

## **Australian Road Financing Statistics 1975/76 to 1984/85**

### **Information Paper**

The Paper presents statistics on road expenditure by State and Territory, by level of government, by year and by Commonwealth road funding category. A consistent series of road expenditure statistics and information on State road revenue was first presented in BTE Information Paper 3, Australian Road Financing Statistics 1970-71 to 1979-80. The statistics were updated in BTE Information Paper 11 and more recently in BTE Information Paper 14. This Paper provides statistics for 1984-85 and earlier years. Some of the statistics for earlier years have been revised.

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Information Paper 21

**Australian Road  
Financing Statistics  
1975-76 to 1984-85**

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## FOREWORD

This Paper provides an update of statistics on road expenditure by the three levels of government in Australia, plus State road revenue, contained in BTE Information Paper 18, *Australian Road Financing Statistics 1974-75 to 1983-84*. These statistics have been updated on an annual basis since 1980 when they were first presented in BTE Information Paper 3, *Australian Road Financing Statistics 1970-71 to 1979-80*.

This Paper contains revisions of some data for earlier years as well as statistics for 1984-85. The Paper also includes a broad analysis of expenditure and revenue statistics. This comprises noting the trends in, and patterns of, road expenditure of each level of government in each State. While the underlying developments are not examined, the statistics will assist in identifying the consequences of changes in road funding policies.

It is essential that the text of this Paper be read in conjunction with the tables because it canvasses definitions and qualifications which are particularly pertinent to the proper interpretation of the statistical information. The statistics are also subject to revisions as additional information becomes available.

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## CHAPTER 1 INTRODUCTION

A consistent series of road expenditure statistics and information on State road revenue was first presented in BTE Information Paper 3, *Australian Road Financing Statistics 1970-71 to 1979-80* (BTE 1982). The statistics were updated in BTE Information Paper 11 (BTE 1984a) and more recently in BTE Information Paper 18 (BTE 1986a). This Paper provides statistics for 1984-85 and earlier years. Some of the statistics for earlier years have been revised.

The Paper presents statistics on road expenditure by State and Territory, by level of government, by year and by Commonwealth road funding category. The level of accuracy of the figures presented varies by level of government, and increases with the level of aggregation. Individual figures on expenditure for a particular road category should be treated cautiously.

A major problem with the road expenditure of local government authorities is the difficulty of identifying expenditure on arterial roads. It was thought, however, that local government data was sufficiently useful to warrant inclusion, albeit with the above and later qualifications.

The Paper also presents statistics on revenue raised from road users by the various State Governments and the Northern Territory Government. The State road revenue tables show the wide range of sources of revenue for State road programs and how the importance of each source has changed over time. No revenue statistics are presented for Commonwealth or local government, however. Prior to 1982-83 the Commonwealth did not earmark any taxes on road use for road expenditure. All Commonwealth road expenditure was funded from Consolidated Revenue. From 1982-83 until 1985-86 a part of the Commonwealth's expenditure on roads was funded directly from earmarked fuel excise taxes. Currently Commonwealth road expenditure is fully funded from earmarked fuel excise receipts. Local Government does not levy taxes on road users except for small amounts of revenue from parking fees.

The Paper is organised in the following manner. Chapter 2 provides details of the methodology used to derive the series and the sources of information. Chapter 3 gives a guide to presentation and accuracy of the statistics and the procedures used for converting from current to constant prices. Chapter 4 provides an analysis of the statistics. The important trends evident in the data for each state, level of government and road category are analysed and some of the more important changes in road funding policies of the three levels of government noted. Chapters 5 to 11 contain a brief overview of road funding arrangements in each State and Territory.<sup>1</sup> The road financing statistics are summarised in Appendix I and details of the deflators used to convert current price figures into constant price estimates are presented in Appendix II.

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1. More detailed description of road funding arrangements can be found in the Annual Reports of State and Territory Road Authorities and in relevant State and Territory legislation.

## CHAPTER 2 METHODOLOGY AND INFORMATION SOURCES

The methodology adopted in the compilation of this statistical series is consistent with that used in the earlier related Information Papers. This chapter briefly outlines the methodological framework and provides details of the information sources consulted in the preparation of the statistics.

### DEFINITIONS OF ROAD EXPENDITURE AND ATTRIBUTION

The concept of road expenditure used in this Paper is defined as including expenditure by public authorities on all roads, bridges and similar structures which are available for public use. The major types of expenditure include land acquisition, construction, maintenance, planning and research and administration.

Expenditure in the form of loan repayments or interest payments is not treated as road expenditure even though it represents a cost of financing the road system. The inclusion of loan repayments would constitute double-counting from a resource viewpoint and interest payments are considered as a cost of borrowing, not as road expenditure. However, while these expenditure items are not categorised as road expenditure, they are included in the State and local government road expenditure series under separate headings to provide an indication of the total fiscal effort.

Using the above definition, road expenditure by each level of government is measured by the expenditure on roads from its own resources. The decision as to which level of government road expenditure should be attributed depends on the degree of freedom or discretion in determining how funds are spent. For example, Commonwealth specific purpose road grants to State and local governments are attributed to Commonwealth Government road expenditure. Similarly, State road grants to local government authorities are treated as State government road expenditure. However, Commonwealth general purpose grants, where they are spent on roads, are treated as expenditure of the recipient since they are

regarded as constituting discretionary funds on the part of the recipient.

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, Commonwealth grants for unemployment relief where these are tied to specific roads projects (for example Community Employment Program (CEP) grants), expenditure by Commonwealth authorities (for example, Snowy Mountains Hydro-Electricity Authority), the reconstruction of the Tasman Bridge and construction of the Second Hobart Bridge and grants provided for roadworks under the Steel Regions Assistance Program.

Road expenditure by authorities other than the State road authorities is allocated to those authorities, not to the source from which the funds originated. Thus, expenditure by State housing authorities from Commonwealth funds, for example, is classified as State road expenditure. These funds were not tied to roads but were available for general housing purposes including land servicing. Thus, they offer some discretion for the authority on whether the funds are to be spent on roads. However, grants for disaster or flood relief which are spent on roads are classified as specific purpose road grants and, therefore, as road expenditure of the donor. These grants are usually tied to repair or replacement of the particular infrastructure actually damaged or destroyed and are not free to be spent as the recipient may wish.

Road expenditure by the private sector is not included in this series.

#### **SOURCES OF INFORMATION**

A number of 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 major source of information consulted to compile the Commonwealth road expenditure statistics was information supplied to the National Association of Australian State Road Authorities (NAASRA) by State road authorities. This information provided details of Commonwealth road expenditure in each State and the level of expenditure on each road category.

In the preparation of the Australian Capital Territory expenditure statistics, however, it was considered necessary to obtain additional information from other sources. The Department of Housing and Construction and the National Capital Development Commission (NCDC) were contacted and the information supplied was used in the compilation of the relevant statistics.

Further details concerning Commonwealth road expenditure were obtained from the Commonwealth budget papers. These provided details of expenditure under specific roads legislation.

### State

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 (such as the West Gate Bridge Authority).

Direct contact was 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. The NAASRA data also provided information on road expenditure by other State authorities and instrumentalities (for example, housing authorities, forestry commissions, water boards and so on) for which such expenditure is ancillary to their main function.

### Local

The major sources of information on local government road expenditure were the Australian Bureau of Statistics' Australian Municipal Information System (ABS AMIS) collection for years prior to 1979-80 and the Standardised Local Government Finance Statistics (SLGFS) for 1979-80 and onwards. These are discussed in more detail in the next section.

### TREATMENT OF PARTICULAR ITEMS

As noted earlier the road expenditure figures presented in this Paper do not include any expenditure associated with loan repayments or interest payments. Roadworks undertaken by local government for which payment is received from private developers or general administration expenses of local government are also excluded from road expenditure. However, these items are included in the tables for State and local



government expenditure in each State and the Northern Territory under the general heading of 'non-road expenditure'.

### **State figures**

The only other item included under the heading 'non-road expenditure' in State expenditure tables is that termed 'other'. This item represents use of motor vehicle taxes for non-road expenditure, for example, subsidies to public transport, expenditure on road safety programs, police traffic control and ambulance services and retention of any revenue from these taxes in Consolidated Revenue.

For all States, total road revenue should, in theory, equal the sum of total road expenditure and total non-road expenditure. However, by and large State road authorities do not exactly match revenue and expenditure each year, the difference being represented by an increase or decrease in unspent fund balances, outstanding debits and credits or in overdrafts. Apart from these balancing items, all items of revenue recorded in the tables are matched by items of road expenditure and/or items of non-road expenditure.

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 chapters relating to the expenditure and revenues of individual States.

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 chapters.

### **Local government figures**

Information on local government road expenditure until 1978-79 was obtained mainly from the ABS AMIS. Data for years from 1979-80 was obtained from the ABS SLGFS series.

## AUSTRALIAN MUNICIPAL INFORMATION SYSTEM

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

	Expenditure from general revenue on roads, streets, etcetera
plus	Expenditure from local funds on roads, streets, etcetera
plus	Cost of street lighting
less	Street construction contributions (mainly from private developers)
less	Reimbursements from other bodies (mainly from State governments) for roadworks done on their behalf by local government authorities
less	Specific government grants on roads.

An important issue was encountered with the item 'street construction contributions'. These contributions are mainly made by land developers to local government authorities for roadworks undertaken by the authorities. 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, but not by ratepayers through general rates.

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 street construction contributions provides a consistent accounting 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 rate payers, 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 completeness. Owing to the different practices and requirements in each State, interstate comparisons for this item are not valid.

It should be noted that Commonwealth and State government data include some road expenditure which is ultimately recovered from private sources. For example, government housing authorities in the Australian Capital Territory and in the States and local government authorities may recoup the costs of some roadworks from the sale of

serviced land. 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 but the amounts involved would be 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 expenditure items are presented separately. They are 'loan repayments', 'interest payments' and 'general administration'.

The first two are treated in a way similar to that for the equivalent State government expenditure items. 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 these loans. 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.

The third item, general administration, requires some elucidation. 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). However, 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.

The approach taken in this Paper to apportioning these three items to road expenditure was very simple. In each case they were apportioned according to the share of the total expenditure of local government in each State in each year represented by that road expenditure, whether funded from own or other sources. This averaged around 30 per cent. It is recognised that this is arbitrary but the information to enable an accurate apportionment is not available.

Apart from the above problems concerning definitions, the AMIS series has a number of deficiencies when used for the purpose of analysing road expenditure, for which it was not primarily intended. One particular shortcoming is that it does not enable an accurate split of road expenditure from local government's own resources into construction and maintenance expenditure. In order to overcome this shortcoming two further sources of information were used to estimate the construction-maintenance split for years prior to 1979-80. The first was information provided by State road authorities to NAASRA. The second was a survey of local government authorities undertaken by the BTE in 1980.

### STANDARDISED LOCAL GOVERNMENT FINANCE STATISTICS

The development of the SLGFS series, introduced by ABS for 1979-80, has partly overcome some shortcomings of the AMIS statistics discussed above. In terms of scope, detail and data consistency, the SLGFS series represents a marked improvement over the AMIS collection. In particular, this series provides details of road construction and maintenance expenditure classified by source of funding which was not available in the AMIS collection.

The AMIS and SLGFS series for 1979-80 show a different apportionment of road expenditure between construction and maintenance.<sup>1</sup> The SLGFS series separately identifies the construction-maintenance split for both tied and untied funds from 1979-80. These later figures are therefore better estimates of the construction-maintenance split for 1979-80 than those obtained from the AMIS series. There is no reliable information available, however, to improve the accuracy of figures for the years prior to 1979-80.

The use of the SLGFS series has allowed the statistics on 'roadworks funded from private contributions' to be refined. Figures for 1979-80 and subsequent years include the new SLGFS items 'charges' and 'contributions and donations'. In this respect, a distinction can be

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1. The reason for the difference in the construction-maintenance ratio before and after 1979-80 is likely to lie in the difference in the construction-maintenance split of tied and untied funds. For example, Commonwealth road grants for local roads were predominantly spent on construction while road expenditure from other sources was spent mainly on road maintenance. Since the AMIS series does not identify road expenditure from tied and untied sources the construction-maintenance split from untied sources shown for years prior to 1979-80 is in fact the split for total road expenditure. Thus it overstates the share of road expenditure from own resources (untied) spent on construction.

drawn between the contributions of private land developers for roads for public use and funding from landholders for roads on private land. The latter have been excluded in the same manner as 'reimbursements' by State road authorities. Some caution must be exercised in comparing the 'roadworks funded by private contributions' item on an interstate basis because of differences in policies adopted in each State concerning the charges imposed on land developers.

The treatment of general administration has not altered with the change from the AMIS to the SLGFS series. However, it is possible that inconsistencies exist in the treatment of 'general administration' and 'unclassified other' in the SLGFS series. In particular, it is suspected that some expenditure classified as unclassified other should be included in the item general administration in the SLGFS figures for New South Wales and Queensland. The item unclassified other does not, by definition, include road or related expenditure. However, this item is large for New South Wales for the year 1979-80 and counterbalances the lower figure for road expenditure in the SLGFS series for that year compared with that in the AMIS collection. The results of the survey of local government undertaken by the BTE in 1980 are closer to the lower figure for New South Wales local government road expenditure from own resources, obtained from the SLGFS series. The 1979-80 local government road expenditure figures for New South Wales should be treated carefully.

A major problem with both the AMIS and SLGFS series is that neither provide any data to enable an estimate to be made of local government expenditure on arterial roads. Estimates were made for years up to 1980-81 on the basis of a BTE survey referred to above but for later years no estimates could be made and all local government road expenditure is allocated to local roads from 1981-82 onwards. It is possible that the level of arterial road expenditure is larger than was indicated by the BTE survey results. Local government authorities share responsibilities for a large length of arterial roads in most States, predominantly urban arterial roads, but their actual financial expenditure on these roads is unknown. Clearly, though, some expenditure by local government, allocated to local roads in the statistics, should be classed as expenditure on arterial roads, particularly for urban roads.

In view of the above problems it should be emphasised that, even taking into account the greater detail provided by the SLGFS series, the local government expenditure statistics should be treated with some caution.

## 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 statistics 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 are those to be found in recent and current Commonwealth roads legislation. They are:

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

This classification has been largely consistent in all Commonwealth roads legislation since 1974-75 with the exception of expenditure on Minor Traffic Engineering and Road Safety Improvements (MITERS). In order to provide a consistent time series the MITERS expenditure for the years 1974-75 to 1979-80 was allocated proportionally among the five road categories. Pro-rata allocation was the best available method because very little information was available on actual MITERS expenditure. However, since the level of MITERS expenditure is only a small share of Commonwealth and State road expenditure, any errors arising because of variations in the expenditure on each road category in each State over time would be small. There is no information available to identify any MITERS expenditure by local government authorities.

An additional item to note for the period 1974-75 to 1976-77 is expenditure on beef roads. This expenditure item 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. It is shown in this Paper that this item includes some expenditure relating to other surface transport modes. 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 classification adopted by NAASRA, 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.

Road expenditure for each of the road categories is attributed in this Paper to construction and maintenance expenditure. The definition of maintenance expenditure used is that adopted by the National Association of Australian State Road Authorities (NAASRA). In essence, this definition includes only routine maintenance and minor resealing works. Thus the maintenance expenditure figures presented are not indicative of the expenditure required to maintain the road infrastructure or restore it to its original condition. Expenditure required to maintain the road asset includes expenditure on resealing, rehabilitation and reconstruction works (excluding any element of upgrading or improvement) as well as routine maintenance.

## TABLE CONTENTS

The estimates of road expenditure by road category for each level of government and for State government road revenue, for the period 1975-76 to 1984-85, are presented in the tables contained in this Paper.

Ten tables are given for each State and the Northern Territory and are located at the end of the respective chapters. Five contain information in current prices and five in constant (1983-84) 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

- . Tables 5 and 10 - total State road expenditure.

Four tables are provided for the Australian Capital Territory showing Commonwealth and total road expenditure.

### CONSTANT PRICE SERIES

Three deflators were used to normalise prices into constant terms.

An overall activity index for road construction developed by the BTE (BTE 1986b) was used to deflate figures for road expenditure. Non-road expenditure figures were deflated using the implicit gross domestic expenditure price deflator (ABS 1986a). State revenue figures were deflated using the implicit gross domestic product price deflator (ABS 1986a). 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. Total revenue will generally be less than the sum of total road expenditure and total non-road expenditure.

