.1	87.2	81.9	75.1	453.2
RURAL ARTERIAL ROADS	112.8	100.6	111.5	109.0	99.0	99.2	76.5	82.0	93.1	104.2	987.9
RURAL LOCAL ROADS	133.2	128.3	124.2	118.4	105.7	117.0	97.1	100.0	93.3	98.1	1115.2
URBAN ARTERIAL ROADS	162.3	190.6	212.6	201.4	134.9	119.9	89.1	103.8	101.0	107.4	1422.9
URBAN LOCAL ROADS	102.2	97.7	83.8	87.1	75.9	100.8	116.3	119.1	120.2	117.1	1020.2
TOTAL	510.4	517.1	532.2	515.9	470.9	513.5	456.0	492.1	489.4	501.8	4999.4
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	14.2	12.7	12.2	11.7	11.4	10.1	72.3
RURAL ARTERIAL ROADS	62.9	65.3	69.5	83.4	79.3	63.7	69.0	85.5	76.7	68.9	724.0
RURAL LOCAL ROADS	54.8	56.0	50.4	52.2	73.0	101.4	73.1	81.4	74.0	59.9	676.2
URBAN ARTERIAL ROADS	21.9	22.7	22.7	24.4	34.0	35.4	37.1	36.2	32.7	27.9	295.0
URBAN LOCAL ROADS	86.6	88.4	74.6	75.0	63.1	87.0	79.3	92.4	97.5	90.8	834.5
TOTAL	226.2	232.5	217.0	235.0	263.6	300.1	270.6	307.2	292.3	257.6	2602.1
TOTAL CONSTR & MAINT	736.6	749.6	749.2	750.8	734.5	813.6	726.6	799.4	781.8	759.4	7601.5
PLANNING & RESEARCH	3.0	6.0	6.5	7.0	6.8	7.0	6.4	7.7	5.9	5.8	62.0
TOTAL ROAD EXPEND	739.6	755.5	755.7	757.9	741.4	820.6	733.0	807.1	787.7	765.1	7663.5

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

CHAPTER 5—VICTORIA

Details of State road revenue, and road expenditure in total and by the three levels of government for Victoria, are presented in Tables 5.1 to 5.10.

REVENUE AND EXPENDITURE: MAJOR RESPONSIBILITIES

In Victoria the major responsibilities for collection and expenditure of road revenue are separated. The major part of road revenue is collected by the Motor Registration Branch which, until 1979-80, was part of the Ministry for Police and Emergency Services. The staff and administration of the Motor Registration Branch were transferred to the Transport Regulation Board during 1980-81. However, the major share of road expenditure is carried out by the Country Roads Board. In addition, as in New South Wales, there are a number of other bodies receiving revenue and expending money on roads.

The Motor Registration Branch, under the authority of the *Motor Car Act 1958*, collects various fees and surcharges and acts as a collecting agent for the State Insurance Office in respect of third party insurance premiums. It also collects certain insurance surcharges and stamp duties for the Consolidated Fund. The various fees and taxes are disbursed, net of collection costs, to the funds noted below.

The Consolidated Fund (State Treasury) receives 50 per cent of drivers' licence fees and driving instructors' licence fees, together with certain other small charges such as for personalised number plates. It also receives surcharges on third party insurance contracts and stamp duty on acquisition or transfer of a motor car or trailer.

The Country Roads Board Fund receives approximately 65 per cent of vehicle registration fees, 12.5 per cent of drivers' licence fees, and various minor fees, in whole or in part. Motor car registration fees make up more than 90 per cent of the receipts from the Motor Registration Branch. The Country Roads Board Fund is the major operating account of the Country Roads Board. Other substantial revenues are accessed through the Roads (Special Projects) Fund, and through Commonwealth grants.

The Roads (Special Projects) Fund received a proportion, approximately 29 per cent in 1979-80, of vehicle registration fees. The whole of the proceeds were used for special road projects, as the name implies, approved by the Governor-in-Council. Until 1974 the projects were almost equally divided between the Country Roads Board and the Melbourne and Metropolitan Board of Works. Since 1974 small sums were contributed to the 'Metcon' and 'Statcon' projects undertaken by the Road Safety and Traffic Authority, and to the West Gate Bridge Authority, but the major part was almost entirely expended on projects undertaken by the Country Roads Board. At the end of financial year 1979-80 the balance of the Fund was transferred to the Roads and Special Projects Fund, which now also receives the proportion of licence fees formerly directed to the Roads (Special Projects) Fund.

The Traffic Authority Fund receives a surcharge on registration fees. The Fund is the operating account of the Road Safety and Traffic Authority. The Fund is used for works calculated to improve road safety or traffic control, including pedestrian crossings, installation of traffic lights and the administration of the authority.

The Transport Fund receives certain additional registration fees. The Fund may be generally applied to the improvement, development and better co-ordination of

transport in Victoria. Road expenditure from the Fund includes payments for the elimination of level crossings, and the construction of pedestrian overpasses. It replaced the former 'Level Crossings Fund' in 1974, but its responsibilities have been substantially expanded since then.

The Transport Regulation Board receives registration fees for buses, in addition to revenues derived from its own activities (see later). These registration fees form a very minor part of its revenue.

The Drivers' Licence Suspense Account receives 12.5 per cent of driving licence fees, plus some other very minor items. The account exists to channel money to the Melbourne and Metropolitan Tramways Board to compensate the Board for road construction activities, and to assist the Traffic Authority Fund.

The Motor Accidents Board receives a surcharge on the issue or renewal of certain driving licences. The purpose of these payments is to assist the Board in paying compensation to persons injured, or to relatives of persons killed, in motor accidents. The amounts received, however, form a very small proportion (less than 0.5 per cent) of the total expenditure of the Board, the balance being provided by the Government Insurance Office.

The Municipalities Assistance Fund receives 25 per cent of drivers' licence and driving instructors' licence fees. The Fund provides subsidies to municipalities and other public bodies for approved works, but the major expenditure is a contribution to the Country Fire Authority.

As stated above, the Motor Registration Board also collects third party insurance premiums for the authorised insurer, but these, together with surcharges on premiums, and stamp duty, are not considered as road revenue and are therefore not discussed further.

The second major revenue collector is the State Treasury, under the authority of the *Business Franchise (Petroleum Products) Act 1979*. This Act came into force on 1 September 1979, and imposes on petroleum wholesalers and retailers the requirement to obtain a franchise licence. Licence fees payable at 30 June 1980 were, for retailers, a flat fee of \$50 for each financial year. For wholesalers the licence fees were \$50 per month plus 4.5 per cent of the value of motor spirit sold and 7.1 per cent of the value of automotive distillate sold (based on a Statewide assessed selling price). These percentage charges were raised on 1 November 1981 to 5.4 per cent and 8.6 per cent respectively. The higher rate on diesel fuel is levied to partially offset the additional effect on road maintenance caused by heavy vehicles, the majority of which are diesel propelled.

The Act provides that net revenue from the licence fees be appropriated to the Roads and Special Projects Fund, and then paid to the Country Roads Board Fund and the Transport Fund in proportions determined by the Minister, with the proviso that the Country Roads Board Fund is to receive not less than 25 per cent of the net fees collected (or \$10 million, if that be greater), this minimum amount being credited to the Country Roads Board's Road Maintenance Account. In 1979-80 the gross amount raised was \$48.37 million, and net revenue was \$48.26 million. \$42.23 million was appropriated to the Roads and Special Projects Fund of which \$24.80 million was paid to the Country Roads Board Fund and \$14.43 million was paid to the Transport Fund. The balance of \$6.04 million represents revenue collected in June 1980 and not appropriated to the Roads and Special Projects Fund until July 1980.

One further revenue collecting authority is the Transport Regulation Board. The Board collected fees for licences and permits to carry certain goods within Victoria. It also collected the Road Maintenance Charge. Revenue from this latter charge was paid gross to the Country Roads Board for credit to the Road Maintenance Account. However, the Country Roads Board recompensed the Transport Regulation Board each year by a standard amount of 6 per cent of the gross road maintenance charges

collected in the previous year, as an approximation to costs of collection. Collections ceased in May 1979 and the charge was abolished as from 30 June 1979, being replaced by the fuel levy referred to above. The other permit fees were retained by the Transport Regulation Board to finance its own operations. In January 1981, however, the Victorian Government announced that the *Commercial Goods Vehicles Act* would be repealed and operators would automatically have, with registration of their vehicles, the right to carry almost all goods within Victoria. Subsequently the licence fees were abolished, leaving only minimal permit fees for the carriage of the small range of still restricted goods. While almost all revenue of the Transport Regulation Board is classed as road revenue, none of its expenditure is classed as road expenditure since it is either a transfer payment to the Transport Fund (and therefore accounted for as an expenditure from the Transport Fund) or administration costs.

The Country Roads Board is the main State road authority for Victoria. From 1954 to 1974 the Melbourne and Metropolitan Board of Works also operated as a State road authority in respect of part of the Melbourne urban area. In 1979-80 non-road expenditure amounted to 3.3 per cent of total Country Roads Board expenditure from State sourced revenues, this non-road expenditure being debt charges and a statutory payment to the Tourist Fund. Small sums, classed as road expenditure, were paid to the Australian Road Research Board, the Traffic Authority Fund and the Melbourne and Metropolitan Tramways Board (this latter payment partially covering the cost of road surfaces constructed by the Board when relaying tram tracks).

Of the individual funds and accounts referred to above the Drivers' Licence Suspense Account, the Roads and Special Projects Fund and the Roads (Special Projects) Fund act solely to channel road revenue to appropriate expending authorities, as did the Level Crossing Fund until 1974. Almost the whole of the expenditure of the Traffic Authority Fund is concerned with roads, and this portion is thus treated as road expenditure. Payments to the Motor Accidents Board are deemed to reflect some portion of the cost of road accidents; such payments are therefore treated as road expenditure. No account has, however, been taken of any other sources of income for this Board. The Municipal Assistance Fund provides no direct funding for roadworks, but does provide funding at the request of local government authorities. As such, any funds spent by the Municipal Assistance Fund on roadworks are treated as local government expenditure, not State. The Transport Fund assumed the responsibility of the Level Crossing Fund, and added, over time, several new responsibilities, some of a non-road nature, such as subsidies to private bus operators. Expenditure identified as being road-related, such as payments to VicRail and the Country Roads Board for level crossing elimination or pedestrian overpasses, is treated as being road expenditure, all other expenditure being treated as non-road expenditure.

A summary of the operations of the main road financing bodies in Victoria is presented in Figure 5.1.

REVENUE AND EXPENDITURE BY OTHER AUTHORITIES

In Victoria a considerable number of authorities, other than those listed above, expend money on roadworks. These were, in 1979-80, in declining order of magnitude, the West Gate Bridge Authority, the Forestry Commission, the Melbourne and Metropolitan Tramways Board, the Urban Land Commission (successor to the Housing Commission of Victoria), the Port of Melbourne Authority (successor to the Melbourne Harbour Trust), the State Electricity Commission, the State Treasury, the Melbourne and Metropolitan Board of Works, the State Rivers and Water Supply Commission, the Rural Finance and Settlement Commission, the Ministry of Tourism and the Premier's Department. In most cases the expenditure figures noted are those provided by the particular authority to the Country Roads Board (which are subsequently passed on to the National Association of Australian State Road Authorities). Since road construction and maintenance carried out by each authority is incidental to its major purpose, road revenue (except in two cases) is deemed to be

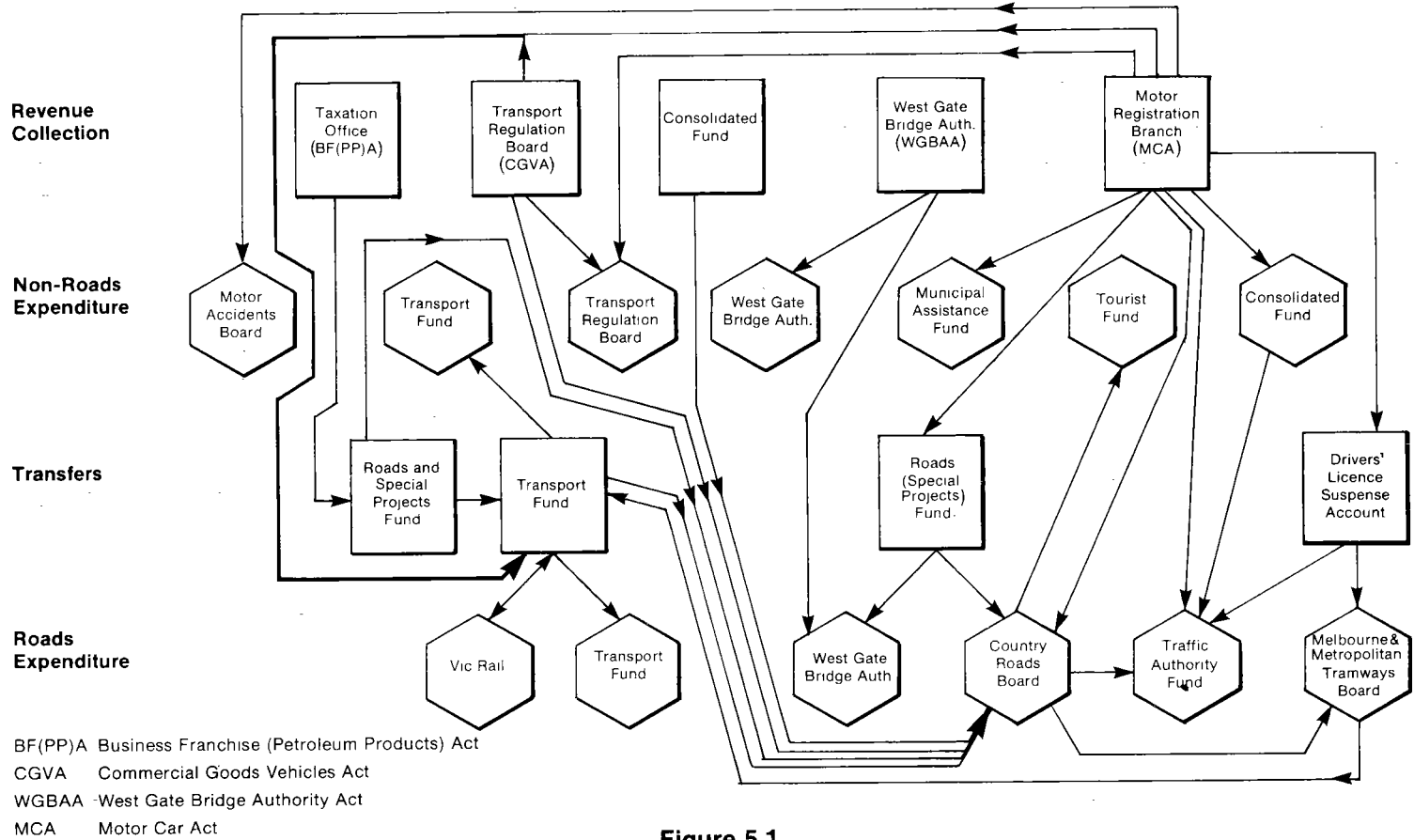


Figure 5.1
Flow of road finance, Victoria, 1979-80

equal to reported expenditure.

The exceptions are the West Gate Bridge Authority and the Melbourne and Metropolitan Tramways Board. The former was established by the Victorian Government as a private company, with the sole purpose of building and operating a road bridge across the Yarra River, downstream from the city of Melbourne. As such, it has a formal set of accounts and specific annual revenues and expenditures can be identified. Prior to the opening of the bridge in November 1978 revenue was almost entirely from the sale of debentures, including Bills of Exchange. The annual flow of revenue to the Authority has not matched annual expenditure on the bridge.

Since the bridge was opened revenue has been received mainly in the form of tolls whilst capital expenditure, in the form of new construction, has reduced to low levels. However, substantial sales of debentures occurred in 1979-80 to meet the heavy loan repayments of expiring debentures. Note that \$8 million of the revenue in 1971-72 was an insurance settlement on the collapse of the bridge in 1970. Also note that the Authority was restructured as a Statutory Body from 1 January 1981.

The other exception, the Melbourne and Metropolitan Tramways Board, is responsible for constructing and maintaining not only the roadway between its tracks, but also for a distance of .457 metres outside the outer rail. The Tramways Board does not separate road construction and maintenance from track construction and maintenance in its published accounts, so it has been assumed that the payments from the Country Roads Board and the Drivers' Licence Suspense Account equal expenditures by the Board on roadworks.

NON-ROAD EXPENDITURE

Debt servicing payments are significant in Victoria, but these relate almost totally to the West Gate Bridge Authority. The other main areas of non-road expenditure are subsidies to private bus operators from the Transport Fund, payments to the Consolidated Fund, operating costs of the Transport Regulation Board and payments to the Municipal Assistance Fund and Tourist Fund.

COLLECTION COSTS

Collection costs rose from about 6.4 per cent of gross motor vehicular taxes in 1970-71 to nearly 9.9 per cent in 1975-76. A slight drop to 9.1 per cent in 1978-79 was followed by a sharp drop to 7.9 per cent in 1979-80. This drop largely reflects the introduction in September 1979 of the licence fees paid under the *Business Franchise (Petroleum Products) Act* which provided a large increase in road revenue but which are administratively simple and cheap to collect.

TABLE 5.1—VICTORIA: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	17.7	24.4	30.0	30.9	32.3	37.2	172.5
RURAL ARTERIAL ROADS	2.9	3.4	4.1	4.9	6.6	6.7	4.4	11.5	12.3	13.2	70.0
RURAL LOCAL ROADS	11.8	12.3	12.2	13.1	11.5	7.1	6.3	13.6	14.6	15.1	117.5
URBAN ARTERIAL ROADS	25.3	30.3	36.2	43.0	36.3	43.9	40.3	30.0	32.0	32.7	349.9
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	1.7	3.3	3.7	3.7	4.8	4.4	21.6
TOTAL	40.0	46.0	52.4	60.9	73.9	85.4	84.6	89.6	96.0	102.6	731.5
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	1.7	1.9	2.2	3.1	3.3	3.6	15.7
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	4.0	1.5	0.0	0.0	0.0	0.0	5.5
RURAL LOCAL ROADS	2.8	3.0	4.0	3.9	7.1	6.2	4.8	6.2	6.5	7.5	51.9
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	2.8	3.0	4.0	3.9	12.8	9.6	6.9	9.3	9.8	11.1	73.1
TOTAL CONSTR & MAINT	42.8	49.1	56.4	64.7	86.7	95.0	91.1	98.9	105.8	113.7	804.2
PLANNING & RESEARCH	0.7	0.8	0.9	1.0	1.2	2.9	2.2	2.4	1.7	1.8	15.6
TOTAL ROAD EXPEND	43.5	49.8	57.2	65.7	88.0	97.9	93.3	101.3	107.5	115.5	819.7

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
 TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 5.2—VICTORIA: STATE GOVERNMENT ROAD REVENUE, 1970-71 TO 1979-80 (CURRENT PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
SRA											
GROSS MOTOR TAXATION	67.8	73.3	76.8	83.7	100.6	120.8	140.1	169.0	180.4	215.8	1228.4
COLLECTION COSTS	4.3	5.2	5.7	6.9	8.4	11.9	13.7	15.5	16.5	17.1	105.2
NET MOTOR TAXATION	63.5	68.0	71.2	76.8	92.2	108.9	126.4	153.5	163.9	198.7	1123.2
LOANS	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	1.3	1.5	5.6
OTHER	1.4	1.8	2.1	1.7	6.0	4.7	3.2	3.2	3.5	4.6	32.1
OTHER AUTHORITIES	19.4	30.5	13.2	18.3	32.9	34.6	35.2	50.7	49.4	41.0	325.2
TOTAL ROAD REVENUE	84.6	100.7	86.9	97.2	131.4	148.4	165.1	207.8	218.6	245.8	1486.5

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 5.3—VICTORIA: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	10.3	7.9	1.6	2.0	2.8	5.7	30.1
RURAL ARTERIAL ROADS	18.6	18.0	18.6	22.2	15.1	25.2	28.9	23.0	20.9	19.8	210.3
RURAL LOCAL ROADS	4.9	4.1	4.0	4.2	2.6	10.0	15.1	15.1	17.1	17.9	95.1
URBAN ARTERIAL ROADS	33.1	27.3	24.4	32.9	50.5	39.3	52.2	77.0	63.1	58.3	458.0
URBAN LOCAL ROADS	2.4	2.3	2.3	3.3	1.0	1.6	1.3	2.0	1.6	1.7	19.4
TOTAL	59.1	51.7	49.3	62.6	79.5	83.9	99.0	119.0	105.4	103.4	812.9
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.8	2.8
RURAL ARTERIAL ROADS	7.9	8.8	10.7	11.6	14.9	19.8	22.3	20.9	24.1	28.1	169.0
RURAL LOCAL ROADS	3.9	4.4	4.6	5.6	7.8	7.7	6.9	8.8	12.4	11.5	73.5
URBAN ARTERIAL ROADS	2.7	3.4	4.2	3.9	6.2	5.9	7.9	10.2	13.0	16.3	73.7
URBAN LOCAL ROADS	0.3	0.3	0.3	1.1	0.3	0.3	0.3	1.1	1.1	1.0	6.1
TOTAL	14.8	16.8	19.7	22.2	29.3	33.6	37.4	41.1	51.5	58.7	325.1
TOTAL CONSTR & MAINT	73.8	68.5	69.1	84.8	108.8	117.5	136.5	160.1	157.0	162.0	1138.0
PLANNING & RESEARCH	0.3	0.5	0.3	0.1	1.0	1.9	1.3	1.5	2.6	3.7	13.2
TOTAL ROAD EXPEND	74.1	69.1	69.4	84.8	109.8	119.3	137.8	161.6	159.6	165.7	1151.1
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	0.2	0.2	0.2	0.9	1.1	1.3	1.6	2.7	4.6	13.8	26.5
INTEREST PAYMENTS	4.9	5.6	6.1	6.3	8.2	11.1	13.6	17.0	20.3	23.0	116.1
OTHER	6.6	8.5	8.6	9.5	13.9	19.1	20.2	22.6	28.9	47.3	185.1
TOTAL	11.7	14.3	14.9	16.7	23.1	31.5	35.4	42.3	53.7	84.1	327.6

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 5.4—VICTORIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	6.5	8.0	10.1	13.8	22.0	15.9	19.8	21.3	24.2	25.1	166.7
URBAN ARTERIAL ROADS	1.0	1.1	1.3	1.6	2.3	2.4	2.9	3.0	3.4	3.5	22.4
URBAN LOCAL ROADS	11.0	11.1	11.4	12.7	16.6	24.8	29.7	30.7	33.4	34.7	216.0
TOTAL	18.5	20.2	22.7	28.0	40.9	43.2	52.5	55.0	61.0	63.3	405.1
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	5.5	6.8	8.6	11.7	18.7	13.5	16.9	18.2	20.6	21.4	141.9
URBAN ARTERIAL ROADS	0.7	0.7	0.8	1.0	1.5	1.6	1.9	2.0	2.3	2.3	14.9
URBAN LOCAL ROADS	9.4	9.5	9.7	10.8	14.2	21.2	25.3	26.1	28.5	29.6	184.1
TOTAL	15.6	17.0	19.1	23.6	34.4	36.3	44.2	46.2	51.3	53.3	340.9
TOTAL CONSTR & MAINT	34.0	37.3	41.8	51.6	75.2	79.5	96.6	101.2	112.3	116.6	746.1
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	34.0	37.3	41.8	51.6	75.2	79.5	96.6	101.2	112.3	116.6	746.1
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	14.3	15.1	16.0	17.1	17.7	19.4	21.9	24.5	27.7	0.0	173.8
INTEREST PAYMENTS	12.9	14.3	15.9	17.9	21.3	25.7	31.6	37.1	43.3	0.0	220.0
GENERAL ADMIN	30.7	33.8	38.7	51.3	65.5	83.7	90.5	99.2	106.8	0.0	600.2
TOTAL	57.9	63.1	70.6	86.3	104.5	128.8	144.1	160.8	177.8	0.0	993.8
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	23.3	25.1	25.8	25.1	29.8	37.7	41.2	33.5	32.5	0.0	274.1

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

NOT ALL FIGURES FOR LOCAL GOVERNMENT FOR 1979-80 ARE AVAILABLE. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 5.5—VICTORIA: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	28.0	32.3	31.5	32.9	35.1	42.9	202.6
RURAL ARTERIAL ROADS	21.5	21.4	22.7	27.1	21.7	31.9	33.4	34.5	33.2	33.1	280.3
RURAL LOCAL ROADS	23.2	24.5	26.3	31.1	36.1	33.0	41.2	49.9	55.9	58.2	379.3
URBAN ARTERIAL ROADS	59.5	58.7	61.8	77.4	89.1	85.6	95.3	110.0	98.5	94.5	830.2
URBAN LOCAL ROADS	13.4	13.4	13.7	15.9	19.3	29.7	34.7	36.4	39.8	40.7	257.0
TOTAL	117.6	118.0	124.4	151.5	194.2	212.4	236.1	263.6	262.4	269.3	1949.5
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	1.7	1.9	2.2	3.1	4.3	5.3	18.5
RURAL ARTERIAL ROADS	7.9	8.8	10.7	11.6	18.9	21.3	22.3	20.9	24.1	28.1	174.5
RURAL LOCAL ROADS	12.1	14.2	17.1	21.1	33.7	27.4	28.5	33.2	39.5	40.4	267.3
URBAN ARTERIAL ROADS	3.4	4.2	5.0	4.9	7.7	7.5	9.9	12.2	15.2	18.6	88.6
URBAN LOCAL ROADS	9.7	9.7	10.0	11.9	14.5	21.5	25.7	27.2	29.6	30.6	190.2
TOTAL	33.1	36.8	42.8	49.6	76.5	79.5	88.5	96.6	112.7	123.1	739.1
TOTAL CONSTR & MAINT	150.7	154.9	167.2	201.1	270.7	291.9	324.2	360.2	375.1	392.3	2688.2
PLANNING & RESEARCH	0.9	1.3	1.2	1.0	2.2	4.8	3.5	3.9	4.3	5.5	28.7
TOTAL ROAD EXPEND	151.6	156.1	168.4	202.1	272.9	296.7	327.7	364.1	379.4	397.8	2716.9

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 5.6—VICTORIA: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	31.9	38.0	41.1	38.7	37.4	37.2	224.3
RURAL ARTERIAL ROADS	8.8	9.7	10.8	11.3	11.8	10.4	6.1	14.4	14.3	13.2	110.7
RURAL LOCAL ROADS	36.1	34.5	31.9	30.2	20.8	11.1	8.6	17.0	16.9	15.1	222.1
URBAN ARTERIAL ROADS	77.3	85.1	94.9	99.4	65.4	68.3	55.3	37.5	37.1	32.7	652.9
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	3.0	5.1	5.1	4.7	5.6	4.4	27.8
TOTAL	122.1	129.2	137.6	140.9	133.0	132.9	116.2	112.2	111.2	102.6	1237.9
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	3.0	2.9	3.0	3.9	3.9	3.6	20.3
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	7.2	2.3	0.0	0.0	0.0	0.0	9.5
RURAL LOCAL ROADS	8.5	8.5	10.4	8.9	12.9	9.7	6.5	7.7	7.5	7.5	88.0
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	8.5	8.5	10.4	8.9	23.1	14.9	9.5	11.6	11.4	11.1	117.8
TOTAL CONSTR & MAINT	130.6	137.7	147.9	149.8	156.1	147.8	125.1	123.8	122.6	113.7	1355.2
PLANNING & RESEARCH	2.0	2.1	2.3	2.3	2.2	4.5	3.0	3.0	2.0	1.8	25.3
TOTAL ROAD EXPEND	132.6	139.8	150.2	152.1	158.3	152.4	128.1	126.8	124.6	115.5	1380.4

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 5.7—VICTORIA: STATE GOVERNMENT ROAD REVENUE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
SRA											
GROSS MOTOR TAXATION	176.6	178.2	170.4	163.0	165.2	173.6	180.6	201.4	199.1	215.8	1812.7
COLLECTION COSTS	11.2	12.7	12.6	13.4	13.7	17.1	17.7	18.5	18.2	17.1	151.2
NET MOTOR TAXATION	165.3	165.5	157.8	149.5	151.4	156.5	163.0	182.9	180.9	198.7	1661.4
LOANS	1.0	1.0	0.9	0.6	0.5	0.5	0.4	0.4	1.4	1.5	8.1
OTHER	3.6	4.3	4.7	3.4	9.9	6.7	4.1	3.9	3.9	4.6	48.6
OTHER AUTHORITIES	50.4	74.2	29.3	35.7	54.1	49.7	45.3	60.5	54.5	41.0	491.5
TOTAL REVENUE	220.3	244.9	192.6	189.1	215.8	213.3	212.8	247.7	241.3	245.8	2210.1

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE ABS IMPLICIT PRICE DEFLATOR OF EXPENDITURE ON GROSS DOMESTIC PRODUCT (ABS 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 5.8—VICTORIA: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	18.5	12.2	2.1	2.5	3.2	5.7	44.3
RURAL ARTERIAL ROADS	56.7	50.5	48.8	51.5	27.2	39.2	39.7	28.7	24.2	19.8	386.4
RURAL LOCAL ROADS	15.1	11.6	10.6	9.8	4.7	15.5	20.8	18.9	19.8	17.9	144.5
URBAN ARTERIAL ROADS	101.0	76.5	63.9	76.1	90.9	61.1	71.7	96.4	73.2	58.3	769.0
URBAN LOCAL ROADS	7.3	6.6	6.1	7.5	1.9	2.4	1.7	2.5	1.9	1.7	39.5
TOTAL	180.1	145.2	129.4	144.9	143.1	130.5	136.0	149.0	122.2	103.4	1383.7
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.8	2.9
RURAL ARTERIAL ROADS	24.1	24.6	28.1	26.8	26.9	30.8	30.6	26.2	27.9	28.1	273.9
RURAL LOCAL ROADS	11.8	12.3	12.0	12.9	14.1	11.9	9.5	11.1	14.4	11.5	121.4
URBAN ARTERIAL ROADS	8.4	9.6	11.0	9.0	11.2	9.2	10.9	12.8	15.0	16.3	113.3
URBAN LOCAL ROADS	0.9	0.7	0.7	2.6	0.6	0.4	0.5	1.4	1.3	1.0	10.1
TOTAL	45.1	47.1	51.8	51.3	52.7	52.3	51.4	51.5	59.7	58.7	521.5
TOTAL CONSTR & MAINT	225.2	192.3	181.2	196.2	195.8	182.8	187.4	200.5	181.9	162.0	1905.2
PLANNING & RESEARCH	0.9	1.5	0.8	0.1	1.8	2.9	1.8	1.9	3.0	3.7	18.4
TOTAL ROAD EXPEND	226.1	193.8	182.0	196.3	197.6	185.7	189.2	202.4	184.9	165.7	1923.6
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	0.5	0.5	0.5	1.9	1.8	1.8	2.1	3.2	5.1	13.8	31.1
INTEREST PAYMENTS	12.9	13.7	13.9	12.7	13.7	16.2	17.7	20.2	22.5	23.0	166.4
OTHER	17.1	20.7	19.6	19.1	23.3	27.8	26.3	26.9	32.0	47.3	260.0
TOTAL	30.4	34.8	33.9	33.6	38.8	45.8	46.1	50.2	59.7	84.1	457.4

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFLATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT NON-ROAD EXPENDITURE FIGURES FROM CURRENT PRICES TO CONSTANT PRICES. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 5.9—VICTORIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	19.7	22.5	26.5	31.8	39.6	24.8	27.2	26.6	28.1	25.1	272.0
URBAN ARTERIAL ROADS	3.1	3.1	3.3	3.6	4.1	3.7	4.0	3.8	3.9	3.5	36.1
URBAN LOCAL ROADS	33.5	31.1	29.8	29.3	29.8	38.7	40.8	38.4	38.7	34.7	344.8
TOTAL	56.4	56.8	59.5	64.8	73.5	67.1	72.0	68.8	70.7	63.3	653.0
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	16.8	19.2	22.5	27.1	33.7	21.0	23.2	22.8	23.9	21.4	231.5
URBAN ARTERIAL ROADS	2.1	2.1	2.2	2.4	2.7	2.5	2.7	2.5	2.6	2.3	24.0
URBAN LOCAL ROADS	28.6	26.5	25.4	25.0	25.5	33.0	34.8	32.6	33.0	29.6	294.0
TOTAL	47.5	47.8	50.1	54.5	61.9	56.5	60.6	57.9	59.5	53.3	549.5
TOTAL CONSTR & MAINT	103.8	104.6	109.6	119.3	135.4	123.7	132.7	126.7	130.2	116.6	1202.6
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	103.8	104.6	109.6	119.3	135.4	123.7	132.7	126.7	130.2	116.6	1202.6
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	37.2	36.7	36.4	34.5	29.7	28.3	28.6	29.1	30.8	0.0	291.2
INTEREST PAYMENTS	33.7	34.6	36.1	36.0	35.8	37.5	41.2	44.1	48.1	0.0	346.9
GENERAL ADMIN	80.2	81.9	88.0	103.4	109.8	121.8	117.9	118.0	118.5	0.0	939.6
TOTAL	151.1	153.1	160.5	174.0	175.3	187.6	187.6	191.2	197.4	0.0	1577.7
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	71.2	70.5	67.8	58.1	53.6	58.6	56.5	42.0	37.7	0.0	516.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

NOT ALL FIGURES FOR LOCAL GOVERNMENT FOR 1979-80 ARE AVAILABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT ROAD EXPENDITURE FIGURES AND THE FIGURES FOR ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS FROM CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFLATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT FIGURES FOR THOSE ITEMS OF EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS FROM CURRENT PRICES TO CONSTANT PRICES. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 5.10—VICTORIA: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	50.4	50.2	43.3	41.2	40.6	42.9	268.6
RURAL ARTERIAL ROADS	65.5	60.2	59.6	62.7	39.0	49.6	45.8	43.1	38.5	33.1	497.1
RURAL LOCAL ROADS	70.9	68.7	68.9	71.9	65.1	51.3	56.6	62.5	64.8	58.2	638.6
URBAN ARTERIAL ROADS	181.4	164.7	162.1	179.1	160.4	133.1	130.9	137.7	114.1	94.5	1458.0
URBAN LOCAL ROADS	40.8	37.7	35.8	36.9	34.7	46.2	47.6	45.5	46.1	40.7	412.2
TOTAL	358.6	331.2	326.5	350.6	349.6	330.5	324.2	330.0	304.1	269.3	3274.5
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	3.0	2.9	3.0	3.9	5.0	5.3	23.2
RURAL ARTERIAL ROADS	24.1	24.6	28.1	26.8	34.1	33.1	30.6	26.2	27.9	28.1	283.4
RURAL LOCAL ROADS	37.0	40.0	44.8	48.9	60.6	42.6	39.2	41.5	45.8	40.4	440.9
URBAN ARTERIAL ROADS	10.4	11.7	13.2	11.4	13.9	11.7	13.5	15.3	17.6	18.6	137.3
URBAN LOCAL ROADS	29.5	27.3	26.1	27.6	26.1	33.4	35.3	34.0	34.3	30.6	304.1
TOTAL	101.0	103.4	112.3	114.7	137.7	123.7	121.5	120.9	130.6	123.1	1188.8
TOTAL CONSTR & MAINT	459.6	434.7	438.8	465.3	487.3	454.3	445.1	451.0	434.7	392.3	4463.0
PLANNING & RESEARCH	2.9	3.6	3.1	2.4	4.0	7.4	4.9	4.9	5.0	5.5	43.6
TOTAL ROAD EXPEND	462.5	438.3	441.8	467.7	491.3	461.7	450.0	455.9	439.7	397.8	4506.5

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

CHAPTER 6—QUEENSLAND

Details of road expenditure by the three levels of government in Queensland, and State road revenue collections are shown in Tables 6.1 to 6.10.

REVENUE

The Main Roads Department is the major road construction and maintenance authority in Queensland and the main collection agency for motor vehicle taxation. The Department of Transport collects some motor vehicle taxation but does not have any role in road construction or maintenance.

The main operating fund of the Main Roads Department is the Main Roads Fund, established under authority of the *Main Roads Act* 1920-1979. All vehicle registration fees, payments from Consolidated Revenue, loan funds and a major part of Commonwealth roads grants are paid into the fund.

There are a number of other funds within the Main Roads Department which also receive motor vehicle taxation or other revenue earmarked for roadworks. These include:

- Traffic Engineering Trust Fund;
- Road Maintenance Account; and
- Commonwealth Aid Local Authority Roads Fund.

The Traffic Engineering Trust Fund receives 20 per cent of driving fees—a fixed annual fee per vehicle paid with vehicle registration fees. The balance is paid into Consolidated Revenue. This revenue is spent on the provision of traffic facilities.

The Road Maintenance Account received, until 1979-80, all road maintenance charges collected by the Department of Transport. About one-third of these net receipts were paid to local government authorities for maintenance of heavily trafficked roads, while the remainder was transferred to the Main Roads Fund.

The Commonwealth Aid Local Authority Roads Fund receives a portion of Commonwealth roads grants to Queensland. This amount is paid to local authorities for roadworks on most Commonwealth categories of roads.

Loans from the State Treasury have only formed a significant source of revenue for roadworks in recent years. In 1979-80 they represented almost 20 per cent of the Main Roads Department's revenue from State sources.

Until 1976-77 the major source of income of the Department of Transport was permit fees for goods vehicles, collected under the *State Transport Acts*. The Department of Transport has received fees for the issue of drivers' licences (as distinct from driving fees) since 1 March 1976 and has received fines for certain driving offences since 1 October 1979. Goods permit fees were reduced by one third in November 1975 and November 1976, and abolished in November 1977. The substantial surplus formerly paid to the Queensland Treasury was thereby eliminated. Since 1977-78 the excess of expenditure over revenue has been made up from Consolidated Revenue.

EXPENDITURE

While the Main Roads Department is the chief road authority, roadwork by other State

authorities is substantial, representing 25 per cent of total State road expenditure in 1979-80.

The main authority funding road expenditure besides the Main Roads Department is the State Treasury. This expenditure takes the form of grants to local government authorities for roadworks.

Annual charges are made to local authorities for benefits arising from the expenditure incurred by the Main Roads Department on the construction and maintenance of declared roads in their respective areas. Currently local authorities are required to meet the following proportion of expenditure.

<i>State Roads</i>	<i>Permanent Works</i>	<i>Maintenance</i>
Main Roads and Urban Sub-arterial Roads	10%	Nil
Secondary Roads	15%	10%

Local authorities are required to repay to the Main Roads Department the charges for ordinary maintenance during the year following that in which the expenditure was incurred. In the case of special maintenance works the amounts may be repaid with interest to the Main Roads Department over a period not exceeding 10 years.

The amounts charged to local authorities for permanent works, however, are deemed to be loans from the Treasury, repayable with interest over a 30 year term. Benefits accrue to the Main Roads Department by the principal sum of such loans being offset against the loan indebtedness of the Main Roads Department to the Treasury.

Other authorities undertaking roadworks include the Co-ordinator General's Department, Forestry Commission, Water Resources Commission, Port of Brisbane Authority and the Departments of Lands, Mines, and Harbours and Marine.

NON-ROAD EXPENDITURE

The main items of non-road expenditure are debt servicing and the 80 per cent of driving fees paid into Consolidated Revenue. However, for earlier years, the substantial surplus paid to Consolidated Revenue by the Department of Transport formed the major portion of non-road expenditure.

COLLECTION COSTS

Identified collection costs are those incurred by the Main Roads Department and the Department of Transport. Prior to 1973-74 drivers' licences were issued by the Queensland Police. In those years the figure for collection costs was accordingly understated. Collection costs of the Department of Transport include the cost of collecting Road Maintenance Charges.

TABLE 6.1—QUEENSLAND: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	17.8	25.2	29.2	33.5	34.8	38.1	178.6
RURAL ARTERIAL ROADS	16.9	18.2	18.1	18.4	20.9	19.5	18.7	22.8	25.0	26.7	205.1
RURAL LOCAL ROADS	13.7	13.9	15.0	15.3	14.4	15.0	17.3	19.5	19.5	19.5	163.2
URBAN ARTERIAL ROADS	16.1	19.2	23.0	26.6	19.1	19.7	17.7	11.2	12.2	13.5	178.2
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	1.1	2.0	2.3	3.9	4.2	4.6	18.0
TOTAL	46.7	51.3	56.0	60.3	73.2	81.5	85.3	90.9	95.6	102.3	742.9
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	5.0	6.1	7.4	8.5	10.8	10.9	48.7
RURAL ARTERIAL ROADS	0.0	1.0	0.6	1.9	2.5	1.7	1.3	0.9	1.0	0.8	11.8
RURAL LOCAL ROADS	0.0	0.5	0.2	0.6	4.0	3.8	2.2	2.1	2.1	3.1	18.6
URBAN ARTERIAL ROADS	0.0	0.1	0.1	0.8	1.1	0.5	0.5	0.0	0.0	0.0	3.0
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	1.6	0.9	3.3	12.7	12.0	11.5	11.5	13.9	14.8	82.0
TOTAL CONSTR & MAINT	46.7	52.9	56.8	63.6	85.9	93.5	96.7	102.4	109.5	117.1	825.0
PLANNING & RESEARCH	0.6	0.7	0.8	0.9	0.6	1.1	1.2	1.4	1.0	1.1	9.2
TOTAL ROAD EXPEND	47.3	53.6	57.6	64.5	86.5	94.6	97.9	103.8	110.4	118.1	834.2

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
 TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 6.2—QUEENSLAND: STATE GOVERNMENT ROAD REVENUE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
SRA											
GROSS MOTOR TAXATION	37.9	90.1	43.2	47.4	47.7	64.3	71.4	74.1	90.6	91.0	657.6
COLLECTION COSTS	3.2	3.8	4.4	6.2	8.1	10.1	11.2	11.4	11.8	13.3	83.4
NET MOTOR TAXATION	34.7	36.3	38.8	41.2	39.6	54.2	60.2	62.7	78.8	77.7	524.0
LOANS	0.1	0.5	1.8	1.4	5.9	2.2	13.8	12.2	7.0	17.6	62.4
OTHER	0.4	0.6	1.1	0.3	2.1	1.5	0.5	1.1	1.3	1.1	9.9
OTHER AUTHORITIES	8.5	8.7	8.8	9.7	13.2	16.0	21.3	28.8	25.1	30.1	170.1
TOTAL ROAD REVENUE	43.7	46.1	40.4	52.6	60.9	73.9	95.1	104.8	112.1	126.6	756.1

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 6.3—QUEENSLAND: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.5	4.8	1.6	3.9	10.8
RURAL ARTERIAL ROADS	7.8	13.4	13.5	10.9	20.5	23.9	40.1	32.0	27.7	34.0	223.5
RURAL LOCAL ROADS	8.9	5.7	6.4	6.5	7.3	8.0	8.8	12.2	10.8	14.1	88.6
URBAN ARTERIAL ROADS	2.5	3.4	4.0	5.2	4.6	2.9	7.0	13.8	22.1	22.3	87.7
URBAN LOCAL ROADS	2.0	1.3	0.6	0.5	1.1	0.8	1.7	2.2	2.0	2.6	14.8
TOTAL	21.1	23.7	24.4	23.1	33.5	35.6	58.1	64.9	64.2	76.9	425.4
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.0	1.4	1.5	4.0
RURAL ARTERIAL ROADS	5.7	11.2	11.9	15.0	17.1	21.3	21.0	19.7	21.4	24.1	168.5
RURAL LOCAL ROADS	7.0	2.3	2.3	2.8	2.9	2.8	6.8	6.9	9.4	9.0	52.2
URBAN ARTERIAL ROADS	1.6	1.6	1.8	2.6	3.4	4.3	5.0	5.2	7.2	6.2	38.8
URBAN LOCAL ROADS	0.1	0.3	0.8	0.0	0.1	0.1	0.1	0.1	0.1	0.1	1.8
TOTAL	14.4	15.5	16.9	20.4	23.4	28.5	32.9	32.9	39.5	40.8	265.1
TOTAL CONSTR & MAINT	35.5	39.2	41.3	43.5	56.8	64.1	91.0	97.7	103.6	117.7	690.4
PLANNING & RESEARCH	0.1	0.1	0.0	0.0	0.3	0.4	0.5	0.6	0.7	0.8	3.4
TOTAL ROAD EXPEND	35.6	39.3	41.3	43.5	57.1	64.5	91.4	98.3	104.4	118.4	693.8
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	0.9	0.9	0.8	0.8	0.7	0.8	0.7	0.8	0.9	0.9	8.1
INTEREST PAYMENTS	0.1	-0.1	-0.2	-0.2	-0.1	0.2	0.1	1.4	1.9	2.3	5.3
OTHER	7.2	6.1	8.5	8.6	3.2	8.5	3.4	5.2	6.9	7.2	64.9
TOTAL	8.1	6.8	9.1	9.2	3.8	9.4	4.2	7.4	9.7	10.3	78.1

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 6.4—QUEENSLAND: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	7.8	8.7	13.6	14.4	21.7	20.7	20.6	22.3	24.0	27.2	181.0
URBAN ARTERIAL ROADS	0.8	0.9	1.3	1.4	2.0	2.3	2.2	2.4	2.5	2.8	18.6
URBAN LOCAL ROADS	5.6	6.3	9.9	10.4	13.8	19.1	18.2	19.0	19.6	22.2	144.1
TOTAL	14.1	15.9	24.8	26.3	37.5	42.2	40.9	43.7	46.1	52.2	343.7
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	6.3	7.1	11.1	11.8	17.7	17.0	16.8	18.3	19.7	22.3	148.1
URBAN ARTERIAL ROADS	0.4	0.4	0.7	0.7	1.0	1.1	1.1	1.2	1.3	1.4	9.3
URBAN LOCAL ROADS	4.6	5.2	8.1	8.5	11.3	15.7	14.9	15.6	16.0	18.1	117.9
TOTAL	11.3	12.7	19.9	21.0	30.0	33.8	32.8	35.0	36.9	41.8	275.3
TOTAL CONSTR & MAINT	25.5	28.7	44.7	47.3	67.5	75.9	73.7	78.7	83.1	94.0	619.0
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	25.5	28.7	44.7	47.3	67.5	75.9	73.7	78.7	83.1	94.0	619.0
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	11.2	11.9	12.6	13.4	14.5	16.1	17.8	19.5	22.2	0.0	139.3
INTEREST PAYMENTS	9.8	10.8	12.2	13.7	17.0	22.2	26.5	32.2	37.5	0.0	181.8
GENERAL ADMIN	13.9	14.8	17.3	22.0	28.5	37.7	48.4	57.3	64.4	0.0	304.4
TOTAL	34.9	37.5	42.1	49.2	60.0	75.9	92.7	109.1	124.1	0.0	625.5
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	4.9	4.5	6.7	8.4	12.7	10.0	13.2	8.9	12.6	0.0	81.9