### ACCURACY OF FIGURES

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

Statistics on Commonwealth Government road expenditure are accurate for expenditure under roads legislation. However, there is scope for error in estimating other Commonwealth road expenditure such as that provided as disaster relief or the expenditure by Commonwealth Authorities. For the years prior to 1979-80, the allocation of disaster relief funds among road categories was not available. They have been distributed on a pro-rata basis among rural roads and National Highways in line with specific road grants to these categories. Any errors introduced by this procedure will, however, be small because of the small amounts involved relative to road grants. For recent years the State road authorities have provided the allocation of all Commonwealth expenditure among road categories.

The accuracy of State road revenue and expenditure statistics varies from State to State, although overall it is thought to be quite good. Problems of estimating the statistics accurately include the different level of aggregation and the presentation of figures from State to State and the large number of authorities undertaking road works in some States, particularly New South Wales and Victoria. In the latter two States road funds pass through a large number of separate funds



and care needs to be taken to ensure transfers between funds are netted out from expenditure figures. In many cases the accounts of these funds, authorities or State government departments are not designed to enable roadworks to be identified and double counting has been discovered in published accounts in some cases.

Some State government authorities that undertake roadworks incidentally to their main activities do not collect revenue from road users or do not separately identify such revenue. In these cases, the revenue attributed to them was assumed to be identical to their road expenditure. This enables a closer matching of revenue and expenditure figures.

Statistics 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 between authorities as well as over time. Some allowances were made for this when compiling the statistics reported in this Paper but it was not possible to eliminate all sources of error.

A further source of inaccuracy with State government expenditure statistics concerns the construction-maintenance allocation. A new definition of construction and maintenance was introduced by NAASRA in 1974-75 which differed in some States from that adopted in earlier years. Thus the maintenance-construction split for State road expenditure in this Paper may be different from those for years prior to 1984-85 in the earlier publications.

It is with the local government figures, however, that most caution should be exercised. In addition to the differing legal and accounting regulations from one State to another, 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. Note was made earlier of the local government expenditure statistics for New South Wales for 1979-80 where it is believed that some expenditure classified as 'general administration' in the SLGFS statistics should more correctly be classified as 'on cost' expenditure and thus included as road expenditure.

Obtaining accurate details for urban-rural and construction-maintenance dissections as well as an estimate of the level of expenditure on arterial roads by local government was an additional difficulty. 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. In particular, a significant share of local government road expenditure, perhaps greater than 10 per cent, may be directed to arterial roads rather than to local roads. The statistics can be properly used only to show broad temporal trends. Comparisons of individual road category expenditure among the States, for instance, would have less validity.

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

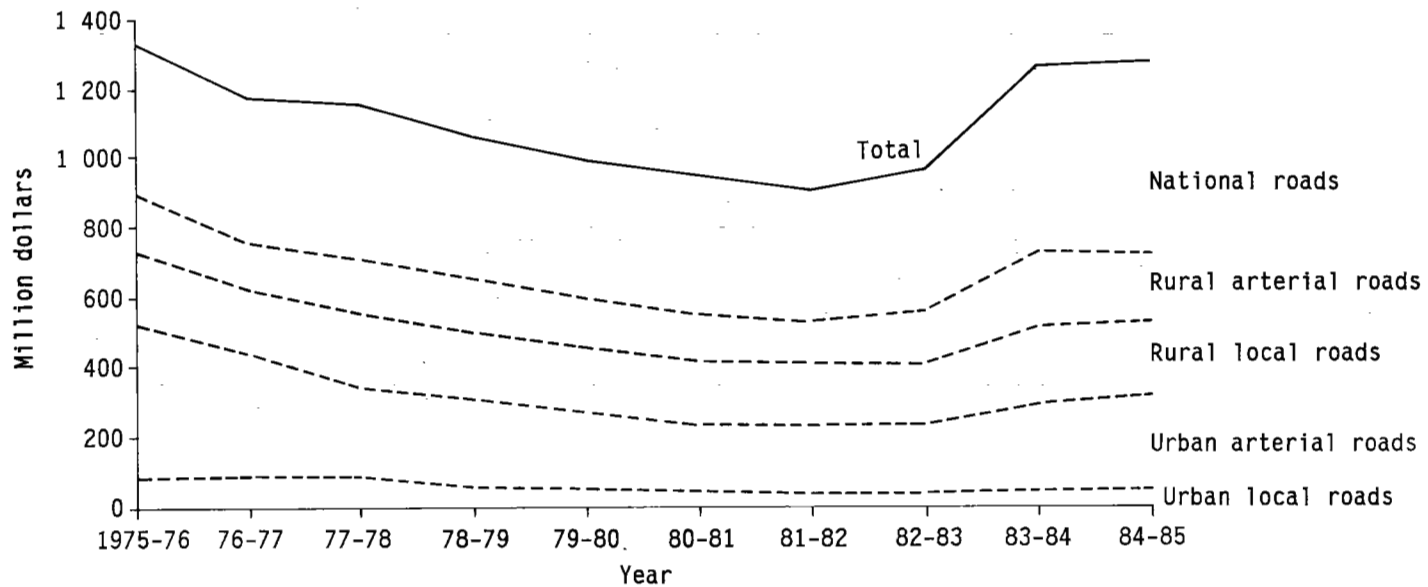
## CHAPTER 4 ANALYSIS OF ROAD FINANCING DATA

This chapter presents an analysis of the road financing statistics contained in the following chapters. The main trends and important changes in each State and Territory and Australia as a whole since 1975-76 are described. The statistics for each level of government are discussed separately. This is followed by comment on the relative road expenditure efforts of State and Territory and local government. Finally, a summary is provided of the movement in total expenditure for each road category.

### COMMONWEALTH ROAD EXPENDITURE

Figure 4.1 shows the movements in Commonwealth road expenditure over the decade. It shows clearly a steady decline in the real level of Commonwealth road expenditure from 1975-76 until 1982-83 when the introduction of the Australian Bicentennial Road Development (ABRD) Program led to a sharp increase in expenditure. A further increase occurred in 1983-84 when the ABRD excise was increased from one cent to two cents per litre and the 'Jobs on Local Roads' scheme was introduced. In 1984-85, Commonwealth expenditure for rural arterial and rural local roads decreased slightly, but there was a small increase in total Commonwealth road expenditure. Projections of Commonwealth road expenditure to 1989-90 are presented in a BTE publication *Assessment of the Australian Road System: Financing* (BTE 1984b). Commonwealth roads expenditure is still expected to decline in real terms by a small amount each year after 1984-85 because, although the new Australian Land Transport Program (ALTP) (which replaces the Roads Grants Act from 1985-86) is indexed to inflation, the ABRD Program is not. In addition the ALT Program suffered a budget cut in 1986-87 and some payments under the ABRD Program have been postponed.

The distribution of Commonwealth roads expenditure among the States has changed only marginally since 1975-76, as shown in Table 4.1. The fluctuations in Tasmania's share are mainly due to special funding for rebuilding the Tasman Bridge and construction of the Second Hobart



Note Expenditure for planning and research is not included.

Figure 4.1 Commonwealth road expenditure, 1975-76 to 1984-85, by category (constant 1984-85 prices)

TABLE 4.1 DISTRIBUTION OF COMMONWEALTH ROAD EXPENDITURE AMONG THE STATES, 1975-76 TO 1984-85  
(per cent)

Year	NSW	Vic	Qld	WA	SA	Tas
1975-76	30.6	20.7	20.0	13.2	8.8	6.9
1976-77	30.9	19.8	20.8	12.5	8.4	7.7
1977-78	32.6	20.2	20.7	12.7	8.2	5.7
1978-79	32.4	20.7	21.3	12.6	8.4	4.5
1979-80	32.3	20.7	21.2	12.8	8.4	4.6
1980-81	31.7	20.5	21.1	12.5	8.3	5.8
1981-82	31.5	20.4	20.7	12.4	8.3	6.8
1982-83	30.7	19.9	21.1	12.4	8.4	7.6
1983-84	34.4	19.9	20.9	12.0	8.3	4.3
1984-85	31.9	18.0	20.2	12.3	8.1	3.8

Bridge. Since 1977-78 grants under the various Roads Grants Acts (not including grants for Hobart's bridges, the road expenditure of Commonwealth authorities or disaster relief funds and so on) have been increased annually on an approximately pro rata basis among the States. The allocation of the ABRD grant among the States is almost identical to that of the Roads Grant Act 1981. However, some States were unable to spend their full ABRD allocation in 1982-83 and funds were carried forward to 1983-84. Similarly, ABRD funds remaining unspent in 1983-84 were carried forward to 1984-85. As a result, the State shares shown for these three years are somewhat artificial, reflecting actual expenditure of Commonwealth grants and not allocations.

The distribution of Commonwealth roads expenditure among road categories, on the other hand, altered significantly between 1975-76 and 1984-85. The main changes were:

*States Grants (Roads) Act 1977*

- sharp cut in funds to urban arterial roads
- increase in share of funds to rural arterial and rural local roads.

*Australian Bicentennial Road Development Trust Fund Act 1982*

- cut in the share of funds to local roads
- and an increase in the share for arterial roads.

These changes are shown in Figure 4.1.

## **STATE ROAD REVENUE**

Until recently it was only at the State government level that specific road revenues were raised and earmarked for road expenditure (with the exception of the Commonwealth ABRD levy). Traditionally, the States have raised almost all their own funds spent on road works from taxes levied on motor vehicles or motorists. The traditional taxes included various motor vehicle registration charges and drivers' licence fees plus a host of other charges, such as transport regulation charges and road maintenance charges, (these latter raising only relatively small amounts of revenue). Following the abolition of road maintenance charges in 1979, all States except Queensland (and also the Territories) have introduced State fuel franchise fees. These have been growing in relative importance to the traditional taxes. A further source of revenue has been loans which, in New South Wales in recent years, in Victoria during the financing of the construction of the West Gate Bridge and in Queensland in 1984-85, have made a major contribution to the road revenue of these three States.

The movements in the various items of State road revenue over the decade are presented in Figures 4.2 and 4.3. Total State road revenue increased gradually from 1975-76 to 1981-82. There was a large increase in 1982-83 due to the introduction of the New South Wales business fuel franchise scheme.

## **STATE AND LOCAL GOVERNMENT ROAD EXPENDITURE**

Movements in State and local government road expenditure have differed among the States and it is difficult to make generalisations about trends. Consequently, they will be examined below on an individual State and Territory basis.

### **New South Wales**

From 1975-76 to 1980-81 New South Wales State government road expenditure fluctuated around \$400-480 million per annum (in 1984-85 prices), followed by a decline to around \$380 million in 1982-83. In 1983-84 State road expenditure increased by 11 per cent followed by a 15 per cent increase in 1984-85 (see Figure 4.4). The allocations among categories have, however, altered significantly over the period.

There was a sharp drop in expenditure for urban arterial roads from 1972-73 to 1976-77 with an equally sharp pick-up in 1977-78 in response to the Commonwealth cuts in this category in 1977-78. Funding for local roads, both rural and urban, has fluctuated greatly over the decade.

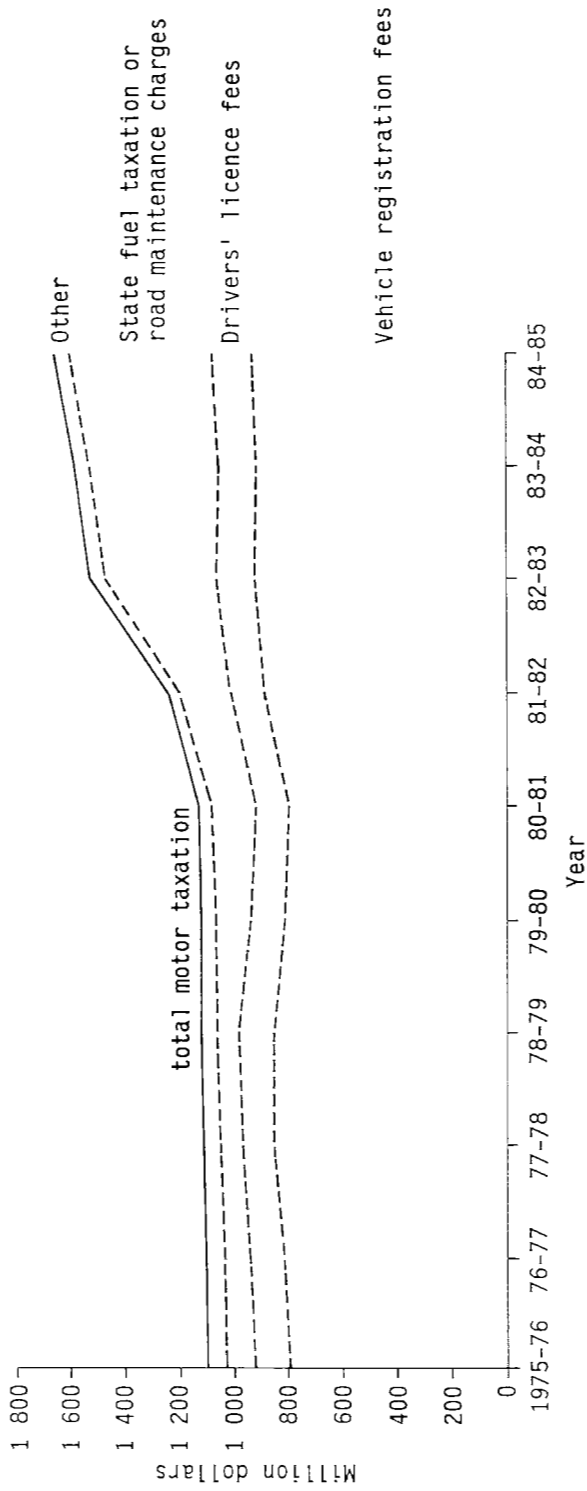
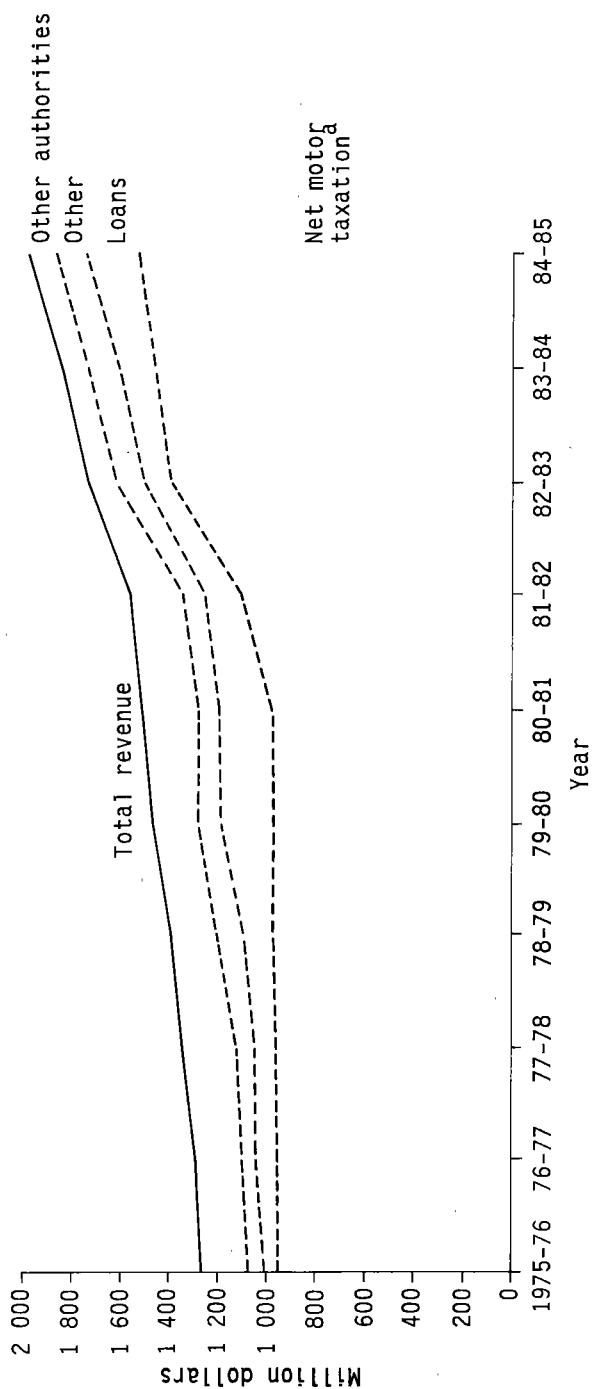


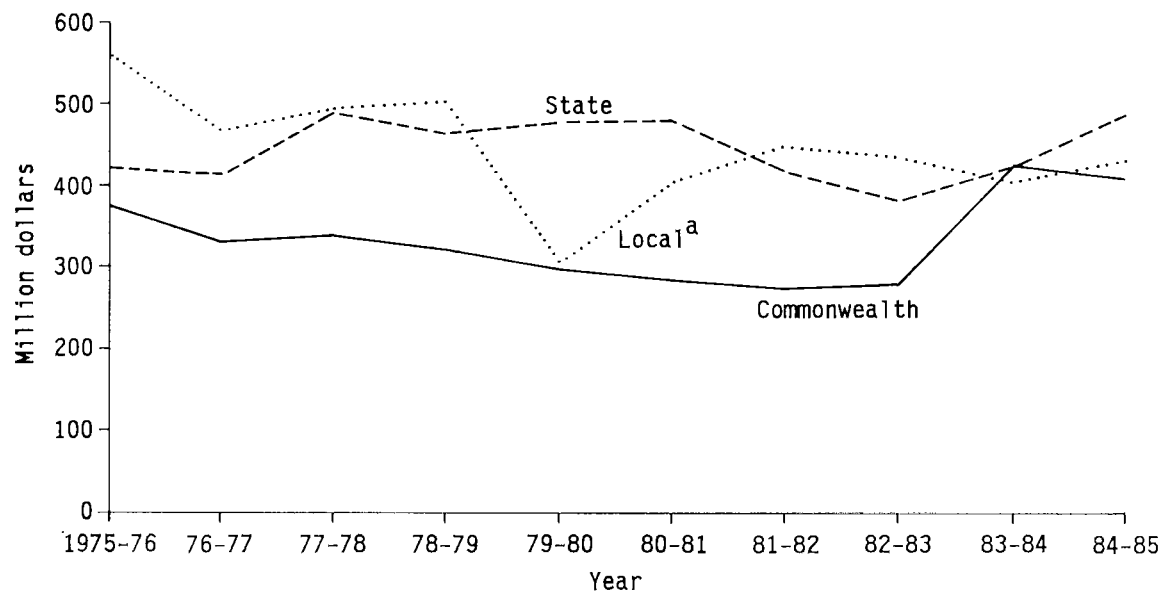
Figure 4.2 State motor taxation, 1975-76 to 1984-85 (constant 1984-85 prices)



a. Net motor taxation = total motor taxation less collection costs.