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
NOT ALL FIGURES FOR LOCAL GOVERNMENT FOR 1979-80 ARE AVAILABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 6.5—QUEENSLAND: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	17.8	25.2	29.8	38.3	36.4	42.0	189.4
RURAL ARTERIAL ROADS	24.6	31.6	31.5	29.2	41.3	43.4	58.8	54.7	52.7	60.7	428.5
RURAL LOCAL ROADS	30.3	28.4	35.0	36.2	43.3	43.7	46.7	54.1	54.3	60.8	432.8
URBAN ARTERIAL ROADS	19.3	23.4	28.3	33.2	25.8	24.9	26.9	27.3	36.7	38.6	284.5
URBAN LOCAL ROADS	7.6	7.6	10.4	11.0	15.9	22.0	22.2	25.1	25.8	29.4	176.9
TOTAL	81.9	90.9	105.2	109.6	144.2	159.2	184.3	199.5	205.9	231.4	1512.0
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	5.0	6.1	7.5	9.5	12.2	12.4	52.7
RURAL ARTERIAL ROADS	5.7	12.2	12.5	16.9	19.7	23.0	22.3	20.6	22.4	24.9	180.2
RURAL LOCAL ROADS	13.4	9.9	13.6	15.2	24.6	23.6	25.8	27.3	31.1	34.3	218.9
URBAN ARTERIAL ROADS	2.0	2.2	2.6	4.0	5.5	5.9	6.5	6.4	8.5	7.6	51.0
URBAN LOCAL ROADS	4.7	5.5	8.9	8.6	11.3	15.7	14.9	15.6	16.2	18.2	119.7
TOTAL	25.8	29.8	37.6	44.8	66.1	74.3	77.1	79.4	90.3	97.4	622.4
TOTAL CONSTR & MAINT	107.7	120.7	142.8	154.3	210.2	233.5	261.4	278.9	296.2	328.7	2134.4
PLANNING & RESEARCH	0.6	0.8	0.8	0.9	0.9	1.5	1.7	2.0	1.7	1.8	12.6
TOTAL ROAD EXPEND	108.3	121.5	143.6	155.2	211.1	235.0	263.1	280.8	297.9	330.5	2147.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 6.6—QUEENSLAND: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	32.0	39.3	40.2	41.9	40.3	38.1	231.7
RURAL ARTERIAL ROADS	51.5	51.1	47.4	42.5	37.6	30.3	25.7	28.5	28.9	26.7	370.2
RURAL LOCAL ROADS	41.8	39.0	39.3	35.4	25.9	23.4	23.8	24.5	22.6	19.5	295.1
URBAN ARTERIAL ROADS	49.0	53.8	60.3	61.6	34.4	30.7	24.3	14.0	14.1	13.5	355.6
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	1.9	3.1	3.1	4.9	4.8	4.6	22.5
TOTAL	142.3	144.0	146.9	139.5	131.8	126.8	117.1	113.8	110.8	102.3	1275.2
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	9.0	9.4	10.2	10.7	12.5	10.9	62.7
RURAL ARTERIAL ROADS	0.0	2.8	1.6	4.5	4.6	2.7	1.8	1.1	1.1	0.8	21.0
RURAL LOCAL ROADS	0.0	1.4	0.4	1.3	7.3	5.9	3.1	2.6	2.5	3.1	27.5
URBAN ARTERIAL ROADS	0.0	0.3	0.2	1.8	2.0	0.7	0.7	0.0	0.0	0.0	5.6
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	4.5	2.3	7.6	22.8	18.7	15.7	14.4	16.1	14.8	116.9
TOTAL CONSTR & MAINT	142.3	148.5	149.2	147.1	154.7	145.5	132.8	128.2	126.9	117.1	1392.0
PLANNING & RESEARCH	1.8	1.9	2.1	2.1	1.0	1.7	1.6	1.7	1.1	1.1	16.1
TOTAL ROAD EXPEND	144.1	150.4	151.2	149.2	155.7	147.1	134.4	129.9	128.0	118.1	1408.1

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 6.7—QUEENSLAND: STATE GOVERNMENT ROAD REVENUE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
SRA											
GROSS MOTOR TAXATION	98.7	219.2	95.7	92.3	78.3	92.4	92.0	88.3	96.4	91.0	1042.3
COLLECTION COSTS	8.3	9.2	9.8	12.0	13.3	14.5	14.4	13.6	7.2	13.3	120.7
NET MOTOR TAXATION	90.2	88.3	85.9	80.1	65.0	77.9	77.6	74.7	89.2	77.7	799.5
LOANS	0.1	1.2	3.9	2.7	9.8	3.2	17.7	14.5	7.7	17.6	78.1
OTHER	1.0	1.4	2.5	0.6	3.4	2.2	0.6	1.3	1.4	1.1	15.4
OTHER AUTHORITIES	22.2	21.2	19.4	18.8	21.6	23.0	27.4	34.3	27.7	30.1	244.3
TOTAL REVENUE	113.9	112.2	89.6	102.4	100.0	106.2	122.5	124.9	125.9	126.6	1115.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE ABS IMPLICIT PRICE DEFLATOR OF EXPENDITURE ON GROSS DOMESTIC PRODUCT (ABS 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 6.8—QUEENSLAND: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.7	6.0	1.9	3.9	12.4
RURAL ARTERIAL ROADS	23.7	37.6	35.4	25.1	36.9	37.1	55.0	40.0	32.1	34.0	356.8
RURAL LOCAL ROADS	27.0	16.1	16.8	15.0	13.1	12.4	12.1	15.3	12.5	14.1	154.3
URBAN ARTERIAL ROADS	7.6	9.5	10.4	12.0	8.4	4.6	9.6	17.2	25.6	22.3	127.2
URBAN LOCAL ROADS	6.1	3.5	1.5	1.3	1.9	1.3	2.4	2.7	2.4	2.6	25.7
TOTAL	64.3	66.6	64.0	53.3	60.3	55.4	79.8	81.2	74.4	76.9	676.2
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.2	1.6	1.5	4.5
RURAL ARTERIAL ROADS	17.5	31.5	31.2	34.7	30.8	33.2	28.8	24.7	24.8	24.1	281.3
RURAL LOCAL ROADS	21.4	6.4	6.0	6.6	5.2	4.4	9.3	8.7	10.8	9.0	87.8
URBAN ARTERIAL ROADS	4.9	4.6	4.8	5.9	6.0	6.7	6.8	6.5	8.4	6.2	60.7
URBAN LOCAL ROADS	0.3	0.9	2.2	0.1	0.1	0.1	0.1	0.1	0.2	0.1	4.2
TOTAL	44.0	43.4	44.2	47.3	42.1	44.4	45.1	41.2	45.7	40.8	438.2
TOTAL CONSTR & MAINT	108.4	110.0	108.3	100.6	102.3	99.7	124.9	122.4	120.1	117.7	1114.4
PLANNING & RESEARCH	0.2	0.2	0.1	0.0	0.5	0.6	0.7	0.8	0.8	0.8	4.5
TOTAL ROAD EXPEND	108.5	110.3	108.3	100.6	102.8	100.3	125.6	123.1	121.0	118.4	1118.9
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	2.3	2.1	1.8	1.6	1.2	1.1	0.9	0.9	1.0	0.9	13.8
INTEREST PAYMENTS	0.2	-0.3	-0.5	-0.5	-0.2	0.3	0.1	1.7	2.1	2.3	5.2
OTHER	18.8	14.8	19.4	17.4	5.4	12.3	4.4	6.2	7.7	7.2	113.6
TOTAL	21.2	16.6	20.7	18.5	6.3	13.7	5.5	8.8	10.8	10.3	132.5

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFLATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT NON-ROAD EXPENDITURE FIGURES FROM CURRENT PRICES TO CONSTANT PRICES. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 6.9—QUEENSLAND: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	23.6	24.5	35.7	33.3	39.0	32.3	28.2	28.0	27.9	27.2	299.7
URBAN ARTERIAL ROADS	2.4	2.4	3.5	3.3	3.7	3.6	3.0	3.0	2.9	2.8	30.5
URBAN LOCAL ROADS	17.1	17.7	25.9	24.1	24.8	29.8	25.0	23.8	22.7	22.2	233.1
TOTAL	43.1	44.7	65.1	60.8	67.5	65.6	56.2	54.7	53.5	52.2	563.3
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	19.3	20.0	29.2	27.3	31.9	26.4	23.1	22.9	22.8	22.3	245.2
URBAN ARTERIAL ROADS	1.2	1.2	1.8	1.6	1.8	1.8	1.5	1.5	1.5	1.4	15.2
URBAN LOCAL ROADS	14.0	14.5	21.2	19.8	20.3	24.4	20.4	19.5	18.6	18.1	190.7
TOTAL	34.5	35.8	52.2	48.7	54.0	52.6	45.0	43.8	42.8	41.8	451.1
TOTAL CONSTR & MAINT	77.7	80.4	117.3	109.5	121.5	118.2	101.3	98.6	96.3	94.0	1014.5
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	77.7	87.4	117.3	109.5	121.5	118.2	101.3	98.6	96.3	94.0	1014.5
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	29.3	28.9	28.7	27.1	24.3	23.4	23.2	23.2	24.7	0.0	232.8
INTEREST PAYMENTS	25.5	26.2	27.7	27.7	28.6	32.3	34.4	38.3	41.6	0.0	282.2
GENERAL ADMIN	36.4	36.0	39.3	44.3	47.9	54.9	63.0	68.2	71.5	0.0	461.4
TOTAL	91.2	91.1	95.7	99.1	100.7	110.6	120.7	129.7	137.8	0.0	976.5
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	14.8	12.7	17.5	19.5	22.9	15.6	18.2	11.1	14.6	0.0	146.9

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

NOT ALL FIGURES FOR LOCAL GOVERNMENT FOR 1979-80 ARE AVAILABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT ROAD EXPENDITURE FIGURES AND THE FIGURES FOR ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS FOR CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT FIGURES FOR THOSE ITEMS OF EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS FROM CURRENT PRICES TO CONSTANT PRICES. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 6.10—QUEENSLAND: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	32.0	39.3	40.9	47.9	42.2	42.0	244.1
RURAL ARTERIAL ROADS	75.2	88.7	82.7	67.6	74.4	67.5	80.7	68.5	61.1	60.7	727.0
RURAL LOCAL ROADS	92.5	79.6	91.8	83.7	78.0	68.0	64.1	67.7	63.0	60.8	749.1
URBAN ARTERIAL ROADS	59.0	65.7	74.2	76.9	46.4	38.8	36.9	34.2	42.5	38.6	513.3
URBAN LOCAL ROADS	23.2	21.3	27.4	25.4	28.7	34.2	30.5	31.4	29.9	29.4	281.2
TOTAL	249.7	255.3	276.1	253.6	259.5	247.7	253.0	249.7	238.6	231.4	2514.6
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	9.0	9.4	10.3	11.9	14.1	12.4	67.2
RURAL ROADS	17.5	34.3	32.9	39.2	35.4	35.9	30.7	25.8	25.9	24.9	302.2
RURAL LOCAL ROADS	40.8	27.9	35.7	35.2	44.4	36.7	35.5	34.2	36.1	34.3	360.6
URBAN ARTERIAL ROADS	6.0	6.1	6.8	9.3	9.9	9.1	9.0	8.0	9.8	7.6	81.5
URBAN LOCAL ROADS	14.3	15.4	23.4	19.9	20.4	24.5	20.5	19.6	18.7	18.2	194.8
TOTAL	78.5	83.7	98.7	103.6	118.9	115.6	105.9	99.4	104.6	97.4	1006.2
TOTAL CONSTR & MAINT	328.3	338.9	374.7	357.1	378.4	363.3	358.9	349.1	343.3	328.7	3520.9
PLANNING & RESEARCH	2.0	2.1	2.1	2.1	1.5	2.3	2.3	2.5	2.0	1.8	20.6
TOTAL ROAD EXPEND	330.3	341.1	376.8	359.2	380.0	365.6	361.2	351.6	345.2	330.5	3541.5

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

CHAPTER 7—SOUTH AUSTRALIA

Details of road expenditure by the three levels of government in South Australia and State road revenue collections are shown in Tables 7.1 to 7.10.

REVENUE

In South Australia the main collecting agencies for road related revenue for the period 1970-71 to 1979-80, were the Department of Transport, the Highways Department and the Treasury.

The Motor Registration Division of the Department of Transport collects fees for the registration of motor vehicles and the licensing of drivers. Receipts, less cost of collection, are credited under the *Highways Act* to the Highways Fund. This fund is also credited with interest on, and repayments of, advances made to local government authorities for roadworks and purchase of machinery, contributions from those authorities towards street lighting costs, contributions from the State Transport Authority for road maintenance and lighting, and sundry minor receipts. From time to time the Highways Department also receives loan funds from State Treasury. However, these were not of major significance during the decade.

South Australia abolished most forms of road regulation during the period 1963-68. However, until 30 June 1979, as in other States, road maintenance charges were imposed on commercial vehicles; in South Australia, those over 8 tonnes. The Highways Department collected these charges pursuant to the *Road Maintenance (Contribution) Act*. Receipts under this Act were paid into a special account at the State Treasury, and were applied only to the maintenance of public roads.

Since 1 October, 1979, the State Treasury has collected licence fees levied pursuant to the *Business Franchise (Petroleum Products) Act*. Net receipts are credited to the Highways Fund. Licence fees for wholesalers are \$50 per month, plus 4.5 per cent of a specified value for motor spirit and 7.1 per cent of a specified value for diesel fuel sold, with a licence fee for retailers of \$50 per year. The specified values were originally set at 26.65 cents per litre for motor spirit and 24.17 cents per litre for diesel fuel, giving an effective levy of 1.15 cents and 1.72 cents per litre respectively, and net receipts of \$14.2 million in 1979-80. In December 1980 the specified values were increased to 29.47 and 31.71 cents per litre respectively, with resultant levies of 1.33 cents and 2.25 cents per litre.

EXPENDITURE

The construction and maintenance of roads is largely carried out by the Highways Department. The Highways Department also provides grants to local government authorities for roadworks and operates a vehicular ferry, the MV Troubridge, which plies between Port Adelaide, Kingscote (Kangaroo Island) and Port Lincoln. Two other State bodies, the South Australian Housing Trust and the Department of Marine and Harbours also undertake public roadworks in developing residential and port areas respectively. Both obtain State loan funds, with the Housing Trust also recouping road expenditure from home sales and rents.

Figure 7.1 provides a summary of the operations of the main road funding bodies in South Australia.

NON-ROAD EXPENDITURE

One sixth of gross drivers' licence fee collections is paid to the Road Safety Council. Six per cent of gross motor vehicle registration receipts was paid to the Police Department for expenditure on traffic and road safety services; in April 1980 this proportion was increased to 7.5 per cent. Non-road expenditure also includes debt charges.

COLLECTION COSTS

Collection costs, as mentioned above, are deducted by the State Treasury before motor vehicle revenue is credited to the Highways Fund. They increased from 9 per cent of gross motor vehicle taxation in 1970-71 to a peak of almost 15 per cent in 1978-79 but declined to 13.7 per cent in 1979-80 following the abolition of the road maintenance charge.

BTE INFORMATION PAPER 3

**AUSTRALIAN ROAD FINANCING
STATISTICS 1970-71 to 1979-80**

Users of the statistics presented in this paper should be aware of the qualifications expressed in Chapters 1 to 3.

The figures presented are subject to revision as additional information becomes available. It is anticipated that revisions may significantly change estimates of Tasmanian State and New South Wales local government expenditure. Therefore, particular care should be exercised when using these figures. Further information may be obtained from the Assistant Director, Financial Assessment Branch, BTE.

It is proposed that the statistics contained in this Information Paper will be revised and updated regularly. The 1980-81 figures and revisions for previous years will be available shortly.

Bureau of Transport Economics,
August 1982

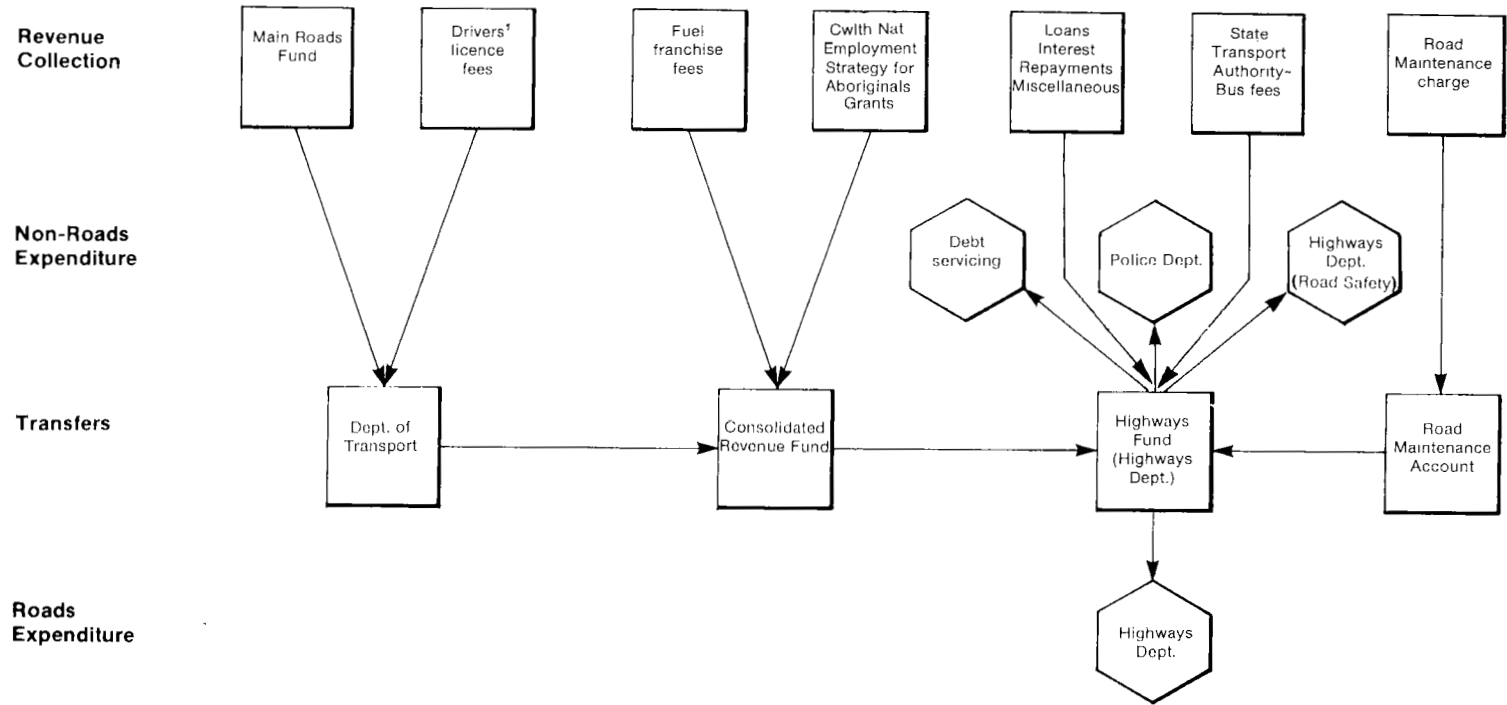


Figure 7.1
Flow of road finance, South Australia, 1979-80

TABLE 7.1—SOUTH AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	15.5	21.1	19.4	17.0	17.6	19.6	110.1
RURAL ARTERIAL ROADS	2.0	1.7	2.8	3.0	1.3	1.9	3.4	7.3	8.4	8.4	40.2
RURAL LOCAL ROADS	6.3	5.1	6.2	6.5	2.3	2.7	2.6	3.5	3.9	3.6	42.7
URBAN ARTERIAL ROADS	10.5	13.1	14.3	16.8	7.8	8.7	7.9	4.8	5.1	5.5	94.5
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.5	1.4	1.1	2.3	2.5	2.8	10.6
TOTAL	18.7	19.9	23.3	26.3	27.3	35.7	34.4	34.9	37.6	39.9	298.1
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	1.4	2.2	1.5	2.0	2.1	2.3	11.4
RURAL ARTERIAL ROADS	0.6	1.3	1.4	1.8	0.0	0.0	0.0	0.0	0.0	0.0	5.1
RURAL LOCAL ROADS	2.2	3.9	3.3	3.4	2.6	2.9	2.9	3.5	3.5	4.4	32.6
URBAN ARTERIAL ROADS	2.2	0.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	4.9	5.7	5.4	5.2	4.0	5.1	4.4	5.5	5.6	6.7	52.3
TOTAL CONSTR & MAINT	23.7	25.6	28.6	31.5	31.3	40.8	38.8	40.4	43.2	46.6	350.5
PLANNING & RESEARCH	0.3	0.4	0.4	0.5	0.8	0.7	0.9	0.7	0.5	0.5	5.7
TOTAL ROAD EXPEND	24.0	26.0	29.0	32.0	32.1	41.5	39.7	41.1	43.7	47.1	356.2

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 7.2—SOUTH AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
SRA											
GROSS MOTOR TAXATION	18.6	22.8	24.2	26.2	33.5	36.4	50.6	51.4	54.4	58.5	753.1
COLLECTION COSTS	1.7	1.8	2.2	2.8	4.1	5.1	6.4	7.5	8.0	8.2	47.7
NET MOTOR TAXATION	16.9	21.0	22.0	23.4	29.4	31.3	44.2	44.0	46.4	50.3	328.9
LOANS	0.0	0.0	0.8	2.0	0.0	0.0	0.0	0.0	1.0	0.0	3.8
OTHER	0.3	0.2	0.4	0.3	0.4	2.9	0.5	0.9	0.5	0.6	7.0
OTHER AUTHORITIES	1.2	1.6	1.5	0.9	1.2	1.6	1.9	2.4	2.4	2.2	16.8
TOTAL ROAD REVENUE	18.4	22.8	24.6	26.6	31.1	35.9	46.6	47.2	50.3	53.0	356.5

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 7.3—SOUTH AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	1.5	4.8	10.4	5.1	8.6	3.9	34.4
RURAL ARTERIAL ROADS	6.4	10.6	10.0	11.8	4.2	5.5	6.2	4.7	4.2	5.3	68.9
RURAL LOCAL ROADS	0.0	0.0	0.2	0.1	0.4	0.5	2.9	2.0	0.8	0.9	7.8
URBAN ARTERIAL ROADS	1.9	2.3	2.8	1.0	6.1	2.9	4.5	8.1	10.4	11.6	51.4
URBAN LOCAL ROADS	1.1	1.8	1.7	2.2	2.6	1.8	2.7	3.2	3.0	2.8	22.8
TOTAL	9.5	14.6	14.9	15.0	14.8	15.3	26.7	23.1	27.0	24.4	185.4
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	1.0	0.9	2.1	2.2	2.7	2.4	11.3
RURAL ARTERIAL ROADS	6.9	6.8	5.7	4.6	9.2	9.5	8.9	10.7	11.9	13.2	87.2
RURAL LOCAL ROADS	0.0	0.0	0.1	0.1	0.5	0.3	1.8	1.3	1.1	1.4	6.6
URBAN ARTERIAL ROADS	0.0	1.5	1.2	2.0	3.1	3.2	3.4	3.9	4.8	5.2	28.4
URBAN LOCAL ROADS	0.1	0.3	0.2	0.3	0.4	0.4	0.2	0.2	0.2	0.2	2.3
TOTAL	7.0	8.6	7.0	7.0	14.2	14.2	16.4	18.3	20.6	22.4	135.7
TOTAL CONSTR & MAINT	16.5	23.2	21.9	22.0	28.9	29.5	43.0	41.4	47.6	46.7	320.8
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.5	0.9	1.3	1.5	1.8	1.6	7.7
TOTAL ROAD EXPEND	16.5	23.2	21.9	22.0	29.4	30.4	44.3	42.9	49.4	48.3	328.3
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1.7
INTEREST PAYMENTS	0.4	0.4	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	5.3
OTHER	0.1	1.4	1.5	1.5	2.1	2.2	2.8	3.1	3.3	3.5	21.5
TOTAL	0.6	2.0	2.1	2.2	2.8	2.9	3.6	3.9	4.1	4.3	28.5

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 7.4—SOUTH AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.8
RURAL LOCAL ROADS	3.3	3.7	4.2	5.2	8.0	5.8	6.3	7.8	7.7	9.1	60.9
URBAN ARTERIAL ROADS	0.4	0.9	0.3	0.3	0.3	0.2	0.6	0.7	1.4	1.6	6.6
URBAN LOCAL ROADS	4.9	5.1	5.3	5.8	6.5	8.3	9.9	12.2	13.2	15.6	86.8
TOTAL	8.5	9.7	9.7	11.3	14.8	14.3	17.0	20.9	22.4	26.6	155.1
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.8
RURAL LOCAL ROADS	2.7	2.8	2.9	3.4	5.8	4.8	5.3	6.6	6.5	7.7	48.5
URBAN ARTERIAL ROADS	0.1	0.2	0.1	0.1	0.2	0.1	0.3	0.4	0.7	0.8	3.0
URBAN LOCAL ROADS	4.0	3.8	3.7	3.9	4.7	6.8	8.4	10.4	11.2	13.3	70.2
TOTAL	6.8	6.8	6.6	7.4	10.7	11.7	14.2	17.6	18.6	22.1	122.5
TOTAL CONSTR & MAINT	15.3	16.5	16.4	18.6	25.4	26.0	31.2	38.5	41.1	48.6	277.6
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	15.3	16.5	16.4	18.6	25.4	26.0	31.2	38.5	41.1	48.6	277.6
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	3.5	3.9	4.2	4.2	4.7	5.4	5.8	6.7	7.8	0.0	46.2
INTEREST PAYMENTS	3.4	3.5	3.9	4.4	5.0	6.0	6.8	7.5	8.5	0.0	49.0
GENERAL ADMIN	4.5	5.0	5.5	6.8	9.0	11.4	13.6	16.0	17.6	0.0	89.3
TOTAL	11.3	12.3	13.7	15.4	18.7	22.8	26.3	30.2	33.9	0.0	184.4
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	1.1	0.9	0.9	1.3	1.2	1.4	1.9	2.3	2.2	0.0	13.2

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
NOT ALL FIGURES FOR LOCAL GOVERNMENT FOR 1979-80 ARE AVAILABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 7.5—SOUTH AUSTRALIA: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	17.0	25.9	29.8	22.2	26.2	23.5	144.5
RURAL ARTERIAL ROADS	8.4	12.3	12.8	14.8	5.5	7.4	9.8	12.2	12.8	13.9	109.9
RURAL LOCAL ROADS	9.6	8.8	10.6	11.8	10.7	8.9	11.8	13.3	12.4	13.7	111.5
URBAN ARTERIAL ROADS	12.7	16.3	17.3	18.0	14.2	11.8	13.0	13.6	16.9	18.7	152.5
URBAN LOCAL ROADS	6.0	6.8	7.0	8.0	9.6	11.5	13.7	17.7	18.6	21.1	120.1
TOTAL	36.8	44.2	47.9	52.6	56.9	65.3	78.1	79.0	87.0	90.8	638.6
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	2.4	3.1	3.6	4.2	4.8	4.7	22.7
RURAL ARTERIAL ROADS	7.5	8.0	7.1	6.3	9.2	9.5	9.1	10.9	12.1	13.5	93.1
RURAL LOCAL ROADS	4.8	6.7	6.3	6.9	8.9	8.0	10.0	11.4	11.1	13.5	87.7
URBAN ARTERIAL ROADS	2.3	2.3	1.9	2.1	3.4	3.3	3.7	4.3	5.5	6.1	34.6
URBAN LOCAL ROADS	4.1	4.2	3.9	4.2	5.1	7.2	8.6	10.6	11.4	13.4	72.5
TOTAL	18.6	21.1	19.0	19.6	28.8	31.0	35.0	41.4	44.9	51.2	310.5
TOTAL CONSTR & MAINT	55.5	65.3	66.9	72.2	85.6	96.3	113.0	120.4	131.9	141.9	948.8
PLANNING & RESEARCH	0.3	0.4	0.4	0.5	1.4	1.6	2.2	2.2	2.3	2.1	13.4
TOTAL ROAD EXPEND	55.8	65.7	67.3	72.6	87.0	97.9	115.3	122.5	134.2	144.0	962.1

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 7.6—SOUTH AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	27.9	32.8	26.6	21.3	20.4	19.6	148.5
RURAL ARTERIAL ROADS	6.0	4.9	7.4	7.0	2.3	2.9	4.7	9.2	9.8	8.4	62.4
RURAL LOCAL ROADS	19.3	14.3	16.1	15.1	4.2	4.1	3.6	4.3	4.6	3.6	89.3
URBAN ARTERIAL ROADS	31.9	36.8	37.5	38.8	14.0	13.6	10.9	6.0	6.0	5.5	200.9
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.9	2.1	1.6	2.9	2.9	2.8	13.1
TOTAL	57.2	56.0	61.0	60.9	49.2	55.5	47.3	43.7	43.6	39.9	514.2
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	2.5	3.5	2.0	2.5	2.5	2.3	15.1
RURAL ARTERIAL ROADS	1.8	3.6	3.7	4.1	0.0	0.0	0.0	0.0	0.0	0.0	13.2
RURAL LOCAL ROADS	6.6	11.0	8.7	7.9	4.7	4.5	4.0	4.4	4.1	4.4	60.1
URBAN ARTERIAL ROADS	6.6	1.4	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.6
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	15.0	15.9	14.0	12.0	7.1	8.0	6.0	6.9	6.5	6.7	98.1
TOTAL CONSTR & MAINT	72.1	71.9	75.1	72.9	56.3	63.5	53.3	50.6	50.1	46.6	612.3
PLANNING & RESEARCH	1.0	1.0	1.1	1.1	1.5	1.1	1.3	0.9	0.5	0.5	9.9
TOTAL ROAD EXPEND	73.1	72.9	76.1	74.0	57.8	64.6	54.6	51.5	50.7	47.1	622.2

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 7.7—SOUTH AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
SRA											
GROSS MOTOR TAXATION	48.4	55.6	53.6	51.0	55.0	52.3	65.2	61.3	60.0	58.5	934.1
COLLECTION COSTS	4.3	4.5	4.9	5.5	6.7	7.3	8.2	8.9	8.8	8.2	66.8
NET MOTOR TAXATION	44.1	51.1	48.7	45.5	48.3	45.0	57.0	52.4	51.2	50.3	490.7
LOANS	0.0	0.0	1.8	3.9	0.0	0.0	0.0	0.0	1.1	0.0	6.7
OTHER	0.7	0.5	0.9	0.7	0.7	4.2	0.6	1.1	.6	0.6	10.5
OTHER AUTHORITIES	3.1	3.9	3.2	1.7	2.0	2.3	2.4	2.8	2.6	2.2	26.2
TOTAL REVENUE	48.0	55.6	54.5	51.8	51.0	51.5	60.0	56.3	55.5	53.0	534.1

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE ABS IMPLICIT PRICE DEFLATOR OF GROSS DOMESTIC PRODUCT (ABS 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 7.8—SOUTH AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	2.7	7.5	14.3	6.4	10.0	3.9	44.8
RURAL ARTERIAL ROADS	19.6	29.6	26.3	27.3	7.6	8.6	8.5	5.9	4.9	5.3	143.5
RURAL LOCAL ROADS	0.0	0.0	0.6	0.3	0.8	0.7	4.0	2.5	0.9	0.9	10.6
URBAN ARTERIAL ROADS	5.8	6.5	7.3	2.2	10.9	4.5	6.2	10.2	12.0	11.6	77.1
URBAN LOCAL ROADS	3.5	5.0	4.5	5.0	4.7	2.8	3.8	4.0	3.4	2.8	39.4
TOTAL	29.1	41.1	39.0	34.8	26.6	23.8	36.7	29.0	31.2	24.4	315.7
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	1.8	1.4	2.9	2.8	3.1	2.4	14.4
RURAL ARTERIAL ROADS	21.0	19.0	14.9	10.6	16.5	14.7	12.2	13.4	13.8	13.2	149.3
RURAL LOCAL ROADS	0.0	0.0	0.3	0.2	0.9	0.5	2.5	1.7	1.2	1.4	8.6
URBAN ARTERIAL ROADS	0.0	4.3	3.1	4.7	5.7	4.9	4.7	4.9	5.6	5.2	43.0
URBAN LOCAL ROADS	0.2	1.0	0.5	0.7	0.6	0.5	0.3	0.2	0.2	0.2	4.4
TOTAL	21.2	24.2	18.5	16.2	25.6	22.1	22.5	22.9	23.9	22.4	219.4
TOTAL CONSTR & MAINT	50.3	65.2	57.5	51.0	52.0	45.9	59.1	51.9	55.2	46.7	534.6
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	1.0	1.4	1.8	1.9	2.1	1.6	9.8
TOTAL ROAD EXPEND	50.3	65.2	57.5	51.0	53.0	47.3	60.9	53.7	57.3	48.3	544.3
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	2.7
INTEREST PAYMENTS	1.1	1.1	1.1	1.0	0.9	0.8	0.8	0.7	0.7	0.6	8.7
OTHER	0.1	3.4	3.3	3.0	3.6	3.1	3.7	3.7	3.7	3.5	31.2
TOTAL	1.6	4.8	4.7	4.3	4.7	4.2	4.7	4.7	4.6	4.3	42.6

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFLATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT NON-ROAD EXPENDITURE FIGURES FROM CURRENT PRICES TO CONSTANT PRICES. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 7.9—SOUTH AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

	(\$MILLION)										
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.2	0.2	1.0
RURAL LOCAL ROADS	10.0	10.3	10.9	11.9	14.3	9.0	8.6	9.8	8.9	9.1	102.9
URBAN ARTERIAL ROADS	1.1	2.6	0.7	0.7	0.5	0.3	0.8	0.9	1.6	1.6	10.8
URBAN LOCAL ROADS	14.9	14.2	13.9	13.4	11.7	13.0	13.5	15.3	15.3	15.6	140.9
TOTAL	26.0	27.1	25.6	26.1	26.6	22.3	23.3	26.2	26.0	26.6	255.6
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.2	0.2	1.0
RURAL LOCAL ROADS	8.1	7.8	7.6	7.9	10.4	7.4	7.3	8.3	7.6	7.7	80.1
URBAN ARTERIAL ROADS	0.3	0.7	0.2	0.2	0.4	0.2	0.4	0.4	0.8	0.8	4.3
URBAN LOCAL ROADS	12.2	10.7	9.7	9.0	8.5	10.6	11.6	13.1	13.0	13.3	111.5
TOTAL	20.7	19.1	17.4	17.1	19.2	18.2	19.5	22.0	21.6	22.1	196.9
TOTAL CONSTR & MAINT	46.7	46.2	43.0	43.1	45.8	40.5	42.8	48.2	47.6	48.6	452.5
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	46.7	46.2	43.0	43.1	45.8	40.5	42.8	48.2	47.6	48.6	452.5
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	9.0	9.4	9.6	8.5	7.9	7.8	7.6	8.0	8.6	0.0	76.5
INTEREST PAYMENTS	8.8	8.5	9.0	8.8	8.4	8.7	8.9	8.9	9.5	0.0	79.3
GENERAL ADMIN	11.9	12.1	12.5	13.6	15.0	16.7	17.7	19.0	19.5	0.0	137.9
TOTAL	29.6	29.9	31.1	31.0	31.4	33.1	34.2	35.9	37.6	0.0	293.7
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	3.4	2.6	2.4	2.9	2.2	2.2	2.6	2.8	2.5	0.0	23.7

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

NOT ALL FIGURES FOR LOCAL GOVERNMENT FOR 1979-80 ARE AVAILABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT ROAD EXPENDITURE FIGURES AND THE FIGURES FOR ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS FROM CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFLATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT FIGURES FOR THOSE ITEMS OF EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS FOR CURRENT PRICES TO CONSTANT PRICES. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 7.10—SOUTH AUSTRALIA: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	30.6	40.3	40.9	27.7	30.4	23.5	193.3
RURAL ARTERIAL ROADS	25.5	34.5	33.7	34.3	9.8	11.5	13.5	15.3	14.9	13.9	206.9
RURAL LOCAL ROADS	29.3	24.6	27.7	27.3	19.3	13.9	16.2	16.7	14.4	13.7	202.8
URBAN ARTERIAL ROADS	38.8	45.8	45.5	41.7	25.5	18.3	17.9	17.1	19.6	18.7	288.7
URBAN LOCAL ROADS	18.4	19.2	18.4	18.4	17.3	17.9	18.9	22.2	21.6	21.1	193.3
TOTAL	112.3	124.1	125.6	121.7	102.4	101.6	107.3	98.9	100.8	90.8	1085.5
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	4.3	4.9	4.9	5.2	5.5	4.7	29.5
RURAL ARTERIAL ROADS	22.8	22.6	18.6	14.6	16.5	14.7	12.5	13.7	14.1	13.5	163.5
RURAL LOCAL ROADS	14.7	18.7	16.5	16.1	16.0	12.4	13.8	14.3	12.9	13.5	148.9
URBAN ARTERIAL ROADS	6.9	6.3	4.9	4.9	6.0	5.1	5.1	5.4	6.4	6.1	56.9
URBAN LOCAL ROADS	12.4	11.6	10.2	9.7	9.1	11.1	11.8	13.2	13.2	13.4	115.9
TOTAL	56.9	59.2	49.9	45.2	51.9	48.2	48.0	51.8	52.1	51.2	514.3
TOTAL CONSTR & MAINT	169.2	183.4	175.5	167.0	154.1	149.8	155.2	150.7	152.9	141.9	1599.5
PLANNING & RESEARCH	1.0	1.0	1.1	1.1	2.5	2.5	3.1	2.8	2.6	2.1	19.7
TOTAL ROAD EXPEND	170.1	184.4	176.6	168.1	156.6	152.3	158.3	153.3	155.5	144.0	1619.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

CHAPTER 8—WESTERN AUSTRALIA

Details of road expenditure by the three levels of government in Western Australia and State road revenue collections are shown in Tables 8.1 to 8.10.

REVENUE AND EXPENDITURE

There are a number of State authorities in Western Australia responsible for administering State legislation relating to roads and the collection and expenditure of road related revenue. These include the Main Roads Department, the Road Traffic Authority and the Transport Commission.

The main sources of road revenue, vehicle registration fees—together with drivers' licence fees and certain other fees—are collected by the Road Traffic Authority, which was established under the *Road Traffic Act 1974*. Prior to 1974, this revenue was collected by the Police Department and local authorities. The major part of road related revenue is paid into the Main Roads Trust Account. However, 50 per cent of drivers' licence fees are paid into Consolidated Revenue.

The operations of the Road Traffic Authority are financed almost entirely by payments from Consolidated Revenue. The expenditure of the Authority is mainly on traffic control and enforcement with the remainder being associated with costs of licensing and examining vehicles and drivers. None of this expenditure is classed as road expenditure and both the revenue and expenditure of the Authority are excluded from the tables.

Apart from the motor vehicle licence, renewal and transfer fees collected by the Road Traffic Authority, all other motor vehicle charges are collected by the Transport Commission. These charges relate to the regulation of omnibuses and commercial goods vehicles. Until 1 July 1979 the most important of these was the road maintenance charge. Along with Victoria and South Australia, this charge was replaced by a fuel franchise licensing scheme. However, while the fees under the schemes in the other two States are largely based on value of fuel sold, the Western Australian fee is based on quantity sold. As with the other two States, Western Australia charges a higher fee on automotive distillate than on motor spirit. The charges at 30 June 1981 were a fee of \$500 per annum for wholesalers of petroleum products, plus 1.3 cents per litre on motor spirit and 3 cents per litre on automotive distillate. Collections in 1979-80 were \$16.26 million. This revenue is paid into the Main Roads Trust Account.

Apart from the charges noted above, the main revenues of the Transport Commission are from various Government assisted road transport services. Finance is provided from Consolidated Revenue for subsidising various transport services including the movement of grains and fertilisers, the air transport of perishable goods to remote areas, some regular country transport services, and to enable concession travel into/out of remote areas by students and pensioners.

The Main Roads Trust Account is the main operating account of the Main Roads Department, which is the major road construction and maintenance authority for the State. The Main Roads Department also operates the Railway Crossing Protection Fund. This fund is financed by appropriation from the Main Roads Trust Account of one-half of fees for transfer of motor vehicle licences for the Perth Statistical Division and the whole of such fees for other areas. This revenue is used to finance safety

improvements at level crossings throughout the State and is included as road expenditure in this report.

A summary of the operations of the main road funding authorities in Western Australia is provided in Figure 8.1.

The only other State authorities which have undertaken significant roadworks during the period are the State Housing Commission and the Forests Department. In addition, the Metropolitan Regional Planning Authority spends some of its funds on land acquisition for new roads and road widening. This road expenditure is included in the figures presented in the tables.

NON-ROAD EXPENDITURE

As noted earlier, certain components of some revenue charges are specifically earmarked for non-road related purposes. These are the vehicle licence fees paid to the Transport Commission, and drivers' licence and miscellaneous registration fees paid into Consolidated Revenue. Debt servicing charges in Western Australia are very small.

COLLECTION COSTS

It has not been possible to obtain an accurate estimate of collection costs incurred by each of the revenue collecting authorities. All motor vehicle licence revenue is paid to the Main Roads Department in full, without deducting collection costs. Therefore, collection costs form part of the expenditure of the Road Traffic Authority.

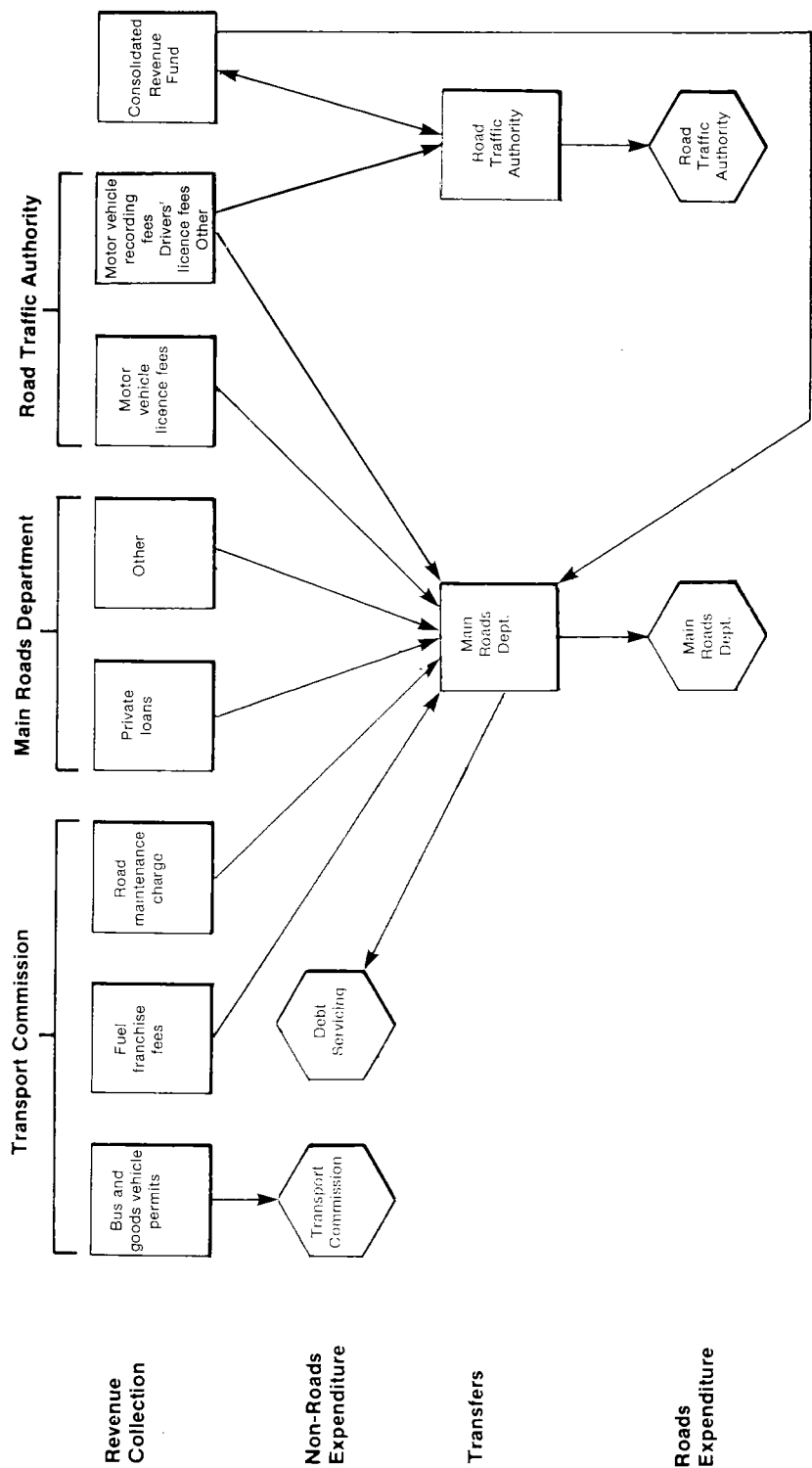


Figure 8.1
Flow of road finance, Western Australia, 1979-80

TABLE 8.1—WESTERN AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	8.4	12.7	11.8	18.9	19.1	20.5	91.3
RURAL ARTERIAL ROADS	9.2	10.1	11.6	13.8	12.1	9.9	8.4	10.0	10.5	11.5	107.1
RURAL LOCAL ROADS	12.4	12.3	12.9	13.1	7.1	8.2	9.6	11.0	12.0	13.2	111.7
URBAN ARTERIAL ROADS	13.0	14.5	16.2	18.0	18.4	23.0	21.4	11.5	12.4	13.3	161.7
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.5	1.1	1.4	2.4	2.6	2.8	10.9
TOTAL	34.6	37.0	40.6	44.9	46.5	54.9	52.6	53.9	56.6	61.3	482.8
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	2.1	3.1	2.1	4.6	4.4	5.1	21.4
RURAL ARTERIAL ROADS	0.4	0.6	1.6	1.2	0.0	0.0	0.0	0.0	0.0	0.0	3.8
RURAL LOCAL ROADS	1.9	1.9	2.0	2.6	2.9	3.5	3.2	4.3	3.9	4.3	30.5
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	2.3	2.5	3.7	3.8	5.0	6.5	5.3	8.9	8.3	9.4	55.6
TOTAL CONSTR & MAINT	36.9	39.4	44.3	48.7	51.5	61.4	57.9	62.8	64.9	70.7	538.4
PLANNING & RESEARCH	0.4	0.5	0.5	0.6	0.6	0.9	0.9	0.7	0.6	0.7	6.4
TOTAL ROAD EXPEND	37.3	39.9	44.9	49.3	52.1	62.4	58.7	63.5	65.5	71.3	544.9