Figure 4.3 State road revenue, 1975-76 to 1984-85 (constant 1984-85 prices)





a. NSW 1979-80 local government road expenditure is believed to be underestimated.

**Figure 4.4** New South Wales: road expenditure by level of government, 1975-76 to 1984-85 (constant 1984-85 prices)

Local government road expenditure in New South Wales reached a peak in 1975-76 when the Commonwealth was providing funds to local government authorities under the Regional Employment Development (RED) Scheme. These grants are considered as general revenue grants since local government authorities were free to allocate them to various expenditure areas. The decline in expenditure after 1975-76 was more pronounced for rural roads. A small part of this decline can be attributed to the gradual urbanisation of rural shires in New South Wales and elsewhere over time. Attention is also drawn to the qualifications expressed in BTE Information Paper 3 (BTE 1982) concerning the sudden drop in 1979-80 expenditure in New South Wales.

### **Victoria**

Victorian State road expenditure fell by 25 per cent in real terms from its peak in 1977-78 to 1982-83 (see Figure 4.5). It increased again by 20 per cent in 1983-84, but fell by 7 per cent in 1984-85. State funding for urban arterial roads and rural local roads has fallen since 1977-78 and funding for rural arterial roads fell significantly until 1982-83. However, by 1983-84 the funding had returned to 1977-78 levels for both rural arterial and rural local roads. State expenditure for rural local roads fell again in 1984-85 to its lowest level for the decade. Maintenance expenditure fluctuated over the decade with a significant increase in 1983-84. Total local government road expenditure in Victoria also fluctuated over the decade although maintenance expenditure has generally increased. The RED Scheme does not seem to have had a dramatic effect on the level of road expenditure although there was some increase in 1974-75 over expenditure in earlier years.

### **Queensland**

State government road expenditure in Queensland has fluctuated over the decade with an increase in 1981-82 resulting from a large rise (60 per cent) in motor vehicle registration fees (see Figure 4.6). A 35 per cent increase in State road expenditure occurred in 1984-85. Funding for urban arterial roads increased sharply from 1976-77 to 1978-79. From 1978-79, urban arterial road funds declined until 1983-84 but rose again dramatically in 1984-85, almost to the 1978-79 level. Funding of rural arterial roads declined after 1976-77 while funding of rural local roads increased until 1981-82 but declined thereafter. Rural arterial and rural local road expenditure increased again in 1984-85.

Local government expenditure reached its peak under the RED Scheme and subsequently declined to 1978-79. There has been a substantial increase in funding in recent years.

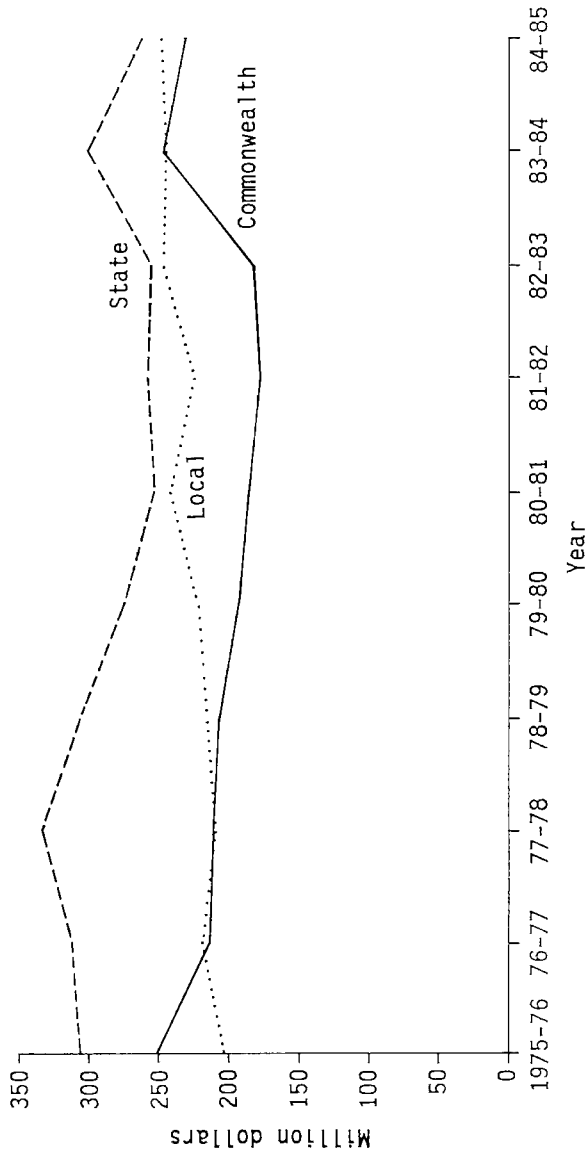


Figure 4.5 Victoria: road expenditure by level of government, 1975-76 to 1984-85 (constant 1984-85 prices)

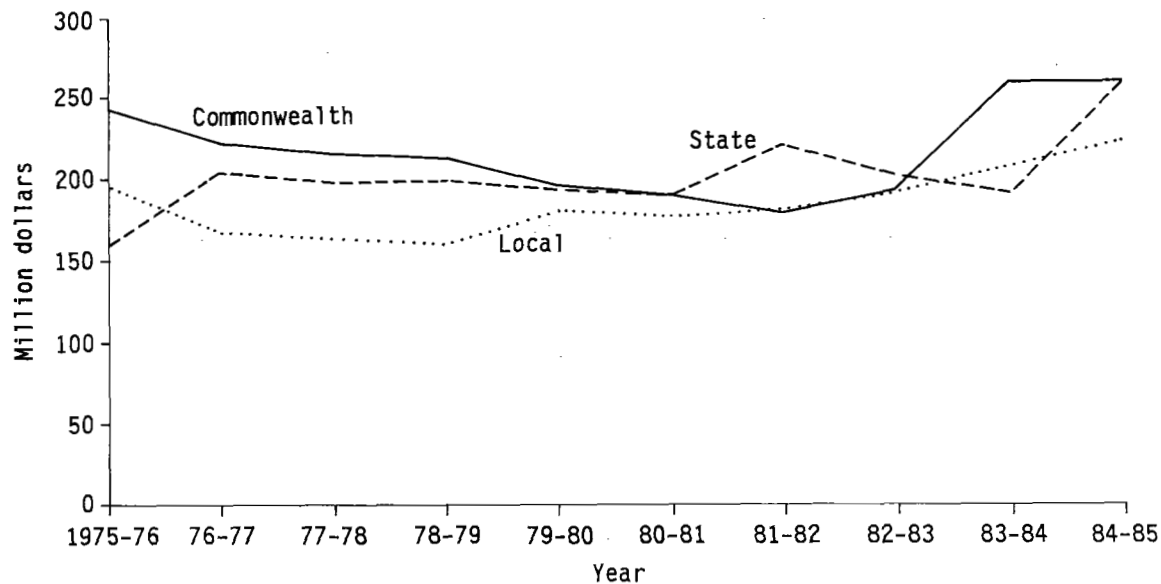


Figure 4.6 Queensland: road expenditure by level of government, 1975-76 to 1984-85 (constant 1984-85 prices)

## Western Australia

State road expenditure in Western Australia increased from 1975-76 until 1979-80 and has subsequently declined. This is shown in Figure 4.7. In more recent years State road expenditure has fluctuated around \$115 million.

The major shifts in category allocations were the increase in funding for urban arterial roads in 1977-78 and the corresponding decrease in funding for rural local roads. In 1984-85, however, there was an increase in funds for rural arterial roads and a decrease for urban arterial roads.

Local government road expenditure increased by 17 per cent from 1975-76 until its peak in 1978-79. There was a sudden sharp fall in 1979-80. It is not known whether the change from the AMIS to SLGFS series has had anything to do with the recorded fall. Since 1979-80, expenditure has fluctuated around the 1979-80 level. The recorded decline in 1979-80 was mostly centred on rural local roads construction. Maintenance expenditure is shown to be continuing to increase. In 1981-82, however, there was a sharp recorded jump in construction of rural local roads and a sharp recorded reduction in expenditure on the maintenance of these roads. A further sharp recorded jump in construction of rural local roads occurred in 1984-85. The reason for these recorded changes is unknown.

## South Australia

Figure 4.8 shows that South Australian State road expenditure reached a peak in 1976-77 with a decline thereafter. Within this total movement there have been dramatic shifts in category allocations.

For example, a large State effort was made to accelerate sealing the Eyre Highway in 1976-77, after which funding continued at a lower level until that highway was sealed in 1979. A further shift occurred in 1977-78 when State expenditure on urban arterial roads increased in response to Commonwealth cuts to this category. However, in recent years funding for urban arterial roads has declined from a peak in 1980-81.

Local government road expenditure in South Australia was largely unaffected by the RED Scheme. Total expenditure has remained fairly steady. The only major shift shown has been the increased share of funds going to maintenance expenditure from 1979-80. This is most likely a result of adoption of the ABS Standardised Local Government Finance Statistics (SLGFS) Series as the source of local government road expenditure figures in that year (see Chapter 2).

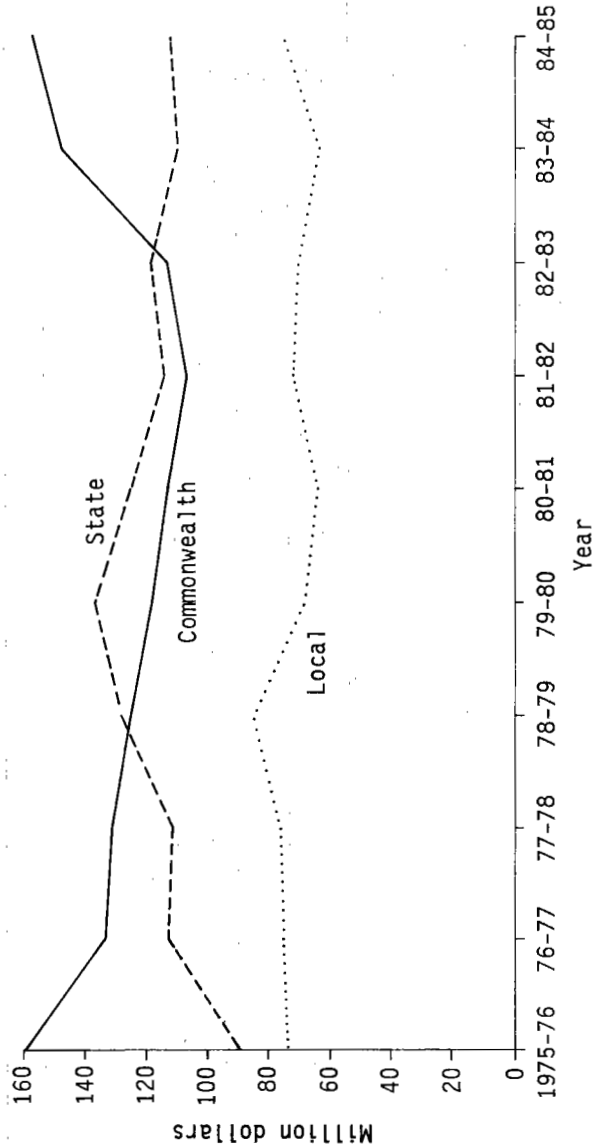


Figure 4.7 Western Australia: road expenditure by level of government, 1975-76 to 1984-85 (constant 1984-85 prices)

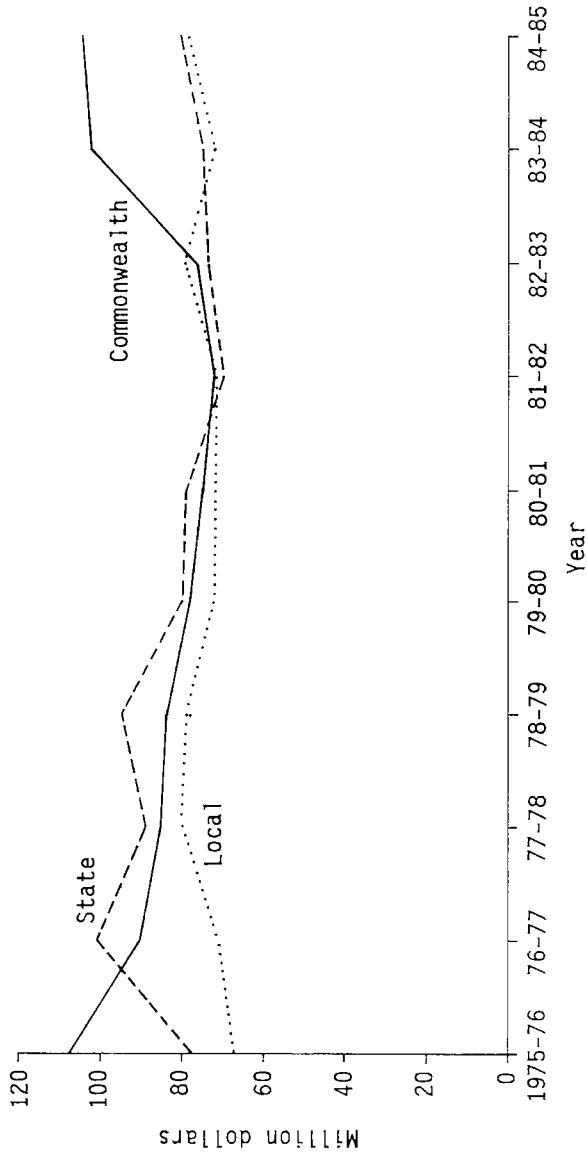


Figure 4.8 South Australia: road expenditure by level of government, 1975-76 to 1984-85 (constant 1984-85 prices)

### **Tasmania**

State road expenditure in Tasmania increased dramatically in 1976-77 (by almost 77 per cent) but declined somewhat in 1980-81 and 1981-82. (see Figure 4.9). Since 1981-82 State road expenditure has increased steadily and is now at its highest level for the decade. These changes have centred almost wholly on the construction of rural local roads and urban arterial roads. Rural arterial roads, however, received a funding boost in 1981-82 and again in 1984-85.

Tasmanian local government expenditure has fluctuated over the decade but with an overall decline since 1978-79. The decline has been greater for construction, particularly for rural local roads. Again, this may be partly due to definitional changes attributable to the introduction of the SLGFS series.

### **Northern Territory**

The Northern Territory gained self government in 1978-79. Prior to this most roads expenditure in the Territory was funded by the Commonwealth Government. Since then the Northern Territory government has spent far more on roads than it raises from motorists as user charges. Total expenditure has been falling in real terms since 1978-79 with the cuts most notable in National Highway construction. Territory expenditure has fallen dramatically since 1978-79, as shown in Figure 4.10. In 1981-82, however, there was a switch of funds away from urban local roads to rural local roads and National Highways.

There are only four local government authorities in the Territory and their road expenditure is small. The Northern Territory government contributes, in some years substantially, to the construction and maintenance of local roads.