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 8.2—WESTERN AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1970-71 TO 1979-80 (CURRENT PRICES)
(*\$MILLION*)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
SRA											
GROSS MOTOR TAXATION	20.5	22.0	21.8	23.3	33.9	42.4	45.3	55.0	62.5	70.0	396.5
COLLECTION COSTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NET MOTOR TAXATION	20.5	22.0	21.8	23.3	33.9	42.4	45.3	55.0	62.5	70.0	396.5
LOANS	0.0	0.0	0.0	0.0	0.0	0.5	1.0	0.8	1.0	0.6	3.9
OTHER	1.6	1.6	2.0	2.4	2.9	4.5	4.8	7.7	5.5	13.3	46.3
OTHER AUTHORITIES	2.2	2.3	2.9	2.5	1.6	1.4	1.1	1.1	1.5	3.0	19.5
TOTAL ROAD REVENUE	24.3	25.9	26.8	28.1	38.4	48.9	52.1	64.6	70.4	86.8	466.2

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 8.3—WESTERN AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.3	0.8	0.6	3.8	4.8	0.8	11.1
RURAL ARTERIAL ROADS	5.3	7.3	8.9	8.0	5.0	7.3	12.0	12.5	15.3	24.9	106.4
RURAL LOCAL ROADS	2.5	2.4	1.6	3.7	8.5	11.1	13.5	4.9	5.5	6.1	59.8
URBAN ARTERIAL ROADS	3.8	2.8	3.9	4.4	3.3	2.0	5.6	15.4	19.7	25.5	86.4
URBAN LOCAL ROADS	3.7	3.6	3.9	4.4	1.6	1.2	1.5	1.5	0.8	1.3	23.3
TOTAL	15.3	16.0	18.2	20.5	18.7	22.3	33.2	37.9	46.1	58.5	286.9
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.6	0.7
RURAL ARTERIAL ROADS	3.7	4.9	3.8	4.2	5.3	7.2	10.7	10.5	12.8	16.4	79.6
RURAL LOCAL ROADS	1.5	1.5	1.3	1.1	1.2	1.4	2.2	2.8	3.5	3.8	20.2
URBAN ARTERIAL ROADS	0.5	0.4	0.7	0.7	1.3	1.6	1.8	1.7	3.8	3.4	15.8
URBAN LOCAL ROADS	0.9	0.9	1.0	1.0	1.0	1.2	1.3	0.1	0.1	0.1	7.4
TOTAL	6.6	7.8	6.8	7.0	8.8	11.4	15.9	15.1	20.3	24.2	123.7
TOTAL CONSTR & MAINT	21.9	23.8	25.0	27.6	27.4	33.7	49.1	53.0	66.4	82.7	410.6
PLANNING & RESEARCH	0.0	0.1	0.0	0.0	0.4	0.9	0.8	0.8	1.0	0.9	4.8
TOTAL ROAD EXPEND	21.9	23.8	25.0	27.6	27.8	34.6	49.9	53.8	67.4	83.6	415.3
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.6
INTEREST PAYMENTS	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.5	0.6	0.7	3.7
OTHER	2.8	3.7	3.7	4.0	5.5	7.3	7.4	8.2	9.8	9.8	62.0
TOTAL	3.1	3.9	3.9	4.3	5.8	7.6	7.8	8.8	10.4	10.6	66.3

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 8.4—WESTERN AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	1.0	1.0	1.3	3.6	6.6	8.0	9.1	10.0	11.7	13.7	66.1
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	1.8	1.8	2.3	6.4	6.9	9.0	10.7	12.2	14.9	17.4	83.5
TOTAL	2.8	2.9	3.6	10.0	13.5	17.0	19.8	22.1	26.7	31.1	149.6
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	0.7	0.7	0.9	2.4	4.4	5.3	6.1	6.6	7.8	9.1	44.0
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	1.2	1.2	1.6	4.3	4.6	6.0	7.1	8.1	10.0	11.6	55.7
TOTAL	1.9	1.9	2.4	6.6	9.0	11.3	13.2	14.8	17.8	20.7	99.7
TOTAL CONSTR. & MAINT	4.7	4.8	6.1	16.6	22.5	28.3	33.1	36.9	44.5	51.8	249.3
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	4.7	4.8	6.1	16.6	22.5	28.3	33.1	36.9	44.5	51.8	249.3
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	6.2	6.7	7.2	8.0	8.9	9.4	10.9	12.6	14.5	0.0	84.4
INTEREST PAYMENTS	4.2	5.0	5.5	6.2	7.7	9.8	12.4	14.5	18.4	0.0	83.8
GENERAL ADMIN	4.5	4.8	5.4	6.8	10.9	13.3	15.8	22.8	29.1	0.0	113.5
TOTAL	15.0	16.5	18.1	21.0	27.5	32.5	39.1	49.9	62.0	0.0	281.6
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	5.4	5.3	6.3	5.3	5.7	5.7	6.4	6.0	5.0	0.0	51.3

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

NOT ALL FIGURES FOR LOCAL GOVERNMENT FOR 1979-80 ARE AVAILABLE. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 8.5—WESTERN AUSTRALIA: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	8.7	13.5	12.4	22.7	23.9	21.3	102.4
RURAL ARTERIAL ROADS	14.6	17.4	20.4	21.8	17.2	17.2	20.4	22.5	25.8	36.4	213.5
RURAL LOCAL ROADS	15.9	15.7	15.8	20.4	22.2	27.3	32.3	25.8	29.3	33.0	237.6
URBAN ARTERIAL ROADS	16.8	17.3	20.1	22.5	21.7	25.0	27.0	26.9	32.1	38.8	248.1
URBAN LOCAL ROADS	5.5	5.4	6.2	10.8	9.0	11.3	13.6	16.1	18.3	21.5	117.7
TOTAL	52.8	55.8	62.5	75.4	78.7	94.2	105.7	113.9	129.4	150.9	919.2
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	2.1	3.1	2.1	4.6	4.5	5.7	22.1
RURAL ARTERIAL ROADS	4.0	5.5	5.5	5.4	5.3	7.2	10.7	10.5	12.8	16.4	83.4
RURAL LOCAL ROADS	4.1	4.1	4.2	6.1	8.5	10.2	11.4	13.7	15.2	17.1	94.7
URBAN ARTERIAL ROADS	0.5	0.4	0.7	0.7	1.3	1.6	1.8	1.7	3.8	3.4	15.8
URBAN LOCAL ROADS	2.1	2.1	2.5	5.3	5.6	7.2	8.4	8.2	10.1	11.7	63.1
TOTAL	10.7	12.1	12.9	17.5	22.7	29.2	34.4	38.7	46.4	54.3	279.0
TOTAL CONSTR & MAINT	63.5	68.0	75.4	92.9	101.4	123.4	140.1	152.7	175.8	205.2	1198.3
PLANNING & RESEARCH	0.5	0.5	0.6	0.6	1.0	1.8	1.6	1.5	1.5	1.6	11.2
TOTAL ROAD EXPEND	64.0	68.5	75.9	93.5	102.4	125.3	141.7	154.2	177.3	206.7	1209.5

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 8.6—WESTERN AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	15.1	19.8	16.2	23.6	22.1	20.5	117.3
RURAL ARTERIAL ROADS	28.2	28.3	30.4	32.0	21.8	15.4	11.6	12.5	12.2	11.5	203.8
RURAL LOCAL ROADS	37.7	34.6	33.7	30.2	12.8	12.8	13.2	13.8	14.0	13.2	215.9
URBAN ARTERIAL ROADS	39.7	40.8	42.5	41.7	33.1	35.7	29.4	14.5	14.3	13.3	305.0
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.9	1.7	1.9	3.1	3.0	2.8	13.5
TOTAL	105.6	103.7	106.6	103.9	83.7	85.4	72.2	67.4	65.6	61.3	855.4
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	3.7	4.8	2.9	5.8	5.1	5.1	27.4
RURAL ARTERIAL ROADS	1.1	1.5	4.3	2.9	0.0	0.0	0.0	0.0	0.0	0.0	9.8
RURAL LOCAL ROADS	5.9	5.4	5.4	6.0	5.2	5.4	4.4	5.4	4.6	4.3	51.8
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	6.9	6.9	9.7	8.8	9.0	10.2	7.3	11.1	9.6	9.4	88.9
TOTAL CONSTR & MAINT	112.5	110.7	116.3	112.7	92.6	95.6	79.5	78.6	75.2	70.7	944.3
PLANNING & RESEARCH	1.3	1.3	1.4	1.4	1.1	1.5	1.2	0.9	0.7	0.7	11.4
TOTAL ROAD EXPEND	113.8	112.0	117.7	114.1	93.7	97.1	80.7	79.5	75.9	71.3	955.7

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 8.7—WESTERN AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
SRA											
GROSS MOTOR TAXATION	53.3	53.4	48.3	45.3	55.7	61.0	58.4	65.6	69.0	70.0	575.9
COLLECTION COSTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NET MOTOR TAXATION	53.3	53.4	48.3	45.3	55.7	61.0	58.4	65.6	69.0	70.0	575.9
LOANS	0.0	0.0	0.0	0.0	0.0	0.7	1.3	1.0	1.1	0.6	4.6
OTHER	4.2	3.9	4.5	4.7	4.7	6.5	6.2	9.2	6.1	13.3	62.8
OTHER AUTHORITIES	5.8	5.6	6.5	4.8	2.7	2.0	1.4	1.3	1.6	3.0	34.5
TOTAL REVENUE	63.2	62.9	59.4	54.8	63.1	70.2	67.2	77.0	77.7	86.8	677.8

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE ABS IMPLICIT PRICE DEFLATOR OF EXPENDITURE ON GROSS DOMESTIC PRODUCT (ABS 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 8.8—WESTERN AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.6	1.2	0.9	4.8	5.6	0.8	13.7
RURAL ARTERIAL ROADS	16.3	20.5	23.2	18.4	9.0	11.4	16.4	15.6	17.7	24.9	173.4
RURAL LOCAL ROADS	7.7	6.7	4.2	8.6	15.3	17.2	18.6	6.1	6.4	6.1	96.8
URBAN ARTERIAL ROADS	11.6	7.8	10.2	10.3	6.0	3.1	7.7	19.2	22.9	25.5	124.2
URBAN LOCAL ROADS	11.2	10.0	10.2	10.3	2.8	1.9	2.1	1.8	0.9	1.3	52.3
TOTAL	46.7	44.9	47.8	47.5	33.6	34.7	45.6	47.5	53.5	58.5	460.4
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.6	0.7
RURAL ARTERIAL ROADS	11.2	13.9	10.0	9.7	9.6	11.3	14.7	13.2	14.9	16.4	124.8
RURAL LOCAL ROADS	4.6	4.2	3.4	2.6	2.1	2.2	3.0	3.5	4.0	3.8	33.3
URBAN ARTERIAL ROADS	1.6	1.2	1.8	1.5	2.3	2.4	2.4	2.2	4.4	3.4	23.3
URBAN LOCAL ROADS	2.6	2.5	2.6	2.4	1.8	1.8	1.8	0.1	0.2	0.1	15.6
TOTAL	20.0	21.8	17.7	16.3	15.8	17.7	21.8	18.9	23.5	24.2	197.7
TOTAL CONSTR & MAINT	66.7	66.7	65.6	63.8	49.4	52.4	67.5	66.4	77.0	82.7	658.1
PLANNING & RESEARCH	0.1	0.1	0.0	0.0	0.7	1.4	1.0	1.0	1.1	0.9	6.4
TOTAL ROAD EXPEND	66.9	66.8	65.6	63.8	50.1	53.8	68.5	67.4	78.1	83.6	664.5
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.9
INTEREST PAYMENTS	0.7	0.6	0.6	0.5	0.5	0.4	0.5	0.6	0.6	0.7	5.7
OTHER	7.2	8.9	8.3	8.1	9.3	10.6	9.6	9.8	10.8	9.8	92.4
TOTAL	8.0	9.6	9.0	8.7	9.8	11.1	10.2	10.5	11.6	10.6	98.9

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFLATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT NON-ROAD EXPENDITURE FIGURES FROM CURRENT PRICES TO CONSTANT PRICES. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 8.9—WESTERN AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

	(\$MILLION)										
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	3.1	2.9	3.4	8.3	11.9	12.4	12.5	12.5	13.6	13.7	94.4
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	5.5	5.2	6.1	14.8	12.4	14.0	14.7	15.3	17.3	17.4	122.6
TOTAL	8.6	8.1	9.6	23.1	24.3	26.4	27.2	27.7	30.9	31.1	217.0
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	2.1	1.9	2.3	5.5	7.9	8.3	8.4	8.3	9.1	9.1	62.9
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	3.7	3.5	4.1	9.8	8.3	9.3	9.8	10.2	11.5	11.6	81.8
TOTAL	5.8	5.4	6.4	15.4	16.2	17.6	18.2	18.5	20.6	20.7	144.7
TOTAL CONSTR & MAINT	14.4	13.5	16.0	38.4	40.5	44.1	45.4	46.2	51.5	51.8	361.8
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	14.4	13.5	16.0	38.4	40.5	44.1	45.4	46.2	51.5	51.8	361.8
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	16.3	16.4	16.4	16.1	14.9	13.7	14.1	15.0	16.1	0.0	139.0
INTEREST PAYMENTS	11.0	12.0	12.4	12.6	13.0	14.3	16.2	17.3	20.4	0.0	129.2
GENERAL ADMIN	11.8	11.7	12.4	13.7	18.4	19.3	20.6	27.1	32.3	0.0	167.2
TOTAL	39.1	40.0	41.2	42.4	46.2	47.3	50.9	59.3	68.8	0.0	435.3
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	16.6	14.9	16.6	12.3	10.3	8.9	8.8	7.5	5.8	0.0	101.7

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

NOT ALL FIGURES FOR LOCAL GOVERNMENT FOR 1979-80 ARE AVAILABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT ROAD EXPENDITURE FIGURES AND THE FIGURES FOR ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS FROM CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFLATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT FIGURES FOR THOSE ITEMS OF EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS FROM CURRENT PRICES TO CONSTANT PRICES. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 8.10—WESTERN AUSTRALIA: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	15.6	20.9	17.0	28.4	27.7	21.3	131.0
RURAL ARTERIAL ROADS	44.4	48.8	53.6	50.4	30.9	26.8	28.0	28.1	29.9	36.4	377.2
RURAL LOCAL ROADS	48.6	44.2	41.4	47.1	39.9	42.4	44.3	32.3	34.0	33.0	407.1
URBAN ARTERIAL ROADS	51.3	48.6	52.7	52.0	39.1	38.8	37.1	33.7	37.2	38.8	429.2
URBAN LOCAL ROADS	16.7	15.1	16.3	25.0	16.1	17.6	18.7	20.1	21.2	21.5	188.4
TOTAL	161.0	156.7	164.0	174.5	141.6	146.6	145.1	142.7	150.0	150.9	1532.8
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	3.7	4.8	2.9	5.8	5.2	5.7	28.1
RURAL ARTERIAL ROADS	12.3	15.4	14.3	12.6	9.6	11.3	14.7	13.2	14.9	16.4	134.5
RURAL LOCAL ROADS	12.6	11.5	11.0	14.1	15.3	15.9	15.7	17.2	17.6	17.1	147.9
URBAN ARTERIAL ROADS	1.6	1.2	1.8	1.5	2.3	2.4	2.4	2.2	4.4	3.4	23.3
URBAN LOCAL ROADS	6.3	6.0	6.6	12.2	10.0	11.2	11.6	10.2	11.7	11.7	97.4
TOTAL	32.7	34.1	33.8	40.5	40.9	45.5	47.2	48.5	53.7	54.3	431.2
TOTAL CONSTR & MAINT	193.7	190.8	197.8	214.9	182.5	192.1	192.4	191.2	203.7	205.2	1964.2
PLANNING & RESEARCH	1.4	1.5	1.5	1.5	1.8	2.8	2.2	1.9	1.8	1.6	17.9
TOTAL ROAD EXPEND	195.1	192.2	199.2	216.4	184.4	194.9	194.6	193.1	205.5	206.7	1982.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

CHAPTER 9—TASMANIA

Details of road expenditure by the three levels of government in Tasmania and State road revenue collections are shown in Tables 9.1 to 9.10.

REVENUE

In Tasmania there are two main bodies involved in road revenue collection: the Tasmanian Transport Commission and the Police Department. Road related taxes and charges are collected under the *Roads and Jetties Act 1935*, the *Motor Vehicles Tax Act 1917*, and the *Traffic Act 1925*.

Fees collected by the Police Department (all motor vehicle fees collected outside major towns) are paid to the Registrar of Motor Vehicles. This revenue, together with the major portion of fees collected by the Transport Commission (consisting of motor tax—a tax levied on motor vehicles on a power/weight basis—registration fees and drivers' licence fees, out-of-area permit fees and some miscellaneous charges) is paid to Treasury. Public vehicle licences, plates and driver certificate fees are retained by the Transport Commission, and are included as general revenue in the Trading and Profit and Loss Account.

Treasury credits the State Highways Trust Fund with the proceeds from motor tax and out-of-area permits. This fund also receives Commonwealth road grants and small amounts from other sources, including contributions by municipal councils towards maintenance of subsidiary and country roads. The latter contributions are accounted for under local government expenditure. The State Highways Trust Fund provides funds to the Department of Main Roads for construction and maintenance of roads, including the costs of administration of works relating to State highways. Other monies which are associated with the provision of roads include payments made to the Department of Main Roads by other departments and authorities, substantial loan funds, and grants from Consolidated Revenue to the Department of Main Roads for administration of works relating to roads other than State highways, buildings and facilities, and miscellaneous expenditure.

In addition to the loan funds made available to the Department of Main Roads, loan funds are made available to the Forestry Commission and Hydro-Electric Commission for works on roads controlled by them. Both authorities also maintain their own roads out of their general revenues. Capital repayments and interest payments are generally met by State Treasury, and thus the loans are more in the nature of grants. Figures for debt servicing are not available for all years, and for these reasons debt servicing data has been omitted from Tables 9.2 and 9.7.

EXPENDITURE

The Department of Main Roads is the main body responsible for roadworks. Involvement of the Transport Commission is limited to traffic control, traffic facilities and traffic engineering. Figure 9.1 provides a summary of the main operations of these two bodies. Expenditures of the Forestry and Hydro-Electric Commissions are substantial, and are derived both from loan funds and internally generated funds.

NON-ROAD EXPENDITURE

The main non-road expenditure items are those licence and registration fees paid to

Treasury but not paid out to the State Highway Trust Fund. As noted above, debt servicing charges are not shown for Tasmania.

COLLECTION COSTS

The Transport Commission is reimbursed by Treasury for the costs incurred by its Traffic Branch, including both administration and traffic engineering. However, collection costs of motor taxes are not separately identified. The Police Department includes in its departmental revenues a portion of 'traffic fees'. This amount is equal to the assessed cost of police traffic services and the various motor fee collections in the previous year. The stated annual cost of motor fee collections, \$60 000, has remained unchanged since 1969-70, and can only be considered a purely nominal figure.

TASMAN BRIDGE

The expenditure on reconstruction and widening of the Tasman Bridge following its partial collapse in 1975 is included as road expenditure. This work was funded entirely by the Commonwealth Government. The expenditure on the bridge was: \$1.7m in 1974-75; \$12.3m in 1975-76; \$13.2m in 1976-77 and \$6.1m in 1977-78. This expenditure has been allocated to urban arterial roads (construction).