### **Combined State**

State government road expenditure over the decade is summarised in Table 4.2. The Northern Territory is excluded from the table to allow comparisons between total State road expenditure in later years and that in the earlier years prior to self government in the Territory. In all States except Victoria, road expenditure in 1984-85 is above expenditure in 1975-76. This increase has generally occurred in more recent years.

Local government road expenditure reached a peak in 1975-76, the last year of the RED Scheme (see Table 4.3). Not all States reached a peak in that year; in some States local government road expenditure continued to increase after 1975-76. In recent years total



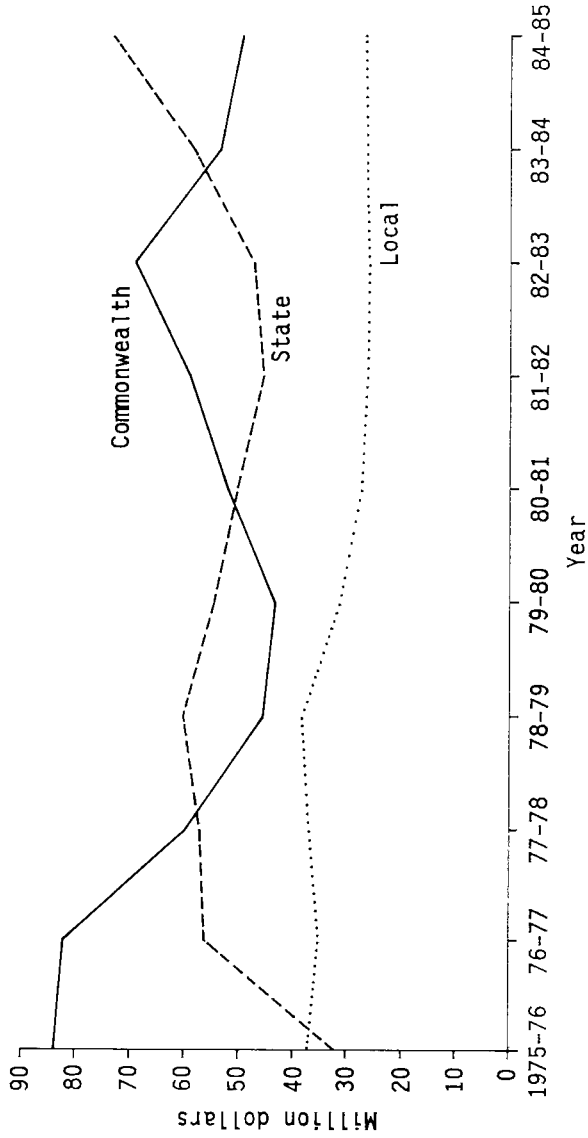


Figure 4.9 Tasmania: road expenditure by level of government, 1975-76 to 1984-85 (constant 1984-85 prices)

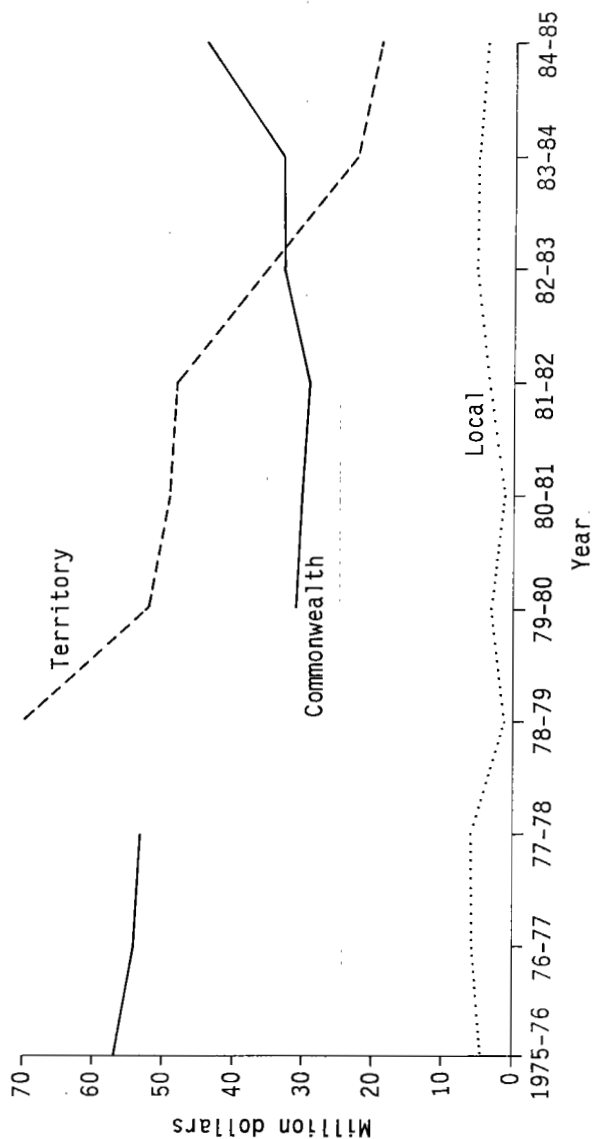


Figure 4.10 Northern Territory: road expenditure by level of government, 1975-76 to 1984-85 (constant 1984-85 prices)

TABLE 4.2 STATE GOVERNMENT ROAD EXPENDITURE BY STATE, 1975-76 TO  
1984-85 (CONSTANT 1984-85 PRICES)<sup>a</sup>  
(\$ million)

Year	NSW	Vic	Qld	WA	SA	Tas	Total
1975-76	422.8	306.9	160.2	88.9	78.1	31.6	1 088.5
1976-77	412.6	312.7	205.3	113.2	100.6	55.9	1 200.3
1977-78	489.3	334.4	198.6	113.3	88.7	57.1	1 279.4
1978-79	464.7	305.7	199.1	129.1	94.7	60.1	1 253.4
1979-80	478.5	273.7	192.5	136.8	80.3	54.2	1 216.0
1980-81	479.1	252.4	189.1	125.4	79.1	49.6	1 174.7
1981-82	418.2	258.4	220.9	113.5	70.0	45.1	1 126.1
1982-83	382.1	252.3	199.6	119.0	73.6	47.3	1 073.9
1983-84	424.4	301.0	191.1	109.7	74.9	57.7	1 158.8
1984-85	487.3	281.0	259.4	113.4	80.8	73.0	1 294.9

a. Excluding Northern Territory.

TABLE 4.3 LOCAL GOVERNMENT ROAD EXPENDITURE BY STATE, 1975-76 TO  
1984-85 (CONSTANT 1984-85 PRICES)<sup>a</sup>  
(\$ million)

Year	NSW	Vic	Qld	WA	SA	Tas	Total
1975-76	560.9	204.4	195.3	72.8	66.9	36.7	1 137.0
1976-77	467.5	219.2	167.3	75.0	70.8	35.1	1 034.9
1977-78	493.5	209.4	162.9	76.4	79.6	36.9	1 058.7
1978-79	501.8	215.2	159.2	85.2	78.7	38.1	1 078.2
1979-80	301.2 <sup>b</sup>	222.4	179.8	68.2	71.5	31.2	874.3 <sup>b</sup>
1980-81	405.1	241.7	175.6	64.2	71.6	27.3	985.5
1981-82	447.9	224.9	179.7	71.6	71.4	26.0	1 021.5
1982-83	433.5	246.0	190.7	70.9	79.8	25.5	1 046.4
1983-84	405.7	244.7	206.6	64.0	71.7	26.2	1 018.9
1984-85	431.0	245.9	223.3	76.3	79.2	26.0	1 081.7

a. Excluding Northern Territory.

b. See text concerning the figures for local government expenditure for New South Wales in 1979-80.

expenditure has been increasing after a decline from 1975-76 to 1979-80. It is interesting to speculate on the influence of tax sharing grants from the Commonwealth on local government roads expenditure. While there is little evidence that these grants were allocated to roads expenditure to any significant degree prior to 1980-81, the large increases in tax sharing grants since then may have been directed in part to road works.

#### **RELATIVE ROAD EXPENDITURE EFFORT OF STATE AND LOCAL GOVERNMENT**

There is a wide variation in the level of effort that State and local government funding represents. While effort is a difficult concept to define precisely, some simple measures are presented in Tables 4.4 and 4.5. Road expenditure per motor vehicle was chosen for State governments since their revenue for road works is raised from hypothecated taxes on motor vehicles and their use. While there is no truly acceptable basis for measuring the road expenditure effort of local government, particularly since local government has no hypothecated road charges, funding per head of population was chosen because the main sources of untied revenue for local government are usually related in some way to population.<sup>1</sup>

State road expenditure effort varies markedly. Until 1984-85 the Northern Territory spent vastly more per vehicle than all other States, but in 1984-85, Northern Territory expenditure per vehicle dropped. At the same time Tasmanian State expenditure per vehicle increased dramatically. Effort fell in real terms over the decade until 1984-85 when it increased in all States except Victoria and the Northern Territory.

Local government road expenditure effort does not show any pattern over the decade. In most States it has fluctuated considerably. Only in Victoria and South Australia was effort in 1984-85 higher than in 1975-76. Comparisons among States are difficult because of the existence of unincorporated areas (controlled and financed by State rather than local government) in New South Wales, South Australia and the Northern Territory. However, road expenditure effort in New South Wales and Queensland has been consistently above that in Victoria, South Australia and Western Australia while the Tasmanian effort has declined significantly in recent years.

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1. Rate revenue is likely to be highly correlated with population. Untied grants from the States and the Commonwealth have a strong population weighting. Loan raisings, also used for roads, are related to the overall financial capacity of a local authority, which is a function of rate revenue, and so are also related in some degree to population.

TABLE 4.4 STATE ROAD EXPENDITURE PER MOTOR VEHICLE ON REGISTER,  
BY STATE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(dollars)

Year	NSW	Vic	Qld	WA	SA	Tas	NT	Average
1975-76	192.5	169.9	158.2	164.0	121.8	157.1	..	169.8
1976-77	182.9	170.3	191.2	173.4	149.7	265.6	..	179.1
1977-78	209.3	173.7	175.2	158.6	130.0	258.7	..	183.0
1978-79	192.3	154.8	168.1	178.7	136.9	258.9	1 386.5	181.9
1979-80	189.3	139.2	152.3	181.9	112.8	234.6	1 039.3	169.3
1980-81	181.7	123.5	138.6	162.5	107.9	205.9	965.8	156.1
1981-82	150.3	119.1	153.3	143.6	89.9	180.4	826.1	141.7
1982-83	141.5	117.7	142.8	157.0	101.3	194.2	606.3	131.3
1983-84	143.5	129.5	124.6	132.1	94.8	225.5	340.0	135.7
1984-85	170.9	119.4	177.5	145.5	97.3	280.8	288.3	152.7

.. Not applicable.

Source ABS (1986b).

TABLE 4.5 LOCAL GOVERNMENT ROAD EXPENDITURE PER CAPITA, BY STATE,  
1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(dollars)

Year	NSW	Vic	Qld	WA	SA	Tas	NT	Average
1975-76	113.2	53.7	93.5	61.9	52.5	89.3	44.7	82.5
1976-77	93.6	57.3	78.8	62.5	55.2	84.9	55.3	72.2
1977-78	97.8	54.2	75.2	62.4	61.5	88.3	51.2	75.2
1978-79	98.4	55.5	72.0	68.5	60.7	90.7	10.0	75.5
1979-80	58.4 <sup>a</sup>	67.6	79.6	53.8	54.7	73.8	27.5	60.7 <sup>a</sup>
1980-81	77.5	61.3	75.1	49.6	54.4	64.1	8.3	67.2
1981-82	84.5	56.4	74.4	53.7	53.9	60.5	27.0	68.5
1982-83	80.8	60.9	77.1	52.0	59.5	58.8	38.8	69.5
1983-84	75.0	60.0	82.4	46.3	52.9	59.8	36.6	66.9
1984-85	78.7	59.6	87.6	56.0	56.2	58.8	26.4	70.0

a. NSW local government road expenditure in 1979-80 is believed to be underestimated.

Source ABS (1986c).

## **TOTAL ROAD EXPENDITURE**

Figure 4.11 shows a comparison of the movements in the total road expenditure of the three levels of government over the decade. State government road expenditure rose from 1975-76 until 1978-79, largely making up for the decline in Commonwealth road expenditure. Since then, however, State government road expenditure fell steadily until 1982-83, but has since increased to just below the 1978-79 peak.

Local government road expenditure also fell after 1978-79, increased again until 1982-83 and fell back in 1983-84. In 1984-85 local government road expenditure increased slightly. Commonwealth road expenditure increased in 1982-83 and particularly in 1983-84 as a result of the ABRD program. In 1984-85 Commonwealth expenditure increased slightly. The net result has been a sharp turnaround from the gradual decline in total road expenditure since 1975-76. Total road expenditure reached an historical peak in 1984-85 (see Figure 4.12).

### **Categories**

Despite the decline in Commonwealth road funding over the decade, National Highway expenditure remained fairly constant until 1983-84 when it received a large boost (see Figure 4.12). The major category to decline has been urban arterial roads. Between 1975-76 and 1982-83 funding for these roads has declined by almost 30 per cent. However, in 1983-84 and 1984-85 expenditure on urban arterial roads increased again to just below the 1975-76 level. The funding of rural arterial roads also declined until 1982-83 but they benefitted from the ABRD program in 1983-84.

Expenditure on local roads fluctuated over the period with a substantial increase in the level of maintenance expenditure on urban local roads and a small decrease in funding for rural local roads.

### **States**

Table 4.6 shows movements in total road expenditure in each of the States and Territories over the decade. From 1975-76 to 1982-83 in all but the Northern Territory and Tasmania there was a decline over the period. However, in all but these two, there was an increase in total expenditure in 1983-84. There was a further increase in total road expenditure for all States except Victoria in 1984-85. In the Australian Capital Territory there has been dramatic decline in total expenditure since 1977-78. This probably reflects the slow down in the growth of new suburbs and the completion of major arterial roadworks.

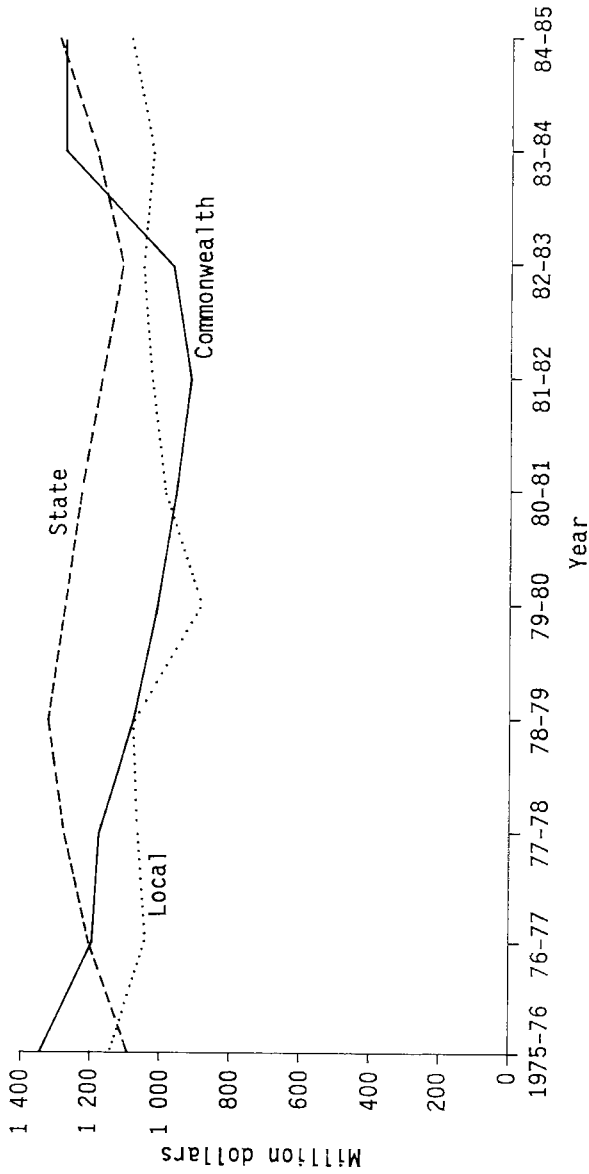
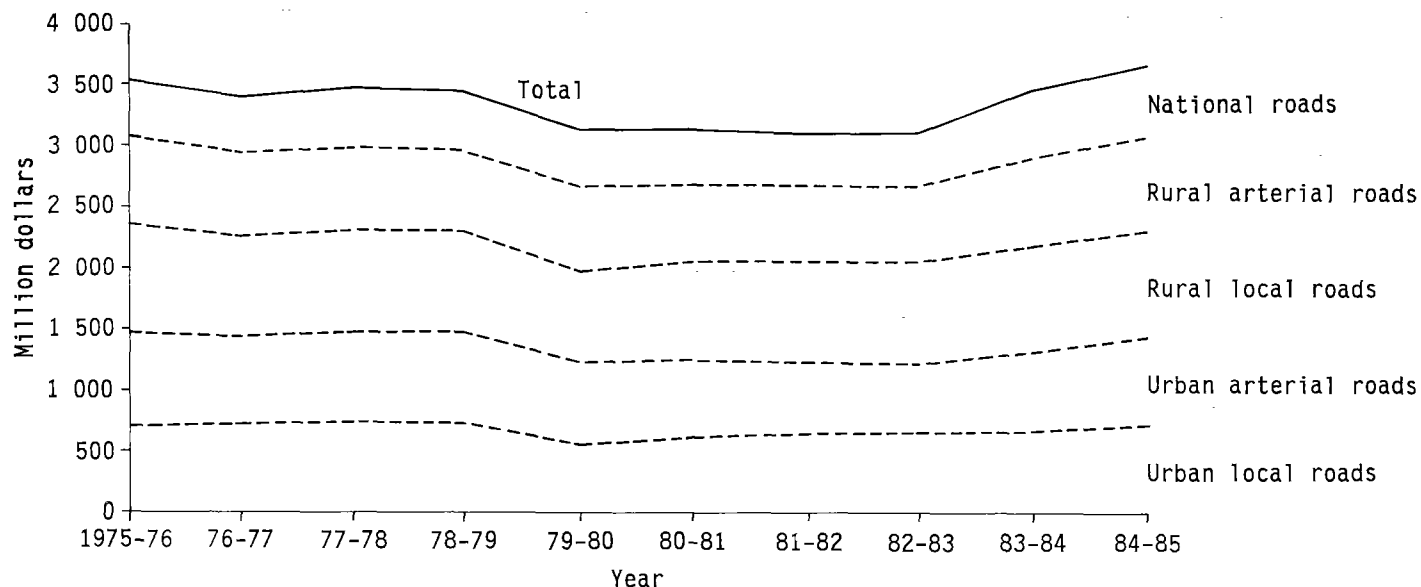


Figure 4.11 Australia: road expenditure by level of government, 1975-76 to 1984-85 (constant 1984-85 prices)



Note Expenditure for planning and research is not included.