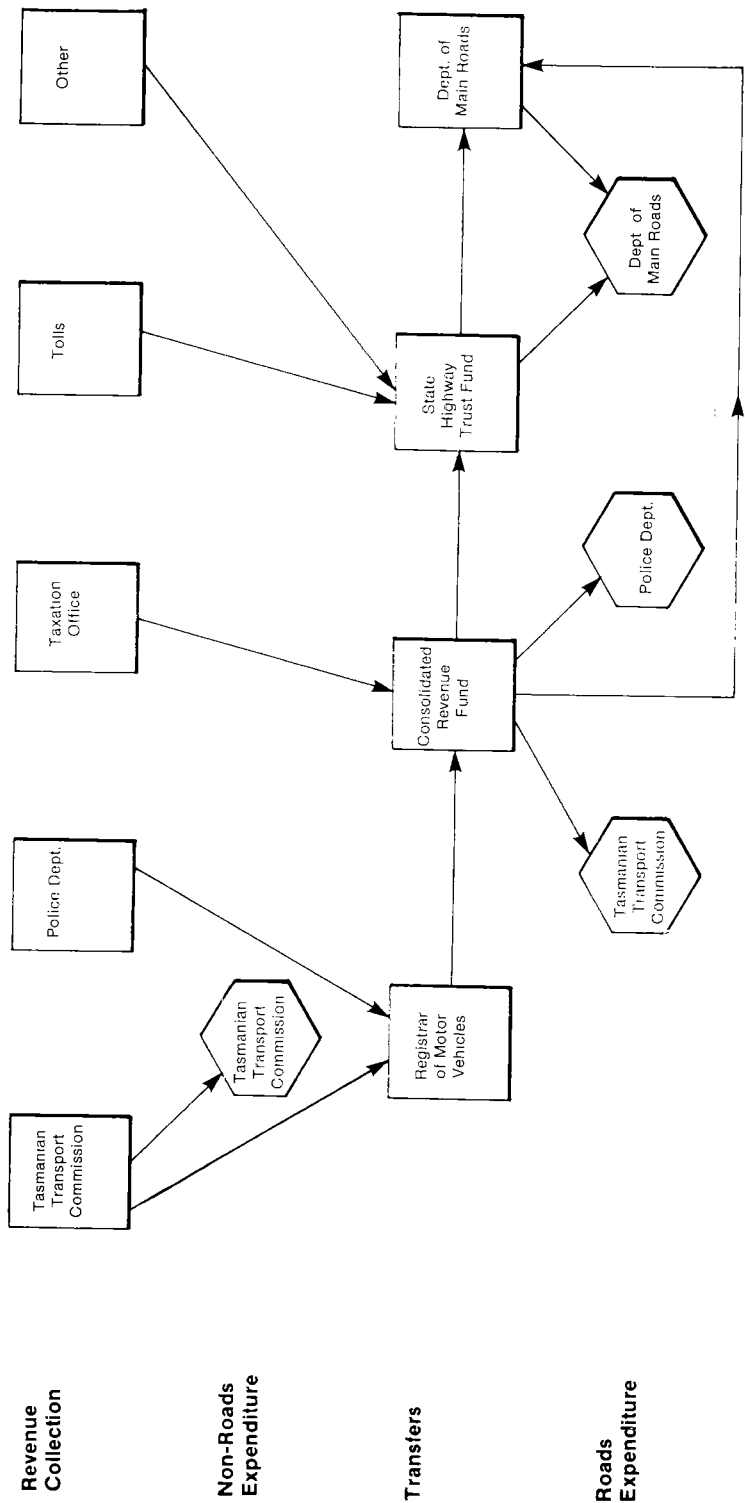


Figure 9.1
Flow of road finance, Tasmania, 1979-80

TABLE 9.1—TASMANIA: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	5.7	7.8	9.8	8.8	9.2	10.1	51.4
RURAL ARTERIAL ROADS	2.4	2.7	3.2	3.1	3.0	2.7	2.6	3.1	3.6	3.6	30.0
RURAL LOCAL ROADS	3.0	2.3	2.0	2.8	3.2	1.8	2.3	2.8	2.8	3.2	26.0
URBAN ARTERIAL ROADS	3.6	4.5	5.3	6.3	6.0	16.5	18.6	9.5	3.0	3.8	77.1
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.1	0.3	0.3	1.0	1.1	1.2	4.0
TOTAL	9.0	9.5	10.5	12.2	18.0	29.1	33.6	25.2	19.7	21.8	188.4
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.5	0.7	0.6	0.9	1.0	1.2	4.8
RURAL ARTERIAL ROADS	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
RURAL LOCAL ROADS	1.1	1.2	1.2	1.6	1.7	2.6	1.9	2.3	2.6	2.6	18.8
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	1.1	1.2	1.5	1.6	2.2	3.3	2.5	3.2	3.6	3.8	23.8
TOTAL CONSTR & MAINT	10.1	10.7	12.0	13.7	20.1	32.4	36.1	28.4	23.3	25.6	212.2
PLANNING & RESEARCH	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1.9
TOTAL ROAD EXPEND	10.2	10.8	12.2	14.0	20.3	32.6	36.3	28.6	23.4	25.8	214.1

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 9.2—TASMANIA: STATE GOVERNMENT ROAD REVENUE, 1970-71 TO 1979-80 (CURRENT PRICES)
(*\$MILLION*)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
SRA											
GROSS MOTOR TAXATION	6.7	7.5	8.0	8.9	9.4	12.5	15.6	18.3	21.3	21.3	129.5
COLLECTION COSTS	1.2	1.3	1.5	1.9	2.6	3.1	3.8	4.1	4.3	4.8	28.7
NET MOTOR TAXATION	5.5	6.1	6.5	7.0	6.8	9.4	11.8	14.1	17.0	16.5	100.8
LOANS	1.0	0.9	0.5	0.7	0.6	1.0	5.5	3.9	5.1	4.9	23.9
OTHER	0.5	0.5	0.8	1.0	1.0	1.3	1.3	2.5	1.7	2.2	12.7
OTHER AUTHORITIES	2.3	2.0	2.2	1.2	1.4	1.8	7.0	7.7	8.6	10.2	44.4
TOTAL ROAD REVENUE	9.2	9.6	9.9	9.9	9.8	13.5	25.6	28.1	32.4	33.7	181.7

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 9.3—TASMANIA: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.1	0.0	0.0	0.7
RURAL ARTERIAL ROADS	2.8	3.4	3.1	3.9	1.1	1.7	4.2	5.1	5.8	5.6	36.5
RURAL LOCAL ROADS	1.0	1.0	1.4	0.9	1.3	3.1	11.7	12.7	15.5	17.7	66.2
URBAN ARTERIAL ROADS	1.0	0.4	0.4	0.5	1.2	1.7	6.5	6.2	7.5	6.8	32.2
URBAN LOCAL ROADS	0.9	0.8	1.5	0.3	0.3	0.3	0.7	0.5	0.2	0.2	5.6
TOTAL	5.8	5.6	6.3	5.6	4.5	6.8	23.0	24.5	28.9	30.3	141.2
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.1	0.2	0.5
RURAL ARTERIAL ROADS	1.3	1.7	1.7	2.6	2.6	3.4	3.8	3.9	4.9	5.4	31.3
RURAL LOCAL ROADS	1.9	1.4	1.1	0.5	1.1	0.8	3.5	4.3	4.3	4.9	23.7
URBAN ARTERIAL ROADS	0.2	0.5	0.5	0.4	0.5	0.6	0.7	1.4	0.9	1.1	6.8
URBAN LOCAL ROADS	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.3	0.2	0.2	1.4
TOTAL	3.4	3.7	3.4	3.7	4.4	4.9	8.1	10.0	10.4	11.7	63.7
TOTAL CONSTR & MAINT	9.2	9.3	9.7	9.2	8.9	11.7	31.1	34.5	39.3	42.1	204.9
PLANNING & RESEARCH	0.1	0.0	0.0	0.0	0.2	0.2	0.3	0.5	0.6	0.4	2.3
TOTAL ROAD EXPEND	9.2	9.3	9.7	9.2	9.1	11.9	31.4	35.0	39.9	42.5	207.2
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INTEREST PAYMENTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.9
TOTAL	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.9

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 9.4—TASMANIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	1.2	1.5	1.9	1.9	3.0	2.9	4.4	5.1	5.8	6.6	34.3
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	1.1	1.2	1.4	1.3	1.6	2.0	3.1	3.7	4.2	4.8	24.2
TOTAL	2.3	2.7	3.3	3.2	4.6	4.9	7.4	8.7	9.9	11.4	58.5
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	1.9	2.4	3.0	3.2	5.0	5.6	4.8	5.3	5.8	6.6	43.4
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	1.6	1.9	2.2	2.1	2.7	3.9	3.3	3.8	4.2	4.8	30.4
TOTAL	3.4	4.2	5.2	5.3	7.8	9.4	8.1	9.1	9.9	11.4	73.8
TOTAL CONSTR & MAINT	5.7	6.9	8.5	8.5	12.3	14.3	15.5	17.8	19.9	22.8	132.3
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	5.7	6.9	8.5	8.5	12.3	14.3	15.5	17.8	19.9	22.8	132.3
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	1.9	2.0	2.1	2.3	2.5	2.7	2.8	3.5	4.1	0.0	23.8
INTEREST PAYMENTS	2.0	2.2	2.4	2.7	3.2	3.8	4.5	5.2	6.3	0.0	32.3
GENERAL ADMIN	2.4	2.7	2.9	3.6	4.8	6.2	7.0	8.1	8.0	0.0	45.7
TOTAL	6.3	7.0	7.4	8.6	10.5	12.6	14.4	16.7	18.4	0.0	101.8
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
NOT ALL FIGURES FOR LOCAL GOVERNMENT FOR 1979-80 ARE AVAILABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 9.5—TASMANIA: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	6.3	7.8	9.8	8.9	9.2	10.1	52.1
RURAL ARTERIAL ROADS	5.2	6.1	6.3	7.0	4.1	4.4	6.7	8.2	9.4	9.2	66.5
RURAL LOCAL ROADS	5.2	4.8	5.3	5.6	7.4	7.8	18.3	20.5	24.0	27.5	126.4
URBAN ARTERIAL ROADS	4.6	4.8	5.7	6.9	7.2	18.1	25.1	15.7	10.5	10.6	109.2
URBAN LOCAL ROADS	2.0	2.0	2.9	1.6	2.0	2.5	4.0	5.2	5.5	6.2	33.8
TOTAL	17.0	17.8	20.1	21.0	27.0	40.7	64.0	58.4	58.5	63.5	388.0
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.5	0.7	0.6	1.1	1.1	1.3	5.3
RURAL ARTERIAL ROADS	1.3	1.7	2.0	2.6	2.6	3.4	3.8	3.9	4.9	5.4	31.6
RURAL LOCAL ROADS	4.9	4.9	5.3	5.3	7.8	8.9	10.2	11.9	12.6	14.1	85.9
URBAN ARTERIAL ROADS	0.2	0.5	0.5	0.4	0.5	0.6	0.7	1.4	0.9	1.1	6.8
URBAN LOCAL ROADS	1.6	1.9	2.3	2.3	2.9	4.0	3.4	4.1	4.4	5.0	31.8
TOTAL	8.0	9.1	10.1	10.5	14.3	17.6	18.7	22.3	23.9	26.9	161.4
TOTAL CONSTR & MAINT	25.0	26.8	30.2	31.5	41.3	58.3	82.7	80.7	82.4	90.5	549.4
PLANNING & RESEARCH	0.2	0.2	0.2	0.2	0.4	0.4	0.5	0.7	0.7	0.6	4.1
TOTAL ROAD EXPEND	25.2	27.0	30.3	31.7	41.7	58.8	83.2	81.4	83.2	91.1	553.6

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 9.6—TASMANIA: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	10.3	12.2	13.4	11.0	10.6	10.1	67.6
RURAL ARTERIAL ROADS	7.3	7.6	8.5	7.1	5.4	4.2	3.5	3.9	4.2	3.6	55.2
RURAL LOCAL ROADS	9.0	6.5	5.2	6.4	5.7	2.7	3.1	3.5	3.2	3.2	48.6
URBAN ARTERIAL ROADS	11.0	12.6	13.9	14.7	10.7	25.6	25.5	11.9	3.5	3.8	133.2
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.2	0.4	0.4	1.3	1.3	1.2	4.8
TOTAL	27.3	26.7	27.6	28.2	32.3	45.2	46.1	31.6	22.8	21.8	309.5
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.8	1.1	0.8	1.1	1.2	1.2	6.1
RURAL ARTERIAL ROADS	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
RURAL LOCAL ROADS	3.5	3.2	3.1	3.6	3.1	4.1	2.7	2.9	3.0	2.6	31.7
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	3.5	3.2	3.9	3.6	3.9	5.1	3.5	4.0	4.2	3.8	38.6
TOTAL CONSTR & MAINT	30.8	29.9	31.4	31.8	36.2	50.4	49.5	35.5	27.0	25.6	348.0
PLANNING & RESEARCH	0.4	0.5	0.5	0.5	0.3	0.3	0.3	0.3	0.2	0.2	3.4
TOTAL ROAD EXPEND	31.2	30.4	31.9	32.3	36.5	50.7	49.8	35.8	27.2	25.8	351.4

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 9.7—TASMANIA: STATE GOVERNMENT ROAD REVENUE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
SRA											
GROSS MOTOR TAXATION	17.5	18.2	17.8	17.3	15.5	18.0	20.1	21.8	23.5	21.3	189.5
COLLECTION COSTS	3.2	3.2	3.4	3.6	4.3	4.5	4.9	4.9	4.7	4.8	41.3
NET MOTOR TAXATION	14.4	14.9	14.4	13.7	11.2	13.5	15.2	16.8	18.8	16.5	148.2
LOANS	2.5	2.1	1.1	1.3	1.0	1.4	7.1	4.6	5.6	4.9	31.2
OTHER	1.2	1.3	1.7	1.9	1.7	1.9	1.7	2.9	1.9	2.2	18.2
OTHER AUTHORITIES	6.0	5.0	4.8	2.3	2.3	2.6	9.0	9.1	9.5	10.2	60.3
TOTAL REVENUE	24.0	23.3	22.0	19.2	16.1	19.5	33.0	33.5	35.8	33.7	258.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE ABS IMPLICIT PRICE DEFLATOR OF EXPENDITURE ON GROSS DOMESTIC PRODUCT (ABS 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 9.8—TASMANIA: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.1	0.0	0.0	1.3
RURAL ARTERIAL ROADS	8.5	9.4	8.0	9.1	1.9	2.7	5.7	6.4	6.7	5.6	64.0
RURAL LOCAL ROADS	3.2	2.8	3.5	2.0	2.4	4.9	16.0	15.9	17.9	17.7	86.2
URBAN ARTERIAL ROADS	3.1	1.0	1.1	1.2	2.2	2.6	9.0	7.8	8.7	6.8	43.4
URBAN LOCAL ROADS	2.7	2.3	3.8	0.6	0.5	0.4	0.9	0.6	0.3	0.2	12.5
TOTAL	17.6	15.6	16.4	12.8	8.1	10.6	31.6	30.7	33.5	30.3	207.3
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.1	0.2	0.6
RURAL ARTERIAL ROADS	4.1	4.9	4.4	6.0	4.6	5.3	5.3	4.9	5.7	5.4	50.5
RURAL LOCAL ROADS	5.7	4.0	2.9	1.2	1.9	1.2	4.9	5.4	4.9	4.9	37.0
URBAN ARTERIAL ROADS	0.6	1.4	1.3	0.9	0.9	1.0	0.9	1.8	1.0	1.1	11.0
URBAN LOCAL ROADS	0.0	0.1	0.4	0.4	0.3	0.2	0.2	0.3	0.2	0.2	2.3
TOTAL	10.4	10.4	8.9	8.5	7.9	7.6	11.2	12.6	12.0	11.7	101.2
TOTAL CONSTR & MAINT	28.0	26.0	25.4	21.4	16.0	18.2	42.8	43.2	45.6	42.1	308.5
PLANNING & RESEARCH	0.2	0.1	0.0	0.0	0.4	0.3	0.4	0.6	0.7	0.4	3.1
TOTAL ROAD EXPEND	28.2	26.1	25.4	21.4	16.4	18.5	43.2	43.8	46.2	42.5	311.5
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INTEREST PAYMENTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	1.6
TOTAL	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	1.6

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFLATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT NON-ROAD EXPENDITURE FIGURES FROM CURRENT PRICES TO CONSTANT PRICES. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 9.9—TASMANIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	3.8	4.2	5.0	4.5	5.3	4.5	6.0	6.3	6.7	6.6	53.0
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	3.2	3.3	3.7	3.0	2.9	3.1	4.2	4.6	4.8	4.8	37.6
TOTAL	7.0	7.6	8.7	7.5	8.2	7.6	10.2	10.9	11.5	11.4	90.5
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	5.6	6.7	7.9	7.3	9.1	8.6	6.5	6.6	6.7	6.6	71.7
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
URBAN LOCAL ROADS	4.8	5.2	5.7	4.9	4.9	6.0	4.5	4.8	4.8	4.8	50.4
TOTAL	10.4	11.9	13.6	12.2	14.0	14.7	11.1	11.4	11.5	11.4	122.1
TOTAL CONSTR & MAINT	17.4	19.5	22.4	19.7	22.1	22.2	21.3	22.3	23.0	22.8	212.8
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	17.4	19.5	22.4	19.7	22.1	22.2	21.3	22.3	23.0	22.8	212.8
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	4.9	4.9	4.7	4.6	4.1	3.9	3.7	4.1	4.6	0.0	39.5
INTEREST PAYMENTS	5.3	5.4	5.6	5.4	5.4	5.5	5.9	6.2	7.0	0.0	51.5
GENERAL ADMIN	6.3	6.6	6.6	7.3	8.1	9.0	9.2	9.6	8.9	0.0	71.5
TOTAL	16.6	16.9	16.9	17.3	17.6	18.4	18.7	19.9	20.4	0.0	162.5
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

NOT ALL FIGURES FOR LOCAL GOVERNMENT FOR 1979-80 ARE AVAILABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT ROAD EXPENDITURE FIGURES AND THE FIGURES FOR ROAD WORKS FUNDED BY PRIVATE CONTRIBUTION FROM CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFLATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT FIGURES FOR THOSE ITEMS OF EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS FROM CURRENT PRICES TO CONSTANT PRICES. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 9.10—TASMANIA: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	11.4	12.2	13.4	11.2	10.6	10.1	68.9
RURAL ARTERIAL ROADS	15.8	17.1	16.5	16.1	7.4	6.9	9.3	10.3	10.9	9.2	119.2
RURAL LOCAL ROADS	16.0	13.6	13.8	12.9	13.4	12.1	25.2	25.7	27.8	27.5	187.8
URBAN ARTERIAL ROADS	14.2	13.6	14.9	15.9	13.0	28.2	34.5	19.6	12.2	10.6	176.6
URBAN LOCAL ROADS	5.9	5.7	7.5	3.6	3.6	3.9	5.5	6.5	6.4	6.2	54.8
TOTAL	51.9	49.9	52.7	48.5	48.6	63.4	87.9	73.1	67.8	63.5	607.3
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	1.0	1.1	0.8	1.3	1.3	1.3	6.8
RURAL ARTERIAL ROADS	4.1	4.9	5.2	6.0	4.6	5.3	5.3	4.9	5.7	5.4	51.2
RURAL LOCAL ROADS	14.8	13.8	13.9	12.2	14.1	13.9	14.0	14.9	14.7	14.1	140.3
URBAN ARTERIAL ROADS	0.6	1.4	1.3	0.9	0.9	1.0	0.9	1.8	1.0	1.1	11.0
URBAN LOCAL ROADS	4.8	5.3	6.1	5.3	5.2	6.2	4.7	5.1	5.0	5.0	52.7
TOTAL	24.3	25.5	26.4	24.4	25.7	27.4	25.7	27.9	27.7	26.9	261.9
TOTAL CONSTR & MAINT	76.2	75.3	79.1	72.9	74.3	90.7	113.6	101.1	95.6	90.5	869.2
PLANNING & RESEARCH	0.6	0.5	0.5	0.5	0.7	0.7	0.7	0.9	0.9	0.6	6.5
TOTAL ROAD EXPEND	76.8	75.9	79.6	73.4	75.0	91.4	114.3	101.9	96.4	91.1	875.7

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

CHAPTER 10—NORTHERN TERRITORY AND THE AUSTRALIAN CAPITAL TERRITORY

Details of road expenditure by the three levels of government in the Northern Territory are shown in Tables 10.1, 10.3 to 10.6 and 10.8 to 10.10, and details of Commonwealth Government road expenditure in the Australian Capital Territory are shown in Tables 11.1, 11.5, 11.6 and 11.10.

REVENUE

Since all road expenditure in the Australian Capital Territory and in the Northern Territory prior to 1978-79 (except for minor amounts provided by local government authorities) was financed by the Commonwealth Government there are no figures corresponding to State road revenue for the two Territories.

In 1978-79 the Northern Territory achieved self-government and responsibility for roads was transferred to the Northern Territory Government. However, since then the Northern Territory Government has not attempted to tie its road expenditure level to its road revenue. Road revenue is relatively small (about \$2 million in 1978-79) compared with road expenditure.

EXPENDITURE

Since 1978-79 the Northern Territory Department of Transport and Works has administered the Northern Territory's road program. For that year almost all road expenditure was attributed to the Northern Territory Government since Commonwealth Government assistance for roads in the Territory was subsumed into a 'global allocation' of general purpose funds. In 1979-80, however, the Commonwealth Government provided a specific grant for roads to the Territory under similar conditions to those applying under legislation providing Commonwealth roads assistance to the States. From 1980-81 road grants to the Northern Territory have been included in the legislation applying to other Australian States.

At present there are only four local government authorities in the Northern Territory: Darwin; Alice Springs; Katherine; and Tennant Creek. This leaves the Northern Territory Government responsible for a large share of local road expenditure in the Territory. Until 1972-73 all local road expenditure in the Northern Territory was classified as rural, but in 1972-73 Darwin was reclassified as an urban area.

In the Australian Capital Territory no expenditure is shown for rural roads from 1977-78 onwards. Since then all ACT roads have been classified as urban.

ACCURACY OF FIGURES

Considerable difficulty was experienced in obtaining consistent expenditure data for Northern Territory roads. This is particularly true for the years 1970-71 to 1977-78 when the responsibility for Northern Territory roadworks rested in turn with several Commonwealth Government authorities. Accordingly there is some concern about the level of accuracy of these figures.