Figure 4.12 Australia: total road expenditure, 1975-76 to 1984-85, by category (constant 1984-85 prices)



TABLE 4.6 AUSTRALIA: TOTAL ROAD EXPENDITURE BY STATE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Year</i>	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>WA</i>	<i>SA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Total</i>
1975-76	1 356.4	763.1	598.7	322.2	251.8	152.1	61.0	72.6	3 577.8
1976-77	1 210.1	744.5	594.8	321.5	261.5	173.4	59.2	68.3	3 433.2
1977-78	1 320.8	753.4	576.2	319.0	253.4	153.1	58.6	83.9	3 518.3
1978-79	1 288.2	726.9	569.8	339.7	257.1	143.1	70.6	78.5	3 473.9
1979-80	1 076.9	687.0	567.4	322.8	229.5	127.9	86.8	51.9	3 150.2
1980-81	1 169.5	679.2	555.1	302.6	225.3	129.2	79.7	27.5	3 168.0
1981-82	1 137.7	659.0	578.9	291.8	212.9	130.1	80.6	19.0	3 109.9
1982-83	1 096.3	680.6	583.5	303.8	230.1	142.1	73.6	21.7	3 131.7
1983-84	1 257.3	779.3	657.4	323.1	249.4	137.0	62.7	19.0	3 485.2
1984-85	1 326.3	757.1	741.3	347.9	264.5	147.9	66.9	28.0	3 679.9

*Note* Owing to rounding, figures may not add to totals.

Road expenditure in Australia as a whole fell by one-eighth from 1975-76 to 1982-83. There was a sharp increase in the 1983-84 figure as a result of the increase in the fuel levy from 1 to 2 cents per litre under the ABRD program. Total road expenditure increased by 6 per cent in 1984-85, largely due to an increase in State and local government road expenditure. However, it is likely that 1985-86 road expenditure will show a decline once again. Announced Commonwealth programs for 1985-86 represent a decline in real road funding and there is no evidence of a significant increase in either State or local government road expenditure in 1985-86.

## CHAPTER 5 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 5.1 to 5.10. Road financing arrangements, including road financing related legislation, currently in force in New South Wales, are briefly described below.

### ROAD REVENUE AND ROAD EXPENDITURE

The Department of Main Roads and Motor Transport are the two bodies mainly responsible for the collection of revenue (from road users) and road expenditure in New South Wales.

Revenue collection is the main task performed by the Department of Motor Transport. The underlying legislation is contained in a series of Acts of the New South Wales State Parliament including:

- . The Main Roads Act, 1924-1979
- . The Transport Act, 1930-1979
- . The Motor Vehicles (Taxation) Act, 1980
- . The Motor Vehicle Taxation Management Act, 1949
- . The Traffic Authority Act, 1976
- . The Sydney Harbour Bridge (Administration) Act, 1932-1972
- . The Business Franchise Licences (Petroleum Products) Act, 1982.

The main charges collected by the Department of Motor Transport are motor vehicle registration taxes, drivers' licence fees and fuel taxes. Motor vehicle registration taxes and drivers' licence fees are collected under the authority of the Main Roads Act and are paid 'net of collection costs' into the Main Roads Fund. The fund is the operating account of the Department of Main Roads into which is directed Commonwealth road 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 Business Franchise Licences (Petroleum Products) Act, 1982 provides for wholesalers and retailers of petroleum products to obtain licences. Only the receipts from the fees on automotive distillate are hypothecated to road expenditure.

Since November 1980 the rates of motor vehicle taxation have been indexed to changes in the cost of road works. The first rate adjustment was made on 21 November 1981 with subsequent adjustments becoming effective on 1 July each year. While automatic indexation is provided for, discretion in determining the size of the adjustment is allowed for.

Motor vehicle registration fees, drivers' licence fees, public vehicles transfer taxes and tow truck fees are paid into the Department of Motor Transport's Road Transport and Traffic Fund. Together with revenue from non-road user charges (such as third party insurance), the funds received are mainly used to offset administration expenses incurred in revenue collection.

The Department of Motor Transport's Public Vehicles Fund is credited with the proceeds of the weight tax on buses and other public motor vehicles operating in the Sydney Metropolitan, Wollongong and Newcastle areas. The revenues collected are distributed to various local authorities who are responsible for the maintenance of the roads which the vehicles use. Where a government bus 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.

The Traffic Authority of New South Wales was established in 1976 to oversee the overall planning and management of traffic. Financial operations of the Authority are recorded in the Traffic Facilities Fund. The Fund's main sources of revenue are transfers from the Road Transport and Traffic Fund and Public Vehicles Fund. Expenditure includes payments to the Department of Main Roads for maintenance and construction as well as expenditure on traffic safety and education.

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).

#### **NON-ROAD EXPENDITURE**

A significant feature of non-road expenditure in New South Wales in recent years has been the large increase in road expenditure financed

by loans. From 1982-83 to 1984-85 loan repayments and interest payments formed approximately 20 per cent of total road expenditure compared to approximately 8 per cent in 1975-76.

The major item of non-road expenditure is revenue from State fuel taxes on motor spirit.

As noted above, only receipts from automotive distillate are directed to roadworks. Revenue from the taxes on motor spirit are paid into Consolidated Revenue.

### **COLLECTION COSTS**

The cost of collecting motor vehicle taxation in New South Wales has fallen from about 17 per cent in 1975-76 to about 10 per cent in 1984-85. This mainly reflects the introduction of State Fuel Taxation in August 1982. These taxes are administratively simpler and cheaper to collect than the traditional motor vehicle taxes, and particularly the road maintenance charges, which they replaced.

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.

TABLE 5.1 NEW SOUTH WALES: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	47.6	54.3	66.9	67.6	72.9	82.6	88.5	105.3	173.0	175.1	933.8
Rural arterial roads	17.0	16.2	18.2	19.7	21.2	23.0	11.9	31.8	48.7	42.8	250.4
Rural local roads	16.7	13.8	20.7	22.8	30.3	32.8	36.2	38.2	56.5	50.9	318.8
Urban arterial roads	45.5	37.5	29.3	31.4	33.7	36.1	52.6	45.9	85.6	94.1	491.7
Urban local roads	4.3	4.7	7.6	8.1	8.7	9.4	10.0	11.4	18.1	17.6	99.9
Total	131.0	126.6	142.7	149.6	166.7	183.9	199.2	232.7	381.9	380.5	2 094.6
Maintenance											
National roads	8.2	8.8	9.4	9.9	10.1	12.4	13.7	15.2	20.3	25.4	133.2
Rural arterial roads	0.5	0.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Rural local roads	2.5	6.7	7.1	6.0	0.5	0.9	1.2	1.3	1.2	2.0	29.2
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.3
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	11.2	16.3	17.2	15.9	10.5	13.2	15.0	16.5	21.6	27.5	164.9
Total construction and maintenance	142.2	142.8	159.9	165.4	177.3	197.1	214.2	249.3	403.4	408.0	2 259.5
Planning & research	2.7	2.7	3.5	2.5	2.7	2.4	0.0	0.0	0.0	0.0	16.5
Total road expenditure	144.9	145.5	163.4	167.9	179.9	199.5	214.2	249.3	403.4	408.0	2 275.9

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 5.2 NEW SOUTH WALES: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
<b>SRA</b>											
Vehicle registration	122.9	145.3	163.4	169.7	181.7	223.8	274.7	329.6	377.6	417.3	2 406.1
Drivers' licence fees	25.5	26.3	27.5	28.2	29.0	30.3	36.3	46.9	54.4	59.1	363.6
Road maintenance tax or State fuel tax	20.3	19.8	19.0	19.5	1.2	0.0	0.0	166.6	201.7	229.0	677.1
Other	12.5	13.1	13.7	14.3	14.3	15.5	16.5	18.8	21.3	21.8	161.8
<b>Total motor taxation</b>	<b>181.2</b>	<b>204.6</b>	<b>223.6</b>	<b>231.7</b>	<b>226.2</b>	<b>269.6</b>	<b>327.6</b>	<b>562.0</b>	<b>655.0</b>	<b>727.2</b>	<b>3 608.7</b>
Less collection costs	30.5	34.8	38.8	42.4	45.3	51.8	56.9	60.5	64.7	74.2	500.0
<b>Net motor taxation</b>	<b>150.7</b>	<b>169.8</b>	<b>184.9</b>	<b>189.3</b>	<b>180.9</b>	<b>217.8</b>	<b>270.7</b>	<b>501.5</b>	<b>590.3</b>	<b>653.0</b>	<b>3 108.8</b>
Loans	21.3	22.0	26.0	51.5	107.0	110.1	95.2	60.4	77.0	140.7	711.2
Other	13.2	17.9	30.5	20.4	14.3	13.6	15.2	22.1	43.1	29.3	219.7
<b>Other authorities</b>	<b>17.8</b>	<b>21.7</b>	<b>21.1</b>	<b>18.9</b>	<b>23.8</b>	<b>30.4</b>	<b>25.4</b>	<b>29.4</b>	<b>23.7</b>	<b>32.0</b>	<b>244.1</b>
<b>Total road revenue</b>	<b>203.0</b>	<b>231.4</b>	<b>262.5</b>	<b>280.1</b>	<b>326.1</b>	<b>371.8</b>	<b>406.5</b>	<b>613.4</b>	<b>734.1</b>	<b>855.0</b>	<b>4 283.9</b>

*Notes* 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 5.3 NEW SOUTH WALES: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>Construction</b>											
National roads	1.6	1.8	2.7	3.2	2.2	3.7	0.3	0.4	0.0	1.2	17.0
Rural arterial roads	46.8	39.4	45.3	57.5	81.0	92.1	104.8	80.4	92.0	114.2	753.6
Rural local roads	1.5	11.4	12.1	9.0	14.3	18.6	15.3	16.7	21.3	23.1	143.4
Urban arterial roads	28.7	24.8	50.3	52.0	68.7	83.8	74.8	94.2	113.4	162.5	753.1
Urban local roads	3.5	11.8	11.9	10.0	13.5	14.5	8.7	14.0	12.5	17.0	117.4
<b>Total</b>	<b>82.1</b>	<b>89.1</b>	<b>122.3</b>	<b>131.6</b>	<b>179.7</b>	<b>212.8</b>	<b>203.9</b>	<b>205.6</b>	<b>239.2</b>	<b>318.0</b>	<b>1 784.3</b>
<b>Maintenance</b>											
National roads	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Rural arterial roads	40.4	49.3	61.5	59.0	67.2	74.8	73.2	80.7	92.4	103.2	701.7
Rural local roads	12.1	10.8	15.1	11.3	10.1	11.4	11.7	11.0	12.4	13.0	118.8
Urban arterial roads	22.7	26.4	31.6	33.4	26.2	28.8	31.2	33.7	48.4	42.9	325.2
Urban local roads	5.3	4.2	3.4	4.6	3.5	2.8	4.3	3.0	4.1	4.1	39.3
<b>Total</b>	<b>80.5</b>	<b>90.7</b>	<b>111.5</b>	<b>108.3</b>	<b>106.9</b>	<b>117.8</b>	<b>120.6</b>	<b>128.4</b>	<b>157.2</b>	<b>163.3</b>	<b>1 185.2</b>
<b>Total construction and maintenance</b>	<b>162.6</b>	<b>179.9</b>	<b>233.8</b>	<b>239.9</b>	<b>286.6</b>	<b>330.5</b>	<b>324.4</b>	<b>334.0</b>	<b>396.3</b>	<b>481.3</b>	<b>2 969.4</b>
<b>Planning &amp; research</b>	<b>1.8</b>	<b>2.0</b>	<b>2.7</b>	<b>2.6</b>	<b>3.1</b>	<b>4.5</b>	<b>5.4</b>	<b>5.3</b>	<b>4.4</b>	<b>6.0</b>	<b>37.8</b>
<b>Total road expenditure</b>	<b>164.4</b>	<b>181.8</b>	<b>236.5</b>	<b>242.6</b>	<b>289.6</b>	<b>335.0</b>	<b>329.8</b>	<b>339.4</b>	<b>400.7</b>	<b>487.3</b>	<b>3 007.1</b>



TABLE 5.3 (Cont.) NEW SOUTH WALES: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	<i>Total</i>
Non-road expenditure											
Loan repayments	3.3	5.1	5.7	8.0	10.7	11.7	14.2	16.6	19.3	11.1	105.8
Interest payments	9.5	11.1	12.9	16.9	26.6	37.8	52.9	68.2	82.5	80.6	398.0
Other	27.3	26.3	25.5	15.6	7.0	7.8	16.2	186.3	214.1	278.8	804.9
<b>Total</b>	<b>40.1</b>	<b>42.6</b>	<b>44.1</b>	<b>40.5</b>	<b>43.2</b>	<b>57.3</b>	<b>83.3</b>	<b>271.1</b>	<b>316.0</b>	<b>370.4</b>	<b>1 308.6</b>

*Notes* 1. See text for interpretation and qualification of figures in the table.