TABLE 10.1—NORTHERN TERRITORY: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	4.0	4.2	4.5	7.7	0.0	5.6	26.0
RURAL ARTERIAL ROADS	0.7	3.6	9.7	9.1	0.1	0.1	0.2	0.3	0.0	1.1	24.9
RURAL LOCAL ROADS	9.0	8.9	0.9	2.0	0.8	0.8	1.3	1.4	0.0	3.3	28.3
URBAN ARTERIAL ROADS	0.0	0.0	2.5	0.6	0.9	0.9	0.7	0.7	0.0	1.2	7.5
URBAN LOCAL ROADS	0.0	0.0	0.9	1.0	3.2	3.2	5.9	5.7	0.0	2.5	22.4
TOTAL	9.7	12.5	14.0	12.6	9.0	9.2	12.6	15.8	0.0	13.6	109.1
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	5.0	2.6	3.6	3.3	0.0	3.2	17.7
RURAL ARTERIAL ROADS	3.6	2.4	1.5	1.5	0.8	3.0	2.2	1.9	0.0	0.0	16.9
RURAL LOCAL ROADS	1.8	1.6	0.7	1.2	2.0	6.9	5.0	4.4	0.0	2.2	25.8
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.4
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.1	0.2	0.1	0.1	0.0	0.0	0.5
TOTAL	5.3	4.0	2.3	2.7	7.9	12.8	11.0	9.8	0.0	5.4	61.1
TOTAL CONSTR & MAINT	15.0	16.5	16.3	15.3	16.9	22.0	23.6	25.6	0.0	19.0	170.2
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	15.0	16.5	16.3	15.3	16.9	22.0	23.6	25.6	0.0	19.0	170.2

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 10.3—NORTHERN TERRITORY: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	9.7	19.5
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.8	2.0
RURAL LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	5.6	9.6
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	3.0
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.2	3.5	11.7
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1	22.6	45.8
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	1.0	4.8
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	3.2
RURAL LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	3.5	10.6
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	1.1
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.7	2.1
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.9	8.8	21.7
TOTAL CONSTR & MAINT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	31.4	67.4
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.4
TOTAL ROAD EXPEND	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.3	31.6	67.8
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INTEREST PAYMENTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 10.4—NORTHERN TERRITORY: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	0.3	0.1	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.2
URBAN ARTERIAL ROADS	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.3
URBAN LOCAL ROADS	0.0	0.0	0.0	0.4	0.4	0.9	1.4	1.5	0.4	0.9	5.9
TOTAL	0.3	0.1	0.6	0.7	0.4	0.9	1.5	1.6	0.4	0.9	7.5
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	0.4	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.3	1.1
URBAN ARTERIAL ROADS	0.0	0.0	0.3	0.4	0.1	0.2	0.2	0.2	0.0	0.0	1.3
URBAN LOCAL ROADS	0.0	0.0	0.1	0.0	0.6	0.6	0.8	0.9	0.2	0.2	3.4
TOTAL	0.4	0.3	0.4	0.4	0.7	0.8	1.0	1.1	0.2	0.5	5.9
TOTAL CONSTR & MAINT	0.7	0.5	1.0	1.1	1.1	1.7	2.5	2.7	0.6	1.4	13.3
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	0.7	0.5	1.0	1.1	1.1	1.7	2.5	2.7	0.6	1.4	13.3
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INTEREST PAYMENTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GENERAL ADMIN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

NOT ALL FIGURES FOR LOCAL GOVERNMENT FOR 1979-80 ARE AVAILABLE.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 10.5—NORTHERN TERRITORY: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	4.0	4.2	4.5	7.7	9.8	15.3	45.5
RURAL ARTERIAL ROADS	0.7	3.6	9.7	9.1	0.1	0.1	0.2	0.3	0.2	2.9	26.8
RURAL LOCAL ROADS	9.3	9.0	1.3	2.3	0.8	0.8	1.3	1.4	3.9	8.9	39.1
URBAN ARTERIAL ROADS	0.0	0.0	2.7	0.6	0.9	0.9	0.8	0.8	1.0	3.2	10.8
URBAN LOCAL ROADS	0.0	0.0	0.9	1.4	3.6	4.1	7.3	7.2	8.6	6.9	40.0
TOTAL	10.1	12.6	14.6	13.3	9.4	10.1	14.1	17.4	23.5	37.2	162.3
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	5.0	2.6	3.6	3.3	3.8	4.2	22.5
RURAL ARTERIAL ROADS	3.6	2.4	1.5	1.5	0.8	3.0	2.2	1.9	0.0	3.1	20.0
RURAL LOCAL ROADS	2.2	1.9	0.8	1.3	2.0	6.9	5.0	4.4	7.1	6.0	37.5
URBAN ARTERIAL ROADS	0.0	0.0	0.3	0.4	0.1	0.3	0.3	0.3	0.5	0.5	2.7
URBAN LOCAL ROADS	0.0	0.0	0.1	0.0	0.7	0.8	0.9	1.0	1.6	0.8	6.0
TOTAL	5.7	4.3	2.7	3.1	8.6	13.6	12.0	10.9	13.1	14.6	88.7
TOTAL CONSTR & MAINT	15.8	17.0	17.3	16.4	18.0	23.7	26.1	28.3	36.6	51.8	250.9
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.4
TOTAL ROAD EXPEND	15.8	17.0	17.3	16.4	18.0	23.7	26.1	28.3	36.9	51.9	251.4

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 10.6—NORTHERN TERRITORY: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	7.2	6.5	6.2	9.6	0.0	5.6	35.2
RURAL ARTERIAL ROADS	2.2	10.1	25.5	21.0	0.2	0.2	0.3	0.4	0.0	1.1	60.8
RURAL LOCAL ROADS	27.5	25.0	2.4	4.5	1.4	1.2	1.8	1.8	0.0	3.3	68.8
URBAN ARTERIAL ROADS	0.0	0.0	6.6	1.3	1.6	1.4	1.0	0.9	0.0	1.2	14.0
URBAN LOCAL ROADS	0.0	0.0	2.3	2.3	5.8	5.0	8.1	7.1	0.0	2.5	33.1
TOTAL	29.6	35.0	36.8	29.1	16.2	14.3	17.3	19.8	0.0	13.6	211.8
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	9.0	4.1	4.9	4.1	0.0	3.2	25.3
RURAL ARTERIAL ROADS	10.8	6.8	4.0	3.4	1.4	4.7	3.0	2.4	0.0	0.0	36.5
RURAL LOCAL ROADS	5.4	4.4	1.9	2.8	3.6	10.7	6.9	5.5	0.0	2.2	43.5
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.1	0.0	0.2	0.1	0.1	0.0	0.0	0.6
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.2	0.3	0.1	0.1	0.0	0.0	0.8
TOTAL	16.2	11.2	5.9	6.3	14.2	19.9	15.1	12.3	0.0	5.4	106.5
TOTAL CONSTR & MAINT	45.8	46.3	42.7	35.4	30.4	34.2	32.4	32.1	0.0	19.0	318.3
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	45.8	46.3	42.7	35.4	30.4	34.2	32.4	32.1	0.0	19.0	318.3

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 10.8—NORTHERN TERRITORY: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.4	9.7	21.1
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.8	2.0
RURAL LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	5.6	10.2
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	2.0	3.1
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	3.5	13.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.8	22.6	49.4
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	1.0	5.4
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	3.1	3.2
RURAL LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.2	3.5	11.7
URBAN ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.5	1.1
URBAN LOCAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.7	2.3
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	8.8	23.7
TOTAL CONSTR & MAINT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.8	31.4	73.2
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.5
TOTAL ROAD EXPEND	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	31.6	73.6
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INTEREST PAYMENTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFLATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT NON-ROAD EXPENDITURE FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 10.9—NORTHERN TERRITORY: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	1.0	0.4	1.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0	3.3
URBAN ARTERIAL ROADS	0.0	0.0	0.3	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.6
URBAN LOCAL ROADS	0.0	0.0	0.1	0.9	0.7	1.4	1.9	1.9	0.5	0.9	8.3
TOTAL	1.0	0.4	1.6	1.7	0.7	1.4	2.1	2.0	0.5	0.9	12.2
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL LOCAL ROADS	1.2	1.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.3	2.7
URBAN ARTERIAL ROADS	0.0	0.0	0.7	0.8	0.2	0.3	0.3	0.3	0.0	0.0	2.5
URBAN LOCAL ROADS	0.0	0.0	0.3	0.0	1.1	0.9	1.1	1.1	0.2	0.2	5.0
TOTAL	1.2	1.0	1.1	1.0	1.3	1.2	1.4	1.4	0.2	0.5	10.2
TOTAL CONSTR & MAINT	2.2	1.3	2.7	2.6	2.0	2.7	3.4	3.4	0.7	1.4	22.4
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	2.2	1.3	2.7	2.6	2.0	2.7	3.4	3.4	0.7	1.4	22.4
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INTEREST PAYMENTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GENERAL ADMIN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

NOT ALL FIGURES FOR LOCAL GOVERNMENT FOR 1979-80 ARE AVAILABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT ROAD EXPENDITURE FIGURES AND THE FIGURES FOR ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS FOR CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFLATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT FIGURES FOR THOSE ITEMS OF EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS FROM CURRENT PRICES TO CONSTANT PRICES. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 10.10—NORTHERN TERRITORY: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	7.2	6.5	6.2	9.6	11.4	15.3	56.2
RURAL ARTERIAL ROADS	2.2	10.1	25.5	21.0	0.2	0.2	0.3	0.4	0.2	2.9	62.8
RURAL LOCAL ROADS	28.5	25.3	3.5	5.3	1.4	1.2	1.8	1.8	4.6	8.9	82.3
URBAN ARTERIAL ROADS	0.0	0.0	7.0	1.3	1.6	1.4	1.1	1.0	1.1	3.2	17.7
URBAN LOCAL ROADS	0.0	0.0	2.4	3.2	6.5	6.4	10.0	9.0	10.0	6.9	54.4
TOTAL	30.7	35.4	38.4	30.8	16.9	15.7	19.4	21.8	27.2	37.2	273.4
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	9.0	4.1	4.9	4.1	4.5	4.2	30.7
RURAL ARTERIAL ROADS	10.8	6.8	4.0	3.4	1.4	4.7	3.0	2.4	0.1	3.1	39.7
RURAL LOCAL ROADS	6.6	5.4	2.1	2.9	3.6	10.7	6.9	5.5	8.2	6.0	57.9
URBAN ARTERIAL ROADS	0.0	0.0	0.7	0.9	0.2	0.5	0.4	0.4	0.6	0.5	4.2
URBAN LOCAL ROADS	0.0	0.0	0.3	0.0	1.3	1.2	1.2	1.3	1.9	0.8	8.1
TOTAL	17.4	12.2	7.1	7.2	15.5	21.2	16.5	13.7	15.2	14.6	140.4
TOTAL CONSTR & MAINT	48.0	47.6	45.4	38.0	32.4	36.9	35.8	35.4	42.4	51.8	413.8
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.5
TOTAL ROAD EXPEND	48.0	47.6	45.4	38.0	32.4	36.9	35.8	35.4	42.7	51.9	414.3

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981), WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 11.1—AUSTRALIAN CAPITAL TERRITORY: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)

	(\$MILLION)										
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.5	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.7
RURAL LOCAL ROADS	0.1	0.2	0.3	0.7	0.0	0.1	0.5	0.0	0.0	0.0	1.9
URBAN ARTERIAL ROADS	5.7	3.9	5.5	6.5	12.3	10.1	7.9	25.0	32.1	23.5	132.4
URBAN LOCAL ROADS	1.9	1.5	8.7	10.2	9.2	15.6	19.1	12.9	5.5	3.0	87.6
TOTAL	8.2	5.7	14.5	17.4	21.7	25.8	27.5	37.9	37.6	26.5	222.7
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0	1.1
RURAL LOCAL ROADS	0.2	0.2	0.2	0.2	0.3	0.4	0.4	0.0	0.0	0.0	1.9
URBAN ARTERIAL ROADS	0.4	0.4	0.4	0.5	0.6	0.9	1.2	1.2	1.8	2.8	10.0
URBAN LOCAL ROADS	0.4	0.5	0.5	0.6	0.7	1.0	1.0	1.4	1.6	2.2	9.8
TOTAL	1.1	1.2	1.2	1.5	1.7	2.5	2.6	2.7	3.4	4.9	22.8
TOTAL CONSTR & MAINT	9.4	6.9	15.7	18.9	23.4	28.2	30.1	40.6	41.0	31.4	245.6
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	9.4	6.9	15.7	18.9	23.4	28.2	30.1	40.6	41.0	31.4	245.6

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 11.5—AUSTRALIAN CAPITAL TERRITORY: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.5	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.7
RURAL LOCAL ROADS	0.1	0.2	0.3	0.7	0.0	0.1	0.5	0.0	0.0	0.0	1.9
URBAN ARTERIAL ROADS	5.7	3.9	5.5	6.5	12.3	10.1	7.9	25.0	32.1	23.5	132.4
URBAN LOCAL ROADS	1.9	1.5	8.7	10.2	9.2	15.6	19.1	12.9	5.5	3.0	87.6
TOTAL	8.2	5.7	14.5	17.4	21.7	25.8	27.5	37.9	37.6	26.5	222.7
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0	1.1
RURAL LOCAL ROADS	0.2	0.2	0.2	0.2	0.3	0.4	0.4	0.0	0.0	0.0	1.9
URBAN ARTERIAL ROADS	0.4	0.4	0.4	0.5	0.6	0.9	1.2	1.2	1.8	2.8	10.0
URBAN LOCAL ROADS	0.4	0.5	0.5	0.6	0.7	1.0	1.0	1.4	1.6	2.2	9.8
TOTAL	1.1	1.2	1.2	1.5	1.7	2.5	2.6	2.7	3.4	4.9	22.8
TOTAL CONSTR & MAINT	9.4	6.9	15.7	18.9	23.4	28.2	30.1	40.6	41.0	31.4	245.6
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	9.4	6.9	15.7	18.9	23.4	28.2	30.1	40.6	41.0	31.4	245.6

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 11.6—AUSTRALIAN CAPITAL TERRITORY: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	1.5	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	1.9
RURAL LOCAL ROADS	0.3	0.6	0.7	1.7	0.0	0.1	0.7	0.0	0.0	0.0	4.2
URBAN ARTERIAL ROADS	17.5	10.9	14.5	15.0	22.1	15.8	10.8	31.3	37.2	23.5	198.5
URBAN LOCAL ROADS	5.9	4.3	22.8	23.6	16.6	24.2	26.3	16.2	6.4	3.0	149.2
TOTAL	25.1	16.0	38.0	40.3	39.0	40.1	37.8	47.4	43.5	26.5	353.7
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.2	0.5	0.5	0.5	0.4	0.3	0.1	0.0	0.0	0.0	2.4
RURAL LOCAL ROADS	0.7	0.5	0.4	0.4	0.5	0.7	0.6	0.0	0.0	0.0	3.8
URBAN ARTERIAL ROADS	1.2	1.2	1.1	1.1	1.0	1.4	1.6	1.5	2.1	2.8	14.8
URBAN LOCAL ROADS	1.3	1.4	1.3	1.4	1.2	1.5	1.3	1.8	1.8	2.2	15.2
TOTAL	3.4	3.5	3.3	3.4	3.1	3.8	3.5	3.3	4.0	4.9	36.2
TOTAL CONSTR & MAINT	28.6	19.5	41.2	43.6	42.1	43.9	41.3	50.8	47.5	31.4	390.0
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	28.6	19.5	41.2	43.6	42.1	43.9	41.3	50.8	47.5	31.4	390.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 11.10—AUSTRALIAN CAPITAL TERRITORY: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	1.5	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	1.9
RURAL LOCAL ROADS	0.3	0.6	0.7	1.7	0.0	0.1	0.7	0.0	0.0	0.0	4.2
URBAN ARTERIAL ROADS	17.5	10.9	14.5	15.0	22.1	15.8	10.8	31.3	37.2	23.5	198.5
URBAN LOCAL ROADS	5.9	4.3	22.8	23.6	16.6	24.2	26.3	16.2	6.4	3.0	149.2
TOTAL	25.1	16.0	38.0	40.3	39.0	40.1	37.8	47.4	43.5	26.5	353.7
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.2	0.5	0.5	0.5	0.4	0.3	0.1	0.0	0.0	0.0	2.4
RURAL LOCAL ROADS	0.7	0.5	0.4	0.4	0.5	0.7	0.6	0.0	0.0	0.0	3.8
URBAN ARTERIAL ROADS	1.2	1.2	1.1	1.1	1.0	1.4	1.6	1.5	2.1	2.8	14.8
URBAN LOCAL ROADS	1.3	1.4	1.3	1.4	1.2	1.5	1.3	1.8	1.8	2.2	15.2
TOTAL	3.4	3.5	3.3	3.4	3.1	3.8	3.5	3.3	4.0	4.9	36.2
TOTAL CONSTR & MAINT	28.6	19.5	41.2	43.6	42.1	43.9	41.3	50.8	47.5	31.4	390.0
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	28.6	19.5	41.2	43.6	42.1	43.9	41.3	50.8	47.5	31.4	390.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

APPENDIX I—SUMMARY TABLES

TABLE I.1—TOTAL AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	98.7	143.1	159.0	183.7	180.4	203.9	968.7
RURAL ARTERIAL ROADS	44.9	52.3	64.3	69.9	57.0	57.7	54.0	73.2	79.6	85.6	638.4
RURAL LOCAL ROADS	77.7	77.3	72.6	78.0	57.5	52.3	53.7	72.4	75.7	88.2	705.4
URBAN ARTERIAL ROADS	107.0	124.5	149.5	173.3	147.8	168.2	151.9	122.0	128.1	127.2	1399.4
URBAN LOCAL ROADS	1.9	1.5	9.6	11.2	18.5	31.1	38.6	39.6	28.8	29.9	210.6
TOTAL	231.5	255.7	295.9	332.4	379.4	452.5	457.1	490.9	492.5	534.7	3922.5
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	23.3	24.7	26.1	31.8	31.5	36.3	173.7
RURAL ARTERIAL ROADS	4.6	5.4	5.7	6.6	7.5	6.9	4.4	3.6	1.0	0.8	46.4
RURAL LOCAL ROADS	10.0	12.3	11.5	13.4	20.6	28.8	27.1	29.8	24.7	24.5	202.7
URBAN ARTERIAL ROADS	2.5	1.0	1.1	1.3	1.7	1.4	1.7	1.3	1.8	2.8	16.7
URBAN LOCAL ROADS	0.4	0.5	0.5	0.6	0.8	1.2	1.1	1.5	1.6	2.2	10.3
TOTAL	17.5	19.2	18.8	21.9	53.9	63.0	60.4	68.0	60.6	66.5	449.7
TOTAL CONSTR & MAINT	249.0	274.8	314.7	354.3	433.4	515.5	517.1	558.9	553.0	601.3	4371.8
PLANNING & RESEARCH	3.1	3.5	4.0	4.7	5.3	8.6	8.1	8.9	6.4	6.9	59.4
TOTAL ROAD EXPEND	252.1	278.4	318.7	358.9	438.6	524.1	525.1	567.8	559.4	608.2	4431.2

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 1.2—TOTAL AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1970-71 TO 1979-80 (CURRENT PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
SRA											
GROSS MOTOR TAXATION	239.9	328.5	316.6	338.1	393.0	457.6	527.5	591.4	641.4	681.1	4891.7
COLLECTION COSTS	22.7	26.7	33.6	37.8	49.3	60.8	69.9	77.3	81.5	87.0	546.6
NET MOTOR TAXATION	217.1	251.8	282.9	300.2	343.7	396.9	457.7	514.1	559.9	594.1	3918.4
LOANS	12.6	10.6	12.0	10.9	16.8	25.3	42.5	43.2	66.9	131.6	372.4
OTHER	10.3	9.1	14.3	14.2	24.2	28.2	25.6	43.4	30.3	35.7	235.1
OTHER AUTHORITIES	40.7	54.3	36.8	41.4	64.9	73.2	88.3	117.3	111.9	116.1	745.0
TOTAL REVENUE	280.8	325.8	336.1	366.7	449.8	523.5	613.4	718.0	769.4	877.6	5261.1

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE I.3—TOTAL AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)

(\$MILLION)											
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	13.8	15.0	14.9	18.5	30.8	26.1	119.2
RURAL ARTERIAL ROADS	67.5	76.0	81.7	86.1	88.0	110.4	130.8	124.5	134.6	174.5	1074.0
RURAL LOCAL ROADS	21.3	16.3	18.4	19.2	21.5	34.1	63.5	59.5	62.9	77.0	393.6
URBAN ARTERIAL ROADS	61.7	63.7	68.6	74.2	91.8	77.4	100.7	171.3	176.6	196.8	1082.7
URBAN LOCAL ROADS	12.4	9.9	10.3	12.8	7.4	9.2	19.7	21.2	25.5	25.9	154.2
TOTAL	162.9	165.9	179.1	192.3	222.4	246.0	329.5	395.0	430.4	500.3	2823.8
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	1.3	0.9	2.3	3.4	9.1	7.4	24.4
RURAL ARTERIAL ROADS	46.1	56.7	60.2	73.9	93.2	101.6	116.1	133.2	141.3	159.2	981.6
RURAL LOCAL ROADS	16.0	11.5	11.4	12.6	19.3	25.0	32.0	39.4	50.9	44.2	262.3
URBAN ARTERIAL ROADS	12.2	15.6	17.0	20.1	33.4	38.2	45.1	50.5	57.5	59.6	349.2
URBAN LOCAL ROADS	2.0	2.6	2.9	3.6	2.2	7.2	6.2	5.4	8.1	5.7	46.0
TOTAL	76.3	86.4	91.4	110.2	149.3	173.0	201.7	231.9	266.8	276.1	1663.2
TOTAL CONSTR & MAINT	239.2	252.3	270.6	302.5	371.6	419.0	531.1	626.9	697.1	776.3	4486.7
PLANNING & RESEARCH	0.4	1.7	1.5	1.6	4.4	6.0	6.1	7.6	9.5	10.6	49.6
TOTAL ROAD EXPEND	239.6	254.0	272.1	304.2	376.1	425.0	537.3	634.4	706.7	786.9	4536.1
NON-ROAD EXPENDITURE											
LOAN REPAYMENTS	3.5	3.7	4.0	5.6	4.9	5.6	7.7	9.4	13.8	25.8	83.9
INTEREST PAYMENTS	11.2	12.6	13.5	14.2	16.8	21.6	25.8	32.4	40.3	52.1	240.5
OTHER	26.7	35.8	40.9	43.8	48.6	64.4	59.1	64.1	63.8	73.5	520.6
TOTAL	41.4	52.0	58.5	63.6	70.2	91.6	92.5	105.8	117.9	151.4	844.8

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
 TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 1.4—TOTAL AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE 1970-71 TO 1979-80 (CURRENT PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.2	2.2	0.2	0.2	0.8
RURAL LOCAL ROADS	38.4	43.4	50.8	61.9	100.3	110.4	105.7	112.9	121.7	134.9	880.4
URBAN ARTERIAL ROADS	3.3	4.2	4.3	4.6	6.5	7.7	8.3	8.9	10.2	11.2	69.1
URBAN LOCAL ROADS	55.6	60.2	61.9	72.5	84.9	121.2	141.1	154.9	171.6	190.1	1113.9
TOTAL	97.3	107.7	117.0	139.0	191.8	239.3	255.3	276.9	303.6	336.4	2064.2
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.8
RURAL LOCAL ROADS	33.7	38.2	43.7	52.6	86.4	96.7	85.6	97.7	105.0	116.5	756.2
URBAN ARTERIAL ROADS	1.2	1.4	1.8	2.2	2.8	3.0	4.1	4.6	5.2	5.7	32.0
URBAN LOCAL ROADS	48.5	52.2	53.2	61.1	72.8	104.7	113.4	134.9	149.3	164.8	954.8
TOTAL	83.4	91.8	98.8	115.9	161.9	204.5	203.3	237.4	259.6	287.2	1743.8
TOTAL CONSTR & MAINT	180.7	199.6	215.8	254.9	353.8	443.8	458.6	514.3	563.3	623.6	3808.3
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	180.7	199.6	215.8	254.9	353.8	443.8	458.6	514.3	563.3	623.6	3808.3
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	56.7	59.9	64.1	68.9	73.2	81.4	90.9	101.4	115.9	0.0	712.3
INTEREST PAYMENTS	44.6	49.7	55.2	62.0	75.1	94.6	116.6	138.7	164.6	0.0	801.2
GENERAL ADMIN	84.3	94.5	105.0	133.6	173.5	216.9	253.7	292.9	329.1	0.0	1683.4
TOTAL	185.6	204.0	224.3	264.5	321.8	392.9	460.3	532.9	609.5	0.0	3195.8
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	45.7	47.4	54.2	56.1	69.6	80.7	88.6	80.1	85.4	0.0	607.7

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE I.5—TOTAL AUSTRALIA: TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CURRENT PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	112.5	158.1	173.9	202.2	211.2	230.0	1087.9
RURAL ARTERIAL ROADS	112.4	128.3	146.0	156.1	145.0	168.1	184.9	197.9	214.4	260.3	1713.4
RURAL LOCAL ROADS	137.4	137.1	141.7	159.1	179.3	196.8	222.8	244.9	260.3	300.1	1979.5
URBAN ARTERIAL ROADS	171.9	192.4	222.4	252.1	246.1	253.4	261.0	302.2	314.8	335.2	2551.5
URBAN LOCAL ROADS	69.9	71.6	81.8	96.4	110.8	161.5	199.4	215.7	225.8	245.8	1478.7
TOTAL	491.7	529.3	592.0	663.7	793.6	937.7	1041.9	1162.8	1226.5	1371.4	8810.6
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	24.6	25.6	28.4	35.2	40.6	43.8	198.2
RURAL ARTERIAL ROADS	50.7	62.1	65.9	80.5	100.8	108.5	120.7	137.0	142.5	160.3	1029.0
RURAL LOCAL ROADS	59.7	61.9	66.6	78.6	126.3	150.6	144.7	166.9	180.6	185.3	1221.2
URBAN ARTERIAL ROADS	15.9	18.0	20.0	23.5	37.8	42.7	51.0	56.5	64.5	68.0	397.9
URBAN LOCAL ROADS	50.9	55.3	56.6	65.3	75.8	113.2	120.6	141.8	158.9	172.6	1011.0
TOTAL	177.2	197.3	209.0	248.0	365.2	440.5	465.4	537.3	587.0	629.9	3856.8
TOTAL CONSTR & MAINT	668.9	726.7	801.0	911.7	1158.7	1378.3	1506.8	1700.1	1813.4	2001.1	12666.7
PLANNING & RESEARCH	3.5	5.2	5.6	6.3	9.7	14.6	14.2	16.5	15.9	17.5	109.0
TOTAL ROAD EXPEND	672.4	731.9	806.6	918.0	1168.4	1392.9	1521.0	1716.5	1829.4	2018.6	12775.7