2. Owing to rounding, figures may not add to totals.

TABLE 5.4 NEW SOUTH WALES: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	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	57.0	45.5	46.5	48.2	25.5	41.4	92.4	95.5	67.1	78.1	597.3
Urban arterial roads	2.8	2.5	2.7	2.9	2.2	3.6	0.0	0.0	0.0	0.0	16.7
Urban local roads	57.0	68.2	75.6	85.9	56.2	91.2	92.9	102.5	102.8	121.5	853.9
Total	116.9	116.1	124.8	137.1	84.0	136.3	185.4	198.0	169.9	199.6	1 468.2
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	50.6	35.7	42.8	44.6	44.9	67.1	70.3	83.7	101.2	92.8	633.6
Urban arterial roads	0.0	0.6	0.9	1.0	0.7	1.0	0.0	0.0	0.0	0.0	4.2
Urban local roads	50.6	53.6	70.0	79.2	52.8	78.9	97.5	103.3	112.0	138.7	836.5
Total	101.2	89.9	113.7	124.8	98.4	147.0	167.8	187.0	213.2	231.5	1 474.3
Total construction and maintenance	218.1	206.0	238.5	261.9	182.3	283.3	353.2	385.0	383.1	431.0	2 942.4
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 expenditure	218.1	206.0	238.5	261.9	182.3	283.3	353.2	385.0	383.1	431.0	2 942.4

TABLE 5.4 (Cont.) NEW SOUTH WALES: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Pro rata expenditure on general administration	31.5	38.1	44.8	49.9	38.9	55.2	64.1	82.0	74.0	82.7	561.2
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	13.8	15.4	17.4	19.1	15.1	20.8	24.4	29.8	26.6	31.3	213.7
Interest payments	13.2	16.9	21.1	24.5	20.9	29.3	35.3	41.8	38.5	44.2	285.7
Total	27.0	32.3	38.5	43.6	36.0	50.1	59.7	71.6	65.1	75.5	499.4
Road works funded by private contributions	25.9	25.8	29.4	33.0	23.2	26.1	28.1	37.1	33.2	33.3	295.1

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 5.5 NEW SOUTH WALES: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	49.2	56.1	69.6	70.7	75.1	86.3	88.8	105.7	173.0	176.3	950.8
Rural arterial roads	63.8	55.6	63.5	77.3	102.2	115.1	116.7	112.2	140.7	157.0	1 004.0
Rural local roads	75.2	70.7	79.3	80.1	70.2	92.8	143.9	150.4	144.8	152.1	1 059.5
Urban arterial roads	77.0	64.8	82.3	86.3	104.6	123.5	127.4	140.1	198.9	256.6	1 261.5
Urban local roads	64.8	84.7	95.1	104.0	78.4	115.1	111.6	127.9	133.4	156.1	1 071.1
Total	330.0	331.8	389.8	418.3	430.4	533.0	588.5	636.3	790.9	898.1	5 347.1
Maintenance											
National roads	8.2	8.9	9.4	9.9	10.1	12.4	13.7	15.2	20.3	25.4	133.3
Rural arterial roads	40.9	50.1	62.3	59.0	67.2	74.8	73.2	80.7	92.4	103.2	703.8
Rural local roads	65.2	53.2	64.9	62.0	55.4	79.3	83.2	95.9	114.7	107.8	781.5
Urban arterial roads	22.7	27.0	32.5	34.3	26.9	29.9	31.3	33.7	48.5	43.0	329.7
Urban local roads	55.9	57.7	73.5	83.8	56.3	81.6	101.8	106.3	116.1	142.8	875.8
Total	192.9	196.8	242.4	249.0	215.8	278.0	303.4	331.9	391.9	422.3	2 824.3
Total construction and maintenance	522.9	528.7	632.2	667.2	646.1	810.9	891.8	968.3	1 182.8	1 320.3	8 171.3
Planning and research	4.5	4.6	6.2	5.1	5.8	6.9	5.4	5.3	4.4	6.0	54.2
Total road expenditure	527.4	533.3	638.4	672.4	651.9	817.8	897.2	973.6	1 187.2	1 326.3	8 225.5

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 5.6 NEW SOUTH WALES: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	122.5	123.3	138.4	129.4	120.4	118.1	112.2	118.6	183.2	175.1	1341.2
Rural arterial roads	43.7	36.7	37.6	37.8	34.9	32.9	15.1	35.8	51.6	42.8	368.9
Rural local roads	42.9	31.4	42.8	43.7	50.1	46.9	45.9	43.1	59.8	50.9	457.3
Urban arterial roads	117.0	85.1	60.7	60.1	55.7	51.7	66.7	51.7	90.6	94.1	733.3
Urban local roads	11.0	10.7	15.6	15.5	14.4	13.5	12.7	12.9	19.2	17.6	143.0
Total	336.9	287.2	295.1	286.6	275.4	263.0	252.6	262.1	404.4	380.5	3 043.7
Maintenance											
National roads	21.0	19.9	19.4	18.9	16.7	17.7	17.4	17.2	21.5	25.4	194.9
Rural arterial roads	1.3	1.8	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8
Rural local roads	6.4	15.2	14.6	11.5	0.7	1.2	1.5	1.4	1.2	2.0	55.9
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.1	0.4
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	28.7	36.9	35.7	30.4	17.4	18.9	19.0	18.6	22.8	27.5	255.9
Total construction and maintenance	365.6	324.0	330.8	317.0	292.8	281.9	271.6	280.7	427.2	408.0	3 299.6
Planning and research	7.0	6.1	7.2	4.8	4.4	3.5	0.0	0.0	0.0	0.0	32.9
Total road expenditure	372.7	330.1	338.0	321.7	297.2	285.3	271.6	280.7	427.2	408.0	3 332.5

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

TABLE 5.7 NEW SOUTH WALES: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
SRA											
Vehicle registration	294.4	302.1	305.9	294.8	292.5	324.3	361.0	393.2	406.7	417.3	3 392.0
Drivers' licence fees	61.1	54.8	51.5	49.0	46.7	43.9	47.7	56.0	58.6	59.1	528.3
Road maintenance tax or State fuel tax	48.6	41.2	35.6	33.9	2.0	0.0	0.0	198.7	217.3	229.0	806.2
Other	29.9	27.2	25.7	24.8	23.0	22.5	21.7	22.4	22.9	21.8	241.9
Gross motor taxation	434.0	425.5	418.6	402.5	364.2	390.6	430.5	670.4	705.4	727.2	4 968.9
Less collection costs	73.1	72.4	72.6	73.7	73.0	75.1	74.8	72.2	69.7	74.2	730.7
Net motor taxation	360.9	353.0	346.1	328.8	291.3	315.5	355.7	598.3	635.8	653.0	4 238.4
Loans	50.9	45.7	48.7	89.4	172.3	159.6	125.1	72.1	82.9	140.7	987.4
Other	31.7	37.3	57.1	35.5	23.0	19.7	20.0	26.4	46.4	29.3	326.4
Other authorities	42.6	45.1	39.4	32.9	38.3	44.0	33.4	35.1	25.5	32.0	368.2
Total road revenue	486.1	481.0	491.3	486.5	524.9	538.8	534.1	731.8	790.6	855.0	5 920.2

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1986a) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

TABLE 5.8 NEW SOUTH WALES: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Construction											
National roads	4.1	4.0	5.6	6.1	3.6	5.3	0.3	0.4	0.0	1.2	30.7
Rural arterial roads	120.3	89.4	93.8	110.2	133.8	131.7	132.9	90.6	97.5	114.2	1 114.3
Rural local roads	3.9	25.9	25.0	17.3	23.7	26.7	19.4	18.8	22.5	23.1	206.2
Urban arterial roads	73.9	56.2	104.0	99.6	113.4	119.8	94.9	106.1	120.1	162.5	1 050.4
Urban local roads	9.0	26.7	24.6	19.1	22.3	20.8	11.1	15.7	13.2	17.0	179.6
Total	211.2	202.3	253.0	252.2	296.8	304.3	258.6	231.5	253.3	318.0	2 581.1
Maintenance											
National roads	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Rural arterial roads	104.0	111.8	127.2	113.0	111.0	107.0	92.8	90.9	97.8	103.2	1 058.7
Rural local roads	31.0	24.6	31.1	21.7	16.6	16.2	14.8	12.4	13.1	13.0	194.6
Urban arterial roads	58.5	59.8	65.3	63.9	43.2	41.2	39.6	37.9	51.2	42.9	503.6
Urban local roads	13.6	9.4	7.1	8.9	5.7	4.0	5.5	3.4	4.3	4.1	66.1
Total	207.1	205.8	230.8	207.5	176.6	168.4	152.9	144.6	166.4	163.3	1 823.4
Total construction and maintenance	418.3	408.1	483.8	459.7	473.4	472.7	411.3	376.1	419.7	481.3	4 404.4
Planning and research	4.5	4.5	5.5	5.1	5.1	6.4	6.9	6.0	4.7	6.0	54.6
Total road expenditure	422.8	412.6	489.3	464.7	478.5	479.1	418.2	382.1	424.4	487.3	4 459.0

TABLE 5.8 (Cont.) NEW SOUTH WALES: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	8.2	10.8	10.7	13.9	17.1	17.0	18.6	19.8	20.7	11.1	147.8
Interest payments	23.2	23.5	24.4	29.2	40.9	54.7	69.4	81.1	88.3	80.6	515.1
Other	66.8	55.4	48.2	26.9	11.2	11.3	21.2	221.5	229.1	278.8	970.4
Total	98.1	89.7	83.3	69.9	69.1	82.9	109.2	322.3	338.1	370.4	1633.1

- Notes*
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.



TABLE 5.9 NEW SOUTH WALES: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	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	146.7	103.2	96.2	92.4	42.2	59.2	117.2	107.5	71.1	78.1	913.7
Urban arterial roads	7.3	5.7	5.6	5.6	3.6	5.1	0.0	0.0	0.0	0.0	32.9
Urban local roads	146.7	154.7	156.5	164.6	92.9	130.4	117.8	115.4	108.9	121.5	1 309.4
Total	300.7	263.5	258.3	262.7	138.7	194.9	235.1	223.0	179.9	199.6	2 256.4
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	130.1	81.0	88.5	85.5	74.1	95.9	89.1	94.3	107.2	92.8	938.4
Urban arterial roads	0.0	1.3	1.8	1.9	1.2	1.5	0.0	0.0	0.0	0.0	7.7
Urban local roads	130.1	121.6	144.9	151.8	87.2	112.8	123.6	116.3	118.6	138.7	1 245.5
Total	260.2	203.9	235.1	239.1	162.5	210.2	212.8	210.6	225.8	231.5	2 191.6
Total construction and maintenance	560.9	467.5	493.5	501.8	301.2	405.1	447.9	433.5	405.7	431.0	4 448.0
Planning and 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 expenditure	560.9	467.5	493.5	501.8	301.2	405.1	447.9	433.5	405.7	431.0	4 448.0

TABLE 5.9 (Cont.) NEW SOUTH WALES: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Pro rata expenditure on general administration	77.1	80.2	84.6	86.1	62.2	79.9	84.0	97.5	79.2	82.7	813.6
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	33.8	32.4	32.9	33.0	24.1	30.1	32.0	35.4	28.5	31.3	313.5
Interest payments	32.3	35.6	39.9	42.3	33.4	42.4	46.3	49.7	41.2	44.2	407.2
Total	66.1	68.0	72.7	75.2	57.6	72.5	78.3	85.1	69.7	75.5	720.7
Road works funded by private contributions	66.6	58.5	60.8	63.2	38.3	37.3	35.6	41.8	35.2	33.3	470.7

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE 5.10 NEW SOUTH WALES: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Construction											
National roads	126.5	127.3	144.1	135.5	124.0	123.4	112.6	119.0	183.2	176.3	1 371.9
Rural arterial roads	164.0	126.1	131.4	148.0	168.8	164.6	148.0	126.4	149.0	157.0	1 483.2
Rural local roads	193.5	160.4	164.1	153.4	116.0	132.7	182.4	169.4	153.4	152.1	1 577.3
Urban arterial roads	198.1	147.0	170.2	165.3	172.8	176.6	161.6	157.8	210.7	256.6	1 816.6
Urban local roads	166.7	192.1	196.8	199.2	129.5	164.7	141.5	144.0	141.3	156.1	1 631.9
Total	848.8	752.9	806.5	801.4	710.9	762.1	746.2	716.5	837.6	898.1	7 881.2
Maintenance											
National roads	21.0	20.1	19.4	18.9	16.7	17.7	17.4	17.2	21.5	25.4	195.1
Rural arterial roads	105.3	113.6	128.9	113.0	111.0	107.0	92.8	90.9	97.8	103.2	1 063.5
Rural local roads	167.6	120.8	134.2	118.7	91.5	113.4	105.5	108.0	121.5	107.8	1 188.9
Urban arterial roads	58.5	61.2	67.2	65.8	44.4	42.7	39.7	38.0	51.4	43.0	511.7
Urban local roads	143.7	131.0	152.0	160.6	93.0	116.7	129.1	119.7	122.9	142.8	1 311.6
Total	496.0	446.6	501.6	477.0	356.5	397.5	384.7	373.7	415.0	422.3	4 270.9
Total construction and maintenance	1 344.9	1 199.6	1 308.1	1 278.4	1 067.4	1 159.6	1 130.8	1 090.3	1 252.6	1 320.3	12 151.9
Planning and research	11.5	10.5	12.7	9.8	9.5	9.9	6.9	6.0	4.7	6.0	87.5
Total road expenditure	1 356.4	1 210.1	1 320.8	1 288.2	1 076.9	1 169.5	1 137.7	1 096.3	1 257.3	1 326.3	12 239.5

- Notes*
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

## CHAPTER 6 VICTORIA

Details of State road revenue and road expenditure by the three levels of government for Victoria are presented in Tables 6.1 to 6.10.

### 1983 RESTRUCTURING OF VICTORIAN TRANSPORT AUTHORITIES

The *Transport Act* 1983, assented to on 23 June 1983, resulted in a major restructuring of transport agencies in Victoria. Seven transport authorities were abolished including:

- . Victorian Railways Board
- . Melbourne and Metropolitan Tramways Board
- . Country Roads Board
- . Road Safety and Traffic Authority
- . Transport Regulation Board
- . Railway Construction and Property Board
- . Melbourne Underground Rail Loop Authority

These were replaced by four new transport authorities:

- . Road Construction Authority
- . Road Traffic Authority
- . State Transport Authority
- . Metropolitan Transit Authority

The Road Construction Authority is primarily responsible for road construction and maintenance expenditure in Victoria, a role previously fulfilled by the Country Roads Board. The Road Traffic and Safety Authority and the Transport Regulation Board were replaced by the Road Traffic Authority which has responsibility for road safety strategies and practices, vehicle registration and regulation, drivers' licensing and road user education. The State Transit Authority (STA) incorporated V/Line and the Railway Construction and Property Board while the Metropolitan Transit Authority (MTA)

incorporated the Melbourne and Metropolitan Tramways Board and the Melbourne Underground Rail Loop Authority.

## ROAD REVENUE AND EXPENDITURE

In Victoria, the major responsibilities for collection and expenditure of road revenue are separated. The major part of revenue is collected by the Registration and Regulation Bureau of the Road Traffic Authority. This role was taken over from the Motor Registration Board in 1983. The main authority responsible for road expenditure is the Road Construction Authority which superseded the Country Roads Board.

The main forms of road revenue are collected under the authority of the *Motor Car Act* 1948 and the *Commercial Goods Vehicle Act* 1981, although some charges are levied under the *Transport Act* 1983. Charges include registration fees, drivers' licence fees and various charges and fees including permit fees and log book fees. A further major source of revenue is State fuel taxation, collected by the State Treasury under the authority of the *Business Franchise (Petroleum Products) Act* 1979. The Act requires that at least 25 per cent of fuel taxation receipts be allocated to roadworks. The actual percentage allocated to road works has fallen from 100 per cent in 1979-80 to 53 per cent in 1984-85.

Revenue collected by the Road Traffic Authority is paid into its General Fund from which most is transferred to other authorities. In 1984-85 the Road Construction Authority received approximately 13 per cent of drivers' licence fees, 100 per cent of private motor vehicle registration fees, 55 per cent of other vehicle registration fees and 85 per cent of learners' permit fees plus tolls collected on the Westgate Bridge. All other fees collected by the Road Traffic Authority were paid to other transport funds, Consolidated Revenue, or spent on administration. The Road Construction Authority also received revenue from State fuel taxation.

Approximately 60 per cent of taxes paid by motor vehicle operators in 1984-85 were transferred to the Road Construction Authority for expenditure on road works.

## REVENUE AND EXPENDITURE BY OTHER AUTHORITIES

Prior to 1982-83, the major government agency undertaking roadworks, besides the Country Roads Board, was the Westgate Bridge Authority. Responsibility for the bridge was transferred to the Country Roads Board on 1 July 1982. Other agencies undertaking road works included the Department of Conservation, Forests and Lands, the Melbourne Metropolitan Tramways Board (now part of the Urban Transit Authority),

the Urban Land Authority, the Port of Melbourne Authority, the State Electricity Commission, the Melbourne and Metropolitan Board of Works, the State Rivers and Water Supply Commission, the Rural Finance and Settlement Commission, the Ministry of Tourism, the Ministry for Police and Emergency Services, the Department of Industry Technology and Resources and the Premier's Department.

#### **NON-ROAD EXPENDITURE**

Non-road expenditure in recent years has increased through the direction of a larger proportion of motor vehicle taxation to the Consolidated Fund. In addition, debt servicing, chiefly on loans raised by the former Westgate Bridge Authority, has been significant.

#### **COLLECTION COSTS**

Collection costs during the period from 1975-76 to 1978-79 averaged around 9 per cent of gross motor taxation receipts. Since then, collection costs have risen only slightly while motor taxation has doubled, chiefly as a result of the introduction of State fuel taxes which are much cheaper to collect than other forms of motor taxation. Collection costs in 1984-85 represented less than 5 per cent of gross motor taxation receipts.