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.
TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE I.6—TOTAL AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	177.6	222.6	218.3	230.0	209.1	203.9	1261.5
RURAL ARTERIAL ROADS	137.0	146.7	168.7	161.8	102.6	89.8	74.1	91.6	92.2	85.6	1150.0
RURAL LOCAL ROADS	236.9	217.1	190.4	180.5	103.6	81.4	73.7	90.7	87.7	88.2	1350.1
URBAN ARTERIAL ROADS	326.2	349.6	392.2	401.0	266.0	261.8	208.6	152.7	148.4	127.2	2633.7
URBAN LOCAL ROADS	5.9	4.3	25.1	25.9	33.2	48.4	53.0	49.6	33.3	29.9	308.5
TOTAL	706.0	717.6	776.4	769.2	683.0	704.1	627.6	614.6	570.8	534.7	6703.9
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	41.9	38.4	35.8	39.8	36.5	36.3	228.8
RURAL ARTERIAL ROADS	14.0	15.2	14.9	15.3	13.6	10.7	6.1	4.5	1.1	0.8	96.1
RURAL LOCAL ROADS	30.5	34.5	30.2	31.0	37.2	44.9	37.2	37.3	28.6	24.5	335.7
URBAN ARTERIAL ROADS	7.7	2.8	3.0	3.0	3.0	2.2	2.4	1.7	2.1	2.8	30.6
URBAN LOCAL ROADS	1.3	1.4	1.3	1.4	1.4	1.8	1.4	1.9	1.8	2.2	15.9
TOTAL	53.5	53.8	49.4	50.6	97.1	98.0	82.9	85.1	70.2	66.5	706.9
TOTAL CONSTR & MAINT	759.4	771.4	825.7	819.8	780.0	802.1	709.9	699.7	641.0	601.3	7410.3
PLANNING & RESEARCH	9.4	9.9	10.6	10.8	9.4	13.3	11.1	11.2	7.4	6.9	100.0
TOTAL ROAD EXPEND	768.8	781.4	836.3	830.6	789.4	815.4	721.0	710.9	648.4	608.2	7510.3

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE I.7—TOTAL AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
SRA											
GROSS MOTOR TAXATION	624.6	799.2	701.8	658.0	645.4	657.6	680.0	704.9	704.3	681.1	7197.5
COLLECTION COSTS	59.1	65.0	74.6	73.6	81.0	87.3	90.1	92.1	84.1	87.0	794.6
NET MOTOR TAXATION	565.2	612.6	627.3	584.2	564.4	570.3	589.9	612.8	620.2	594.1	5904.2
LOANS	32.9	25.7	26.7	21.1	27.6	36.4	54.8	51.5	73.8	131.6	478.0
OTHER	26.8	22.2	31.7	27.6	39.7	40.5	32.9	51.8	33.4	35.7	340.3
OTHER AUTHORITIES	106.0	132.1	81.6	80.6	106.6	105.2	113.8	139.9	123.5	116.1	1098.4
TOTAL REVENUE	731.2	792.6	745.1	713.7	738.6	752.3	790.7	855.8	851.4	877.6	7799.3

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE ABS IMPLICIT PRICE DEFLATOR OF GROSS DOMESTIC PRODUCT (ABS 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE 1.8—TOTAL AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	24.9	23.3	20.5	23.2	35.7	26.1	153.7
RURAL ARTERIAL ROADS	205.8	213.4	214.5	199.3	158.3	171.8	179.6	155.9	156.0	174.5	1829.0
RURAL LOCAL ROADS	65.0	45.9	48.2	44.4	38.6	53.0	87.1	74.5	72.9	77.0	606.6
URBAN ARTERIAL ROADS	188.0	178.7	180.0	171.7	165.3	120.5	138.3	214.5	204.6	196.8	1758.3
URBAN LOCAL ROADS	37.7	27.7	27.1	29.6	13.3	14.3	27.0	26.5	29.6	25.9	258.7
TOTAL	496.7	465.7	470.1	445.0	400.4	382.7	452.4	494.6	498.8	500.3	4606.7
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	2.3	1.4	3.2	4.2	10.5	7.4	29.0
RURAL ARTERIAL ROADS	140.7	159.1	158.1	171.1	167.8	158.1	159.4	166.8	163.8	159.2	1603.9
RURAL LOCAL ROADS	48.7	32.2	29.8	29.2	34.7	39.0	44.0	49.4	59.0	44.2	410.2
URBAN ARTERIAL ROADS	37.3	43.8	44.7	46.5	60.0	59.5	62.0	63.2	66.6	59.6	543.2
URBAN LOCAL ROADS	6.1	7.4	7.7	8.3	4.0	11.3	8.5	6.8	9.4	5.7	75.0
TOTAL	232.8	242.4	239.9	255.1	268.8	269.3	276.9	290.4	309.2	276.1	2660.7
TOTAL CONSTR & MAINT	729.5	708.1	710.0	700.0	669.0	652.0	729.3	784.9	808.0	776.3	7266.9
PLANNING & RESEARCH	1.3	4.7	4.1	3.8	8.0	9.4	8.4	9.5	11.1	10.6	70.7
TOTAL ROAD EXPEND	730.8	712.8	714.0	703.8	676.9	661.3	737.7	794.3	819.0	786.9	7337.5
NON-ROAD EXPENDITURE											
NON REPAYMENTS	9.1	8.9	9.2	11.3	8.2	8.1	10.0	11.2	15.3	25.8	117.0
INTEREST PAYMENTS	29.2	30.5	30.8	28.6	28.2	31.5	33.6	38.5	44.7	52.1	347.7
OTHER	69.8	87.0	93.0	88.2	81.5	93.7	76.9	76.2	70.8	73.5	810.6
TOTAL	108.1	126.3	132.9	128.1	117.8	133.3	120.5	125.8	130.8	151.4	1275.0

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFLATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT NON-ROAD EXPENDITURE FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE I.9—TOTAL AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)
(\$MILLION)

CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.2	0.2	1.0
RURAL LOCAL ROADS	117.2	121.9	133.4	143.3	180.6	171.8	145.1	141.4	141.1	134.9	1430.4
URBAN ARTERIAL ROADS	10.0	11.7	11.3	10.7	11.8	12.0	11.4	11.1	11.8	11.2	112.8
URBAN LOCAL ROADS	169.6	168.8	162.3	167.7	152.8	188.6	193.7	193.9	198.8	190.1	1786.4
TOTAL	296.9	302.4	306.9	321.6	345.2	372.4	350.5	346.7	351.9	336.4	3330.7
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RURAL ARTERIAL ROADS	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.2	0.2	1.0
RURAL LOCAL ROADS	102.8	107.2	114.7	121.8	155.5	150.5	117.5	122.3	121.7	116.5	1230.6
URBAN ARTERIAL ROADS	3.5	3.9	4.8	5.0	5.1	4.7	5.7	5.8	6.0	5.7	50.2
URBAN LOCAL ROADS	147.8	146.6	139.6	141.4	131.0	163.0	155.7	168.9	173.0	164.8	1531.7
TOTAL	254.2	257.7	259.2	268.2	291.5	318.1	279.2	297.2	300.9	287.2	2813.5
TOTAL CONSTR & MAINT	551.2	560.2	566.1	589.9	636.8	690.6	629.7	643.9	652.8	623.6	6144.7
PLANNING & RESEARCH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ROAD EXPEND	551.2	560.2	566.1	589.9	636.8	690.6	629.7	643.9	652.8	623.6	6144.7
EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS											
LOAN REPAYMENTS	147.9	145.3	145.6	138.9	122.8	118.5	118.4	120.6	128.7	0.0	1186.7
INTEREST PAYMENTS	116.6	120.5	125.6	125.1	126.1	137.7	151.9	164.9	182.6	0.0	1250.9
GENERAL ADMIN	220.2	229.4	238.6	269.2	291.1	315.8	330.3	348.2	365.3	0.0	2608.1
TOTAL	484.7	495.1	509.8	533.3	539.9	572.1	599.2	633.7	676.6	0.0	5044.2
ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS											
TOTAL	139.4	133.0	142.2	129.7	125.4	125.5	121.6	100.2	99.0	0.0	1116.1

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT ROAD EXPENDITURE FIGURES AND THE FIGURES FOR ROAD WORKS FUNDED BY PRIVATE CONTRIBUTIONS FROM CURRENT PRICES TO CONSTANT PRICES. THE ABS IMPLICIT PRICE DEFLATOR OF GROSS NATIONAL EXPENDITURE (ABS 1981) WAS USED TO CONVERT FIGURES FOR THOSE ITEMS OF EXPENDITURE NOT FULLY ATTRIBUTABLE TO ROADS FROM CURRENT PRICES TO CONSTANT PRICES. TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE I.10—TOTAL AUSTRALIA, TOTAL ROAD EXPENDITURE, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

	(\$MILLION)										
CATEGORIES	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	TOTAL
CONSTRUCTION											
NATIONAL ROADS	0.0	0.0	0.0	0.0	202.5	246.0	238.7	253.2	244.8	230.0	1415.2
RURAL ARTERIAL ROADS	342.8	360.1	383.1	361.1	261.0	261.5	253.9	247.7	248.4	260.3	2979.9
RURAL LOCAL ROADS	419.1	384.8	371.9	368.2	322.8	306.2	305.9	306.6	301.7	300.1	3387.3
URBAN ARTERIAL ROADS	524.3	540.0	583.5	583.3	443.0	394.2	358.3	378.3	364.8	335.2	4504.9
URBAN LOCAL ROADS	213.2	200.9	214.5	223.2	199.4	251.2	273.8	270.0	261.7	245.8	2353.7
TOTAL	1499.6	1485.7	1553.3	1535.8	1428.5	1459.1	1430.5	1455.8	1421.5	1371.4	14641.2
MAINTENANCE											
NATIONAL ROADS	0.0	0.0	0.0	0.0	44.2	39.8	38.9	44.0	47.0	43.8	257.7
RURAL ARTERIAL ROADS	154.7	174.3	172.9	186.4	181.4	168.8	165.7	171.5	165.1	160.3	1701.1
RURAL LOCAL ROADS	182.1	173.9	174.8	182.0	227.4	234.3	198.7	208.9	209.3	185.3	1976.7
URBAN ARTERIAL ROADS	48.6	50.6	52.4	54.5	68.1	66.4	70.0	70.7	74.7	68.0	624.0
URBAN LOCAL ROADS	155.2	155.3	148.6	151.1	136.4	176.1	165.6	177.6	184.2	172.6	1622.7
TOTAL	540.5	553.9	548.4	573.9	657.4	685.4	638.9	672.7	680.3	629.9	6181.3
TOTAL CONSTR & MAINT	2040.1	2039.7	2101.8	2109.7	2085.7	2144.6	2068.9	2128.6	2101.8	2001.1	20822.0
PLANNING & RESEARCH	10.7	14.7	14.7	14.6	17.4	22.7	19.5	20.7	18.5	17.5	171.0
TOTAL ROAD EXPEND	2050.8	2054.4	2116.4	2124.3	2103.1	2167.3	2088.3	2149.1	2120.2	2018.6	20992.5

NOTE: SEE TEXT FOR INTERPRETATION AND QUALIFICATION OF FIGURES IN THE TABLE.

THE BTE ROAD CONSTRUCTION PRICE INDEX (BTE 1981) WAS USED TO CONVERT FIGURES FROM CURRENT PRICES TO CONSTANT PRICES.

TOTALS MAY NOT ADD EXACTLY DUE TO ROUNDING.

TABLE I.11—TOTAL ROAD EXPENDITURE IN AUSTRALIA, BY STATE, YEAR AND LEVEL OF GOVERNMENT, 1970-71 TO 1979-80 (CURRENT PRICES)

	(\$ million)								
	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total Australia
1970-71									
Commonwealth	65.5	43.5	47.3	24.0	37.3	10.2	15.0	9.4	252.1
State	82.3	74.1	35.6	16.5	21.9	9.2	0.0	0.0	239.6
Local	94.8	34.0	25.5	15.3	4.7	5.7	0.7	0.0	180.7
Total	242.5	151.6	108.3	55.8	64.0	25.2	15.8	9.4	672.4
1971-72									
Commonwealth	74.9	49.8	53.6	26.0	39.9	10.8	16.5	6.9	278.4
State	89.3	69.1	39.3	23.2	23.8	9.3	0.0	0.0	254.0
Local	105.0	37.3	28.7	16.5	4.8	6.9	0.5	0.0	199.6
Total	269.2	156.1	121.5	65.7	68.5	27.0	17.0	6.9	731.9
1972-73									
Commonwealth	85.9	57.2	57.6	29.0	44.9	12.2	16.3	15.7	318.7
State	104.9	69.4	41.3	21.9	25.0	9.7	0.0	0.0	272.1
Local	97.3	41.8	44.7	16.4	6.1	8.5	1.0	0.0	215.8
Total	288.0	168.4	143.6	67.3	75.9	30.3	17.3	15.7	806.6
1973-74									
Commonwealth	99.4	65.7	64.5	32.0	49.3	14.0	15.3	18.9	358.9
State	117.0	84.8	43.5	22.0	27.6	9.2	0.0	0.0	304.2
Local	111.2	51.6	47.3	18.6	16.6	8.5	1.1	0.0	254.9
Total	327.5	202.1	155.2	72.6	93.5	31.7	16.4	18.9	918.0
1974-75									
Commonwealth	119.4	88.0	86.5	32.1	52.1	20.3	16.9	23.4	438.6
State	142.8	109.8	57.1	29.4	27.8	9.1	0.0	0.0	376.1
Local	149.7	75.2	67.5	25.4	22.5	12.3	1.1	0.0	353.8
Total	411.9	272.9	211.1	87.0	102.4	41.7	18.0	23.4	1 168.4
1975-76									
Commonwealth	144.9	97.9	94.6	41.5	62.4	32.6	22.0	28.2	524.1
State	164.4	119.3	64.5	30.4	34.6	11.9	0.0	0.0	425.0
Local	218.1	79.5	75.9	26.0	28.3	14.3	1.7	0.0	443.8
Total	527.4	296.7	235.0	97.9	125.3	58.8	23.7	28.2	1 392.9
1976-77									
Commonwealth	145.5	93.3	97.9	39.7	58.7	36.3	23.6	30.1	525.1
State	182.4	137.8	91.4	44.3	49.9	31.4	0.0	0.0	537.3
Local	206.0	96.6	73.7	31.2	33.1	15.5	2.5	0.0	458.6
Total	533.9	327.7	263.1	115.3	141.7	83.2	26.1	30.1	1 521.0
1977-78									
Commonwealth	163.4	101.3	103.8	41.1	63.5	28.6	25.6	40.6	567.8
State	242.8	161.6	98.3	42.9	53.8	35.0	0.0	0.0	634.4
Local	238.5	101.2	78.7	38.5	36.9	17.8	2.7	0.0	514.3
Total	644.6	364.1	280.8	122.5	154.2	81.4	28.3	40.6	1 716.5
1978-79									
Commonwealth	167.9	107.5	110.4	43.7	65.5	23.4	0.0	41.0	559.4
State	249.8	159.6	104.4	49.4	67.4	39.9	36.3	0.0	706.7
Local	261.9	112.3	83.1	41.1	44.5	19.9	0.6	0.0	563.3
Total	679.6	379.4	297.9	134.2	177.3	83.2	36.9	41.0	1 829.4
1979-80									
Commonwealth	179.9	115.5	118.1	47.1	71.3	25.8	19.0	31.4	608.2
State	296.9	165.7	118.4	48.3	83.6	42.5	31.6	0.0	786.9
Local	288.4	116.6	94.0	48.6	51.8	22.8	1.4	0.0	623.6
Total	765.1	397.8	330.5	144.0	206.7	91.1	51.9	31.4	2 018.6

NOTE: See text for interpretation and qualification of figures in the table. Totals may not add exactly due to rounding.

TABLE I.12—TOTAL ROAD EXPENDITURE IN AUSTRALIA, BY STATE, YEAR AND LEVEL OF GOVERNMENT, 1970-71 TO 1979-80 (CONSTANT 1979-80 PRICES)

	(\$ million)								
	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total Australia
1970-71									
Commonwealth	199.7	132.6	144.1	73.1	113.8	31.2	45.8	28.6	768.8
State	250.9	226.1	108.5	50.3	66.9	28.2	0.0	0.0	730.8
Local	289.0	103.8	77.7	46.7	14.4	17.4	2.2	0.0	551.2
Total	739.6	462.5	330.3	170.1	195.1	76.8	48.0	28.6	2 050.8
1971-72									
Commonwealth	210.1	139.8	150.4	72.9	112.0	30.4	46.3	19.5	781.4
State	250.7	193.8	110.3	65.2	66.8	26.1	0.0	0.0	712.8
Local	294.7	104.6	80.4	46.2	13.5	19.5	1.3	0.0	560.2
Total	755.5	438.3	341.1	184.4	192.2	75.9	47.6	19.5	2 054.4
1972-73									
Commonwealth	225.3	150.2	151.2	76.1	117.7	31.9	42.7	41.2	836.3
State	275.3	182.0	108.3	57.5	65.6	25.4	0.0	0.0	714.0
Local	255.2	109.6	117.3	43.0	16.0	22.4	2.7	0.0	566.1
Total	755.7	441.8	376.8	176.6	199.2	79.6	45.4	41.2	2 116.4
1973-74									
Commonwealth	229.9	152.1	149.2	74.0	114.1	32.3	35.4	43.6	830.6
State	270.8	196.3	100.6	51.0	63.8	21.4	0.0	0.0	703.8
Local	257.2	119.3	109.5	43.1	38.4	19.7	2.6	0.0	589.9
Total	757.9	467.7	359.2	168.1	216.4	73.4	38.0	43.6	2 124.3
1974-75									
Commonwealth	214.9	158.3	155.7	57.8	93.7	36.5	30.4	42.1	789.4
State	257.1	197.6	102.8	53.0	50.1	16.4	0.0	0.0	676.9
Local	269.4	135.4	121.5	45.8	40.5	22.1	2.0	0.0	636.8
Total	741.4	491.3	380.0	156.6	184.4	75.0	32.4	42.1	2 103.1
1975-76									
Commonwealth	225.5	152.4	147.1	64.6	97.1	50.7	34.2	43.9	815.4
State	255.8	185.7	100.3	47.3	53.8	18.5	0.0	0.0	661.3
Local	339.3	123.7	118.2	40.5	44.1	22.2	2.7	0.0	690.6
Total	820.6	461.7	365.6	152.3	194.9	91.4	36.9	43.9	2 167.3
1976-77									
Commonwealth	199.7	128.1	134.4	54.6	80.7	49.8	32.4	41.3	721.0
State	250.4	189.2	125.6	60.9	68.5	43.2	0.0	0.0	737.7
Local	282.9	132.7	101.3	42.8	45.4	21.3	3.4	0.0	629.7
Total	733.0	450.0	361.2	158.3	194.6	114.3	35.8	41.3	2 088.3
1977-78									
Commonwealth	204.6	126.8	129.9	51.5	79.5	35.8	32.1	50.8	710.9
State	303.9	202.4	123.1	53.7	67.4	43.8	0.0	0.0	794.3
Local	298.6	126.7	98.6	48.2	46.2	22.3	3.4	0.0	643.9
Total	807.1	455.9	351.6	153.3	193.1	101.9	35.4	50.8	2 149.1
1978-79									
Commonwealth	194.6	124.6	128.0	50.7	75.9	27.2	0.0	47.5	648.4
State	289.6	184.9	121.0	57.3	78.1	46.2	42.0	0.0	819.0
Local	303.5	130.2	96.3	47.6	51.5	23.0	0.7	0.0	652.8
Total	787.7	439.7	345.2	155.5	205.5	96.4	42.7	47.5	2 120.2
1979-80									
Commonwealth	179.9	115.5	118.1	47.1	71.3	25.8	19.0	31.4	608.2
State	296.9	165.7	118.4	48.3	83.6	42.5	31.6	0.0	786.9
Local	288.4	116.6	94.0	48.6	51.8	22.8	1.4	0.0	623.6
Total	765.1	397.8	330.5	144.0	206.7	91.1	51.9	31.4	2 018.6

NOTE: See text for interpretation and qualification of figures in the table. Totals may not add exactly due to rounding. The BTE Road Construction Price Index (BTE 1981) was used to convert current prices to constant prices.

APPENDIX II—CONSTANT PRICE ESTIMATES

In converting current price figures to constant prices, three separate indices have been used.

To convert road expenditure figures to constant prices, including the item 'local government roadworks funded by private contributions', the index used was the BTE road construction input-price index (BTE 1981). Table 4.4 of that report shows separate indices for local government authority construction, State road authority construction and maintenance as well as an overall activity index. However, the differences between all four indices are extremely small and accordingly only one, the overall activity index, was used in this report.

Two ABS indices were judged the most appropriate to deflate the other items in the tables, namely State road revenue and State and local government non-road expenditure.

The index used to deflate State road revenue was the ABS implicit price deflator for expenditure on gross domestic product. The resulting constant price figures reflect not a real level of roadworks but rather the level of effort made by the State government in obtaining finance for roadworks. They enable a valid comparison between the real level of funds allocated to roads and other transport sectors and between the transport industry and other industries.

For State and local government expenditure classified as non-road expenditure the index used was the ABS implicit price deflator of gross national expenditure. This index is used generally by the ABS in deflating expenditure items in the Australian National Accounts, National Income and Expenditure tables. It provides a general indication of changes in real expenditure or purchasing power.

Table II.1 provides a comparison of the three indices for the period 1970-71 to 1979-80. It can be seen that there is little difference between the two ABS price deflators but significant difference between these two and the BTE road construction input-price index over the period.

TABLE II.1—COMPARISON OF CURRENT PRICE DEFLATORS, 1970-71 TO 1979-80
(1979-80=100.0)

Year	BTE 1981 road construction index—overall activity	Implicit price deflator of—	
		Expenditure on gross domestic product	Gross national expenditure
1970-71	32.8	38.4	38.3
1971-72	35.6	41.1	41.2
1972-73	38.1	45.1	44.0
1973-74	43.2	51.4	49.6
1974-75	55.6	60.9	59.6
1975-76	64.2	69.9	68.7
1976-77	72.8	77.6	76.8
1977-78	79.9	83.9	84.1
1978-79	86.3	90.6	90.1
1979-80	100.0	100.0	100.0

Sources: BTE 1981, ABS 1981.

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