TABLE 6.1 VICTORIA: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>Construction</b>											
National roads	24.4	30.0	30.9	32.3	37.2	45.1	48.4	56.1	77.8	83.4	465.6
Rural arterial roads	6.7	4.4	11.5	12.3	13.2	14.3	25.1	25.8	32.1	32.3	177.8
Rural local roads	7.1	6.3	13.6	14.6	15.1	17.2	18.0	19.3	26.5	28.0	165.7
Urban arterial roads	43.9	40.3	30.0	32.0	32.7	34.4	27.5	37.7	54.5	56.0	388.9
Urban local roads	3.3	3.7	3.7	4.8	4.4	4.1	4.5	7.0	8.2	7.7	51.4
<b>Total</b>	<b>85.4</b>	<b>84.6</b>	<b>89.6</b>	<b>96.0</b>	<b>102.6</b>	<b>115.1</b>	<b>123.6</b>	<b>145.9</b>	<b>199.2</b>	<b>207.4</b>	<b>1 249.3</b>
<b>Maintenance</b>											
National roads	1.9	2.2	3.1	3.3	3.6	3.5	4.5	5.1	5.8	6.1	38.9
Rural arterial roads	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.6	2.4
Rural local roads	6.2	4.8	6.2	6.5	7.5	8.9	10.2	10.4	12.4	14.4	87.4
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.9	3.2
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.6	0.8	2.5
<b>Total</b>	<b>9.6</b>	<b>6.9</b>	<b>9.3</b>	<b>9.8</b>	<b>11.1</b>	<b>12.6</b>	<b>15.0</b>	<b>15.9</b>	<b>21.4</b>	<b>22.8</b>	<b>134.5</b>
<b>Total construction and maintenance</b>	<b>95.0</b>	<b>91.5</b>	<b>98.9</b>	<b>105.8</b>	<b>113.7</b>	<b>127.8</b>	<b>138.5</b>	<b>161.8</b>	<b>220.6</b>	<b>230.2</b>	<b>1 383.7</b>
<b>Planning &amp; research</b>	<b>2.9</b>	<b>2.2</b>	<b>2.4</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.7</b>
<b>Total road expenditure</b>	<b>97.9</b>	<b>93.7</b>	<b>101.3</b>	<b>107.5</b>	<b>115.5</b>	<b>129.4</b>	<b>138.5</b>	<b>161.8</b>	<b>220.6</b>	<b>230.2</b>	<b>1 396.5</b>

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 6.2 VICTORIA: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
SRA											
Vehicle registration	92.7	110.1	138.1	141.2	135.6	128.9	145.5	171.0	171.2	177.7	1 412.0
Drivers' licence fees	16.6	19.0	19.4	27.9	28.5	31.0	25.0	32.0	36.7	41.0	277.0
Road maintenance tax or State fuel tax	10.1	10.0	9.8	9.6	49.9	68.9	88.7	109.5	151.7	192.4	700.5
Other	1.4	1.0	1.7	1.7	1.4	1.6	0.9	11.2	15.1	17.2	53.3
Total motor taxation	120.8	140.1	169.0	180.4	215.5	230.4	260.1	323.7	374.7	428.3	2 442.9
Less collection costs	11.9	13.7	15.5	16.5	17.0	19.6	17.1	17.6	18.9	20.0	167.8
Net motor taxation	108.9	126.4	153.5	163.9	198.5	210.8	243.0	306.1	355.8	408.3	2 275.1
Loans	0.3	0.3	0.3	1.3	2.5	5.5	1.5	10.0	26.5	17.6	65.9
Other	4.7	3.2	3.2	3.5	2.7	3.0	3.7	29.3	48.3	39.0	140.5
Other authorities	34.6	35.2	50.7	49.4	42.9	65.9	82.9	13.2	15.5	9.9	400.2
Total road revenue	148.4	165.1	207.8	218.1	246.6	285.2	331.2	358.6	446.1	474.8	2 881.8

*Notes* 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.



TABLE 6.3 VICTORIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>Construction</b>											
National roads	7.9	1.6	2.0	2.8	5.5	1.6	0.6	0.0	0.0	0.0	21.9
Rural arterial roads	25.2	28.9	23.0	20.9	19.2	17.7	10.7	27.7	44.3	50.6	268.2
Rural local roads	10.0	15.1	15.1	17.1	17.0	20.1	20.6	27.6	37.9	26.9	207.3
Urban arterial roads	39.3	52.2	77.0	63.1	60.7	67.3	87.4	70.4	90.5	98.3	706.1
Urban local roads	1.6	1.3	2.0	1.6	1.6	5.2	5.3	9.0	8.5	10.1	46.0
<b>Total</b>	<b>83.9</b>	<b>99.0</b>	<b>119.0</b>	<b>105.4</b>	<b>104.1</b>	<b>111.8</b>	<b>124.6</b>	<b>134.8</b>	<b>181.1</b>	<b>185.8</b>	<b>1 249.5</b>
<b>Maintenance</b>											
National roads	0.0	0.0	0.0	1.0	1.7	1.8	1.8	3.2	3.1	2.6	15.2
Rural arterial roads	19.8	22.3	20.9	24.1	27.6	27.5	33.5	41.7	47.1	44.7	309.1
Rural local roads	7.7	6.9	8.8	12.4	11.3	11.5	15.8	15.5	17.0	13.4	120.3
Urban arterial roads	5.9	7.9	10.2	13.0	16.4	19.1	22.2	23.3	29.8	27.7	175.5
Urban local roads	0.3	0.3	1.1	1.1	1.0	0.7	0.9	0.8	0.6	0.8	7.5
<b>Total</b>	<b>33.6</b>	<b>37.4</b>	<b>41.1</b>	<b>51.5</b>	<b>57.9</b>	<b>60.6</b>	<b>74.3</b>	<b>84.5</b>	<b>97.5</b>	<b>89.3</b>	<b>627.8</b>
<b>Total construction and maintenance</b>	<b>117.5</b>	<b>136.5</b>	<b>160.1</b>	<b>157.0</b>	<b>162.0</b>	<b>172.4</b>	<b>198.9</b>	<b>219.3</b>	<b>278.6</b>	<b>275.1</b>	<b>1 877.3</b>
<b>Planning &amp; research</b>	<b>1.9</b>	<b>1.3</b>	<b>1.5</b>	<b>2.6</b>	<b>3.7</b>	<b>4.1</b>	<b>4.9</b>	<b>4.8</b>	<b>5.6</b>	<b>5.9</b>	<b>36.3</b>
<b>Total road expenditure</b>	<b>119.3</b>	<b>137.8</b>	<b>161.6</b>	<b>159.6</b>	<b>165.7</b>	<b>176.5</b>	<b>203.8</b>	<b>224.1</b>	<b>284.2</b>	<b>281.0</b>	<b>1 913.6</b>

TABLE 6.3 (Cont.) VICTORIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	1.3	1.6	2.7	4.6	13.8	31.9	16.5	3.1	3.1	3.6	82.0
Interest payments	11.1	13.6	17.0	20.3	23.0	24.5	27.0	27.7	28.4	32.1	224.6
Other	19.1	20.2	22.6	28.9	46.6	57.6	64.7	79.0	129.3	154.0	621.8
Total	23.1	31.5	35.4	42.3	53.7	83.4	113.9	109.7	160.8	189.6	843.4

*Notes* 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 6.4 VICTORIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	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	15.9	19.8	21.3	24.2	22.6	29.1	30.0	32.5	32.5	35.2	263.1
Urban arterial roads	2.4	2.9	3.0	3.4	2.6	2.8	0.0	0.0	0.0	0.0	17.1
Urban local roads	24.8	29.7	30.7	33.4	25.8	30.2	40.1	53.7	54.0	56.7	379.1
Total	43.2	52.5	55.0	61.0	51.0	62.0	70.0	86.2	86.5	91.9	659.2
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	13.5	16.9	18.2	20.6	40.6	50.2	38.0	48.5	50.8	53.3	350.5
Urban arterial roads	1.6	1.9	2.0	2.3	3.1	3.8	0.0	0.0	0.0	0.0	14.7
Urban local roads	21.2	25.3	26.1	28.5	40.0	53.0	69.4	83.9	93.9	100.7	542.0
Total	36.3	44.2	46.2	51.3	83.7	107.0	107.4	132.4	144.7	154.0	907.2
Total construction and maintenance	79.5	96.6	101.2	112.3	134.6	169.0	177.4	218.5	231.1	245.9	1 566.2
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 expenditure	79.5	96.6	101.2	112.3	134.6	169.0	177.4	218.5	231.1	245.9	1 566.2

TABLE 6.4 (Cont.) VICTORIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Pro rata expenditure on general administration	33.4	37.8	37.9	39.6	47.5	54.7	71.2	68.5	71.2	71.8	533.6
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	7.7	9.2	9.3	10.3	12.2	14.7	17.3	18.4	15.6	16.2	130.9
Interest payments	10.2	13.2	14.2	16.0	18.5	22.9	27.1	29.1	25.8	26.7	203.7
Total	17.9	22.4	23.5	26.3	30.7	37.6	44.4	47.5	41.4	42.9	334.6
Road works funded by private contributions	37.7	41.2	33.5	32.5	7.2	21.5	25.8	37.1	23.1	32.1	291.7

*Notes* 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 6.5 VICTORIA: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	32.3	31.5	32.9	35.1	42.7	46.7	49.0	56.1	77.8	83.4	487.4
Rural arterial roads	31.9	33.4	34.5	33.2	32.5	32.0	35.8	53.5	76.4	82.9	446.0
Rural local roads	33.0	41.2	49.9	55.9	54.7	66.4	68.6	79.4	96.9	90.1	636.1
Urban arterial roads	85.6	95.3	110.0	98.5	96.0	104.5	114.9	108.1	144.9	154.3	1 112.0
Urban local roads	29.7	34.7	36.4	39.8	31.7	39.4	49.9	69.7	70.7	74.5	476.5
Total	212.4	236.1	263.6	262.4	257.6	289.0	318.2	366.8	466.8	485.1	3 158.0
Maintenance											
National roads	1.9	2.2	3.1	4.3	5.3	5.3	6.3	8.2	8.9	8.6	54.1
Rural arterial roads	21.3	22.3	20.9	24.1	27.6	27.5	33.5	41.7	47.4	45.3	311.6
Rural local roads	27.4	28.5	33.1	39.5	59.4	70.5	64.0	74.4	80.2	81.2	558.2
Urban arterial roads	7.5	9.9	12.2	15.2	19.5	22.9	22.2	23.3	32.1	28.6	193.3
Urban local roads	21.5	25.7	27.2	29.6	41.0	54.0	70.6	85.2	95.1	102.3	552.1
Total	79.5	88.5	96.6	112.7	152.7	180.2	196.7	232.9	263.6	266.1	1 669.5
Total construction and maintenance	291.9	324.6	360.2	375.1	410.3	469.2	514.8	599.6	730.3	751.2	4 827.2
Planning and research	4.8	3.5	3.9	4.3	5.5	5.8	4.9	4.8	5.6	5.9	49.0
Total road expenditure	296.7	328.1	364.1	379.4	415.9	474.9	519.7	604.4	735.9	757.1	4 876.2

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 6.6 VICTORIA: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	62.8	68.0	63.9	61.9	61.4	64.5	61.4	63.2	82.4	83.4	672.8
Rural arterial roads	17.2	10.1	23.8	23.6	21.9	20.5	31.8	29.1	34.0	32.3	244.2
Rural local roads	18.3	14.2	28.0	28.0	25.0	24.6	22.8	21.7	28.1	28.0	238.7
Urban arterial roads	112.9	91.3	62.0	61.3	54.0	49.2	34.9	42.4	57.7	56.0	621.7
Urban local roads	8.5	8.4	7.7	9.2	7.2	5.9	5.7	7.8	8.7	7.7	76.8
Total	219.7	192.0	185.4	183.9	169.5	164.6	156.7	164.3	210.9	207.4	1 854.3
Maintenance											
National roads	4.8	4.9	6.4	6.4	5.9	4.9	5.7	5.7	6.1	6.1	57.0
Rural arterial roads	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.6	4.8
Rural local roads	16.0	10.8	12.7	12.4	12.4	12.7	12.9	11.7	13.1	14.4	129.2
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.9	3.3
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.6	0.7	0.8	2.8
Total	24.7	15.7	19.2	18.8	18.4	18.1	19.0	17.9	22.7	22.8	197.2
Total construction and maintenance	244.4	207.6	204.6	202.7	187.8	182.7	175.6	182.2	233.6	230.2	2 051.4
Planning and research	7.5	5.0	5.0	3.3	3.0	2.4	0.0	0.0	0.0	0.0	26.2
Total road expenditure	251.9	212.6	209.6	206.0	190.9	185.1	175.6	182.2	233.6	230.2	2 077.6

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

TABLE 6.7 VICTORIA: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
SRA											
Vehicle registration	222.0	228.8	258.5	245.3	218.4	186.8	191.2	204.0	184.4	177.7	2 117.0
Drivers' licence fees	39.8	39.5	36.3	48.4	45.9	44.9	32.8	38.2	39.5	41.0	406.3
Road maintenance tax or State fuel tax	24.3	20.7	18.4	16.6	80.3	99.9	116.5	130.6	163.3	192.4	863.0
Other	3.4	2.1	3.2	3.0	2.3	2.3	1.2	13.3	16.3	17.2	64.3
Gross motor taxation	289.3	291.3	316.4	313.4	346.9	333.9	341.8	386.1	403.5	428.3	3 450.8
Less collection costs	28.5	28.5	29.0	28.7	27.4	28.4	22.5	21.0	20.3	20.0	254.3
Net motor taxation	260.8	262.8	287.4	284.7	319.6	305.5	319.3	365.1	383.2	408.3	3 196.6
Loans	0.8	0.7	0.6	2.3	4.0	8.0	2.0	11.9	28.5	17.6	76.4
Other	11.2	6.6	6.1	6.0	4.3	4.4	4.9	34.9	52.0	39.0	169.3
Other authorities	82.8	73.1	95.0	85.8	69.1	95.4	108.9	15.8	16.7	9.9	652.5
Total road revenue	355.5	343.2	388.9	378.8	397.0	413.2	435.2	427.8	480.5	474.8	4 094.9

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1986a) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

TABLE 6.8 VICTORIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Construction											
National roads	20.2	3.5	4.2	5.3	9.1	2.3	0.8	0.0	0.0	0.0	45.4
Rural arterial roads	64.9	65.6	47.5	40.0	31.8	25.3	13.6	31.2	47.0	50.6	417.4
Rural local roads	25.6	34.3	31.2	32.7	28.1	28.8	26.1	31.1	40.1	26.9	304.9
Urban arterial roads	101.0	118.4	159.3	121.0	100.3	96.2	110.8	79.3	95.8	98.3	1 080.3
Urban local roads	4.0	2.8	4.1	3.1	2.7	7.4	6.7	10.2	9.0	10.1	60.0
Total	215.7	224.7	246.2	202.0	171.9	159.9	158.0	151.7	191.8	185.8	1 907.8
Maintenance											
National roads	0.0	0.0	0.0	1.9	2.8	2.6	2.3	3.6	3.3	2.6	19.1
Rural arterial roads	50.9	50.5	43.3	46.1	45.6	39.4	42.5	47.0	49.8	44.7	459.7
Rural local roads	19.8	15.7	18.2	23.8	18.7	16.4	20.0	17.5	18.0	13.4	181.4
Urban arterial roads	15.2	18.0	21.1	24.9	27.1	27.3	28.2	26.3	31.5	27.7	247.1
Urban local roads	0.6	0.8	2.4	2.1	1.6	1.0	1.1	0.9	0.6	0.8	11.9
Total	86.4	84.9	85.0	98.8	95.7	86.6	94.2	95.2	103.3	89.3	919.4
Total construction and maintenance	302.1	309.6	331.3	300.7	267.6	246.6	252.2	246.9	295.1	275.1	2 827.2
Planning and research	4.8	3.0	3.1	5.0	6.1	5.9	6.2	5.4	5.9	5.9	51.3
Total road expenditure	306.9	312.7	334.4	305.7	273.7	252.4	258.4	252.3	301.0	281.0	2 878.5



TABLE 6.8 (Cont.) VICTORIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Non-road expenditure											
Loan repayments	3.1	3.4	5.1	7.9	22.1	46.1	21.6	3.7	3.4	3.6	119.8
Interest payments	27.3	28.6	32.0	35.0	36.8	35.5	35.3	33.0	30.4	32.1	325.9
Other	46.7	42.5	42.8	49.8	74.5	83.3	84.8	93.9	138.3	154.0	810.5
Total	56.5	66.2	66.8	72.9	85.9	120.7	149.4	130.5	172.0	189.6	1 110.5

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE 6.9 VICTORIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	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	41.0	45.0	44.0	46.4	37.3	41.6	38.0	36.6	34.4	35.2	399.5
Urban arterial roads	6.1	6.6	6.3	6.5	4.3	4.0	0.0	0.0	0.0	0.0	33.7
Urban local roads	63.9	67.5	63.5	64.0	42.6	43.2	50.9	60.5	57.2	56.7	569.8
Total	111.0	119.1	113.7	116.9	84.2	88.7	88.8	97.1	91.6	91.9	1 002.8
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	34.8	38.3	37.6	39.5	67.0	71.7	48.2	54.6	53.8	53.3	498.7
Urban arterial roads	4.1	4.4	4.2	4.3	5.1	5.5	0.0	0.0	0.0	0.0	27.6
Urban local roads	54.6	57.5	53.9	54.6	66.1	75.8	88.0	94.5	99.4	100.7	745.0
Total	93.4	100.2	95.7	98.4	138.3	152.9	136.2	149.1	153.2	154.0	1 271.3
Total construction and maintenance	204.4	219.2	209.4	215.2	222.4	241.7	224.9	246.0	244.7	245.9	2 273.9
Planning and 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 expenditure	204.4	219.2	209.4	215.2	222.4	241.7	224.9	246.0	244.7	245.9	2 273.9

TABLE 6.9 (Cont.) VICTORIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Pro rata expenditure on general administration	81.8	79.6	71.6	68.3	76.0	79.2	93.3	81.5	76.2	71.8	779.2
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	18.9	19.4	17.6	17.8	19.5	21.3	22.7	21.9	16.7	16.2	191.8
Interest payments	25.0	27.8	26.8	27.6	29.6	33.1	35.5	34.6	27.6	26.7	294.4
Total	43.8	47.2	44.4	45.4	49.1	54.4	58.2	56.5	44.3	42.9	486.2
Road works funded by private contributions	97.0	93.5	69.3	62.3	11.9	30.7	32.7	41.8	24.5	32.1	495.7

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE 6.10 VICTORIA: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	83.1	71.5	68.1	67.2	70.5	66.7	62.1	63.2	82.4	83.4	718.2
Rural arterial roads	82.0	75.7	71.3	63.6	53.6	45.8	45.4	60.3	81.0	82.9	661.5
Rural local roads	84.9	93.5	103.2	107.1	90.4	95.0	87.0	89.4	102.6	90.1	943.1
Urban arterial roads	220.0	216.3	227.5	188.7	158.6	149.4	145.7	121.7	153.5	154.3	1 735.8
Urban local roads	76.4	78.7	75.2	76.3	52.4	56.4	63.3	78.5	74.9	74.5	706.6
Total	546.4	535.7	545.4	502.7	425.5	413.3	403.5	413.1	494.3	485.1	4 765.0
Maintenance											
National roads	4.8	4.9	6.4	8.3	8.8	7.5	8.0	9.3	9.5	8.6	76.1
Rural arterial roads	54.7	50.5	43.3	46.1	45.6	39.4	42.5	47.0	50.2	45.3	464.6
Rural local roads	70.6	64.8	68.5	75.7	98.1	100.9	81.1	83.7	84.9	81.2	809.4
Urban arterial roads	19.3	22.4	25.2	29.2	32.2	32.7	28.2	26.3	33.9	28.6	277.9
Urban local roads	55.2	58.2	56.3	56.7	67.8	77.2	89.5	95.9	100.8	102.3	759.7
Total	204.5	200.8	199.9	215.9	252.3	257.7	249.4	262.2	279.2	266.1	2 387.9
Total construction and maintenance	750.9	736.5	745.3	718.7	677.9	671.0	652.8	675.1	773.4	751.2	7 152.6
Planning and research	12.2	8.0	8.1	8.3	9.2	8.3	6.2	5.4	5.9	5.9	77.5
Total road expenditure	763.1	744.5	753.4	726.9	687.0	679.2	659.0	680.6	779.3	757.1	7 230.0

Notes 1. See text for interpretation and qualification of figures in the table.  
2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.  
3. Owing to rounding, figures may not add to totals.

## CHAPTER 7 QUEENSLAND

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

### 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 1920-1983. 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
- . Commonwealth Aid Local Authority Roads Fund.

The Traffic Engineering Trust Fund receives 20 per cent of Traffic Improvement 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 all road maintenance charges collected by the Department of Transport until 1979 when they were abolished. About one-third of these net receipts was 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 categories of roads.

Loans from the State Treasury have formed a 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. This had fallen to only 7 per cent by 1983-84, but rose sharply in 1984-85 to 16 per cent. Loan funds for roadworks more than doubled in 1984-85.

The main sources of road transport income of the Department of Transport are fees for the issue of drivers' licences collected under the Traffic Act and permit fees for goods and passenger-carrying vehicles collected under various State transport Acts. Until 1976-77 permit fees for goods vehicles were the major source of income, but because goods permit fees were reduced in 1975 and 1976 and abolished in 1977 the relative importance of fees for permits has declined.

It is significant to note that in all States except Queensland and the Northern Territory the shares of revenue collections from registration fees have been declining since 1978-79. This has been the result of an increasing reliance on revenue generated from fuel franchise schemes. In the absence of a fuel franchise scheme in Queensland, registration fees have been revised periodically to compensate for the effects of inflation. Large increases in registration fees occurred in 1981-82 and again in 1984-85.

## **EXPENDITURE**

While the Main Roads Department is the chief road construction authority, road work or road financing by other State agencies has represented a substantial 18 per cent of total State road expenditure in 1984-84. Other agencies undertaking roadworks include the Coordinator General's Department, Forestry Commission, Water Resources Commission, Port of Brisbane Authority, the Departments of Lands, Mines, and Harbours and Marine, the Brisbane Forest Park Authority and the National Parks and Wildlife service. Expenditure on roads by these agencies, particularly the Forestry Commission, increased sharply in 1984-85. The Department of Industry Development also spent a substantial amount of funds on roads in 1984-85.

The main agency funding road expenditure besides the Main Roads Department is the State Treasury. The 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:

- . main roads and urban                      10 per cent on maintenance  
sub-arterial roads;                      nil on permanent works
- . secondary roads;                      10 per cent on maintenance  
   15 per cent on permanent works.

Local authorities are required to reimburse 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 reimbursed 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.

#### **NON-ROAD EXPENDITURE**

The main items of non-road expenditure are debt servicing and the 80 per cent of traffic improvement fees paid into Consolidated Revenue.

#### **COLLECTION COSTS**

Identified collection costs are those incurred by the Main Roads Department and the Department of Transport. Collection costs have declined from 16 per cent of gross motor taxation in 1975-76 to 10 per cent in 1984-85.

TABLE 7.1 QUEENSLAND: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
<b>Construction</b>											
National roads	25.2	29.2	33.5	34.8	38.1	42.1	41.5	50.0	72.9	77.3	444.6
Rural arterial roads	19.5	18.7	22.8	25.0	26.7	29.5	31.1	42.5	59.6	56.3	331.7
Rural local roads	15.0	17.3	19.5	19.5	19.5	23.9	26.3	30.8	40.0	40.2	252.1
Urban arterial roads	19.7	17.7	11.2	12.2	13.5	14.6	16.8	19.7	27.1	39.1	191.5
Urban local roads	2.0	2.3	3.9	4.2	4.6	3.6	0.2	0.3	0.1	0.1	21.3
<b>Total</b>	<b>81.5</b>	<b>85.3</b>	<b>90.9</b>	<b>95.6</b>	<b>102.3</b>	<b>113.8</b>	<b>115.9</b>	<b>143.2</b>	<b>199.6</b>	<b>213.0</b>	<b>1 241.0</b>
<b>Maintenance</b>											
National roads	6.1	7.4	8.5	10.8	10.9	14.3	18.5	22.3	34.4	34.3	167.5
Rural arterial roads	1.7	1.3	0.9	1.0	0.8	0.6	0.6	0.3	3.4	2.7	13.3
Rural local roads	3.8	2.2	2.1	2.1	3.1	3.0	5.6	5.7	7.8	8.4	43.8
Urban arterial roads	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	1.3
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.5
<b>Total</b>	<b>12.0</b>	<b>11.5</b>	<b>11.5</b>	<b>13.9</b>	<b>14.8</b>	<b>18.5</b>	<b>24.6</b>	<b>28.3</b>	<b>45.6</b>	<b>45.6</b>	<b>226.3</b>
<b>Total construction and maintenance</b>	<b>93.5</b>	<b>96.7</b>	<b>102.4</b>	<b>109.5</b>	<b>117.1</b>	<b>132.2</b>	<b>140.6</b>	<b>171.5</b>	<b>245.2</b>	<b>258.6</b>	<b>1 467.3</b>
<b>Planning &amp; research</b>	<b>1.1</b>	<b>1.2</b>	<b>1.4</b>	<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>
<b>Total road expenditure</b>	<b>94.6</b>	<b>97.9</b>	<b>103.8</b>	<b>110.4</b>	<b>118.1</b>	<b>133.2</b>	<b>140.6</b>	<b>171.5</b>	<b>245.2</b>	<b>258.6</b>	<b>1 473.9</b>

*Notes* 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.



TABLE 7.2 QUEENSLAND: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
SRA											
Vehicle registration	48.5	54.3	58.8	73.9	77.2	83.0	131.8	141.1	148.8	178.3	995.7
Drivers' licence fees	3.9	5.4	5.6	7.6	8.4	10.2	15.3	17.7	19.8	22.3	116.1
Road maintenance tax or State fuel tax	5.0	5.3	5.4	5.5	1.4	0.2	0.1	0.1	0.0	0.1	23.1
Other	6.8	6.4	4.2	3.7	4.0	5.4	2.5	3.0	3.2	5.3	44.5
Total motor taxation	64.3	71.4	74.1	90.6	91.0	98.7	149.7	161.9	171.9	206.0	1 179.7
Less collection costs	10.1	11.2	11.4	11.8	11.1	13.3	14.5	16.6	15.3	17.3	132.6
Net motor taxation	54.2	60.2	62.7	78.8	79.9	85.5	135.2	145.3	156.6	188.7	1 047.0
Loans	2.2	13.8	12.2	7.0	17.6	21.2	13.1	19.5	12.8	35.7	155.1
Other	1.5	0.5	1.1	1.3	1.1	2.7	2.5	1.3	2.8	3.1	17.9
Other authorities	16.0	21.3	28.8	25.1	30.1	38.7	34.8	33.7	32.9	47.1	308.2
Total road revenue	73.9	95.8	104.8	112.1	128.8	148.1	185.7	199.8	205.1	274.6	1 528.7

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 7.3 QUEENSLAND: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	0.0	0.5	4.7	1.6	3.8	5.8	6.5	5.9	4.9	6.5	40.2
Rural arterial roads	23.1	39.7	31.2	27.6	33.5	30.0	50.4	55.1	47.7	62.0	400.3
Rural local roads	7.7	8.7	11.9	10.8	13.9	25.6	34.6	26.1	25.3	47.4	212.0
Urban arterial roads	2.8	6.9	13.5	22.0	21.9	15.4	17.6	19.9	18.8	39.7	178.4
Urban local roads	0.8	1.7	2.1	2.1	2.6	3.8	3.4	3.3	3.4	2.1	25.4
Total	34.4	57.5	63.4	64.0	75.7	80.6	112.5	110.4	100.0	157.7	856.1
Maintenance											
National roads	0.0	0.1	1.0	1.4	1.5	1.7	2.0	2.6	1.0	5.8	17.0
Rural arterial roads	20.6	20.8	19.2	21.3	23.7	27.4	35.3	40.0	50.4	61.4	320.0
Rural local roads	2.7	6.7	6.7	9.4	8.9	12.8	14.9	13.8	18.7	20.8	115.4
Urban arterial roads	4.2	4.9	5.1	7.2	6.1	6.9	8.2	8.7	8.7	11.6	71.6
Urban local roads	0.1	0.1	0.1	0.1	0.1	2.0	0.0	0.0	0.1	0.1	2.6
Total	27.5	32.5	32.1	39.3	40.1	50.7	60.5	65.1	78.8	99.6	526.3
Total construction and maintenance	61.9	90.0	95.4	103.2	115.8	131.3	173.0	175.5	178.7	257.3	1 382.2
Planning & research	0.4	0.5	0.6	0.7	0.8	1.0	1.3	1.8	1.7	2.0	10.8
Total road expenditure	62.3	90.5	96.0	103.9	116.5	132.2	174.2	177.3	180.5	259.4	1 392.9
Non-road expenditure											
Loan repayments	0.8	0.7	0.8	0.9	0.9	1.1	0.9	0.4	0.6	2.4	9.4
Interest payments	0.2	0.1	1.4	1.9	2.3	3.8	5.9	8.5	8.1	8.3	40.4
Other	6.1	5.8	4.5	6.0	6.7	8.1	13.0	15.1	14.4	15.1	94.8
Total	7.1	6.6	6.7	8.8	9.9	13.1	19.9	24.0	23.1	25.8	144.7

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 7.4 QUEENSLAND: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	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	20.7	20.6	22.3	24.0	44.4	40.5	36.1	48.9	56.1	57.2	370.9
Urban arterial roads	2.3	2.2	2.4	2.5	3.7	3.4	0.0	0.0	0.0	0.0	16.5
Urban local roads	19.1	18.2	19.0	19.6	29.6	27.0	37.2	41.3	47.9	59.0	318.0
Total	42.2	40.9	43.7	46.1	77.7	70.9	73.3	90.2	104.0	116.2	705.3
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	17.0	16.8	18.3	19.7	16.1	26.9	32.6	35.3	44.8	54.2	281.7
Urban arterial roads	1.1	1.1	1.2	1.3	1.1	1.7	0.0	0.0	0.0	0.0	7.5
Urban local roads	15.7	14.9	15.6	16.0	13.9	23.3	35.8	43.8	46.3	52.9	278.1
Total	33.8	32.8	35.0	36.9	31.1	51.9	68.4	79.1	91.1	107.1	567.2
Total construction and maintenance	75.9	73.7	78.7	83.1	108.8	122.8	141.7	169.4	195.1	223.3	1 272.6
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 expenditure	75.9	73.7	78.7	83.1	108.8	122.8	141.7	169.4	195.1	223.3	1 272.6

TABLE 7.4 (Cont.) QUEENSLAND: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Pro rata expenditure on general administration	18.7	23.4	26.6	26.7	22.9	24.6	27.4	36.4	27.7	29.7	264.1
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	8.0	8.6	9.1	10.2	11.9	12.8	14.2	15.3	14.6	16.6	121.3
Interest payments	11.0	12.8	15.0	17.3	19.5	22.7	27.0	33.3	35.0	40.5	234.1
Total	19.0	21.4	24.1	27.5	31.4	35.5	41.2	48.6	49.6	57.1	355.4
Road works funded by private contributions	10.0	13.2	8.9	12.6	2.7	2.6	7.1	6.7	10.0	10.1	83.9

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 7.5 QUEENSLAND: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Construction											
National roads	25.2	29.8	38.2	36.4	41.9	48.0	48.0	55.9	77.7	83.8	484.8
Rural arterial roads	42.6	58.4	54.0	52.6	60.2	59.4	81.5	97.6	107.3	118.3	731.9
Rural local roads	43.5	46.6	53.8	54.4	77.8	90.0	97.0	105.8	121.4	144.8	834.9
Urban arterial roads	24.8	26.8	27.1	36.6	39.1	33.4	34.4	39.6	45.8	78.8	386.3
Urban local roads	22.0	22.1	25.0	25.9	36.8	34.5	40.8	44.9	51.4	61.3	364.6
Total	158.0	183.7	198.0	205.7	255.7	265.2	301.7	343.8	403.6	486.9	2 802.4
Maintenance											
National roads	6.1	7.5	9.5	12.2	12.4	16.0	20.5	24.9	35.3	40.1	184.6
Rural arterial roads	22.3	22.1	20.1	22.3	24.5	28.0	35.9	40.3	53.7	64.1	333.3
Rural local roads	23.5	25.8	27.1	31.2	28.1	42.8	53.1	54.8	71.3	83.3	440.8
Urban arterial roads	5.8	6.5	6.3	8.5	7.2	8.6	8.2	8.7	8.8	11.8	80.3
Urban local roads	15.7	14.9	15.6	16.2	14.0	25.8	35.8	43.8	46.4	53.0	281.2
Total	73.3	76.8	78.6	90.1	86.0	121.1	153.5	172.6	215.5	252.3	1 319.7
Total construction and maintenance	231.3	260.4	276.5	295.7	341.7	386.3	455.3	516.5	619.1	739.3	4 122.1
Planning and research	1.5	1.7	2.0	1.7	1.8	2.0	1.3	1.8	1.7	2.0	17.4
Total road expenditure	232.8	262.1	278.5	297.4	343.5	388.2	456.5	518.2	620.8	741.3	4 139.3

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 7.6 QUEENSLAND: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	64.9	66.4	69.3	66.6	62.9	60.2	52.6	56.3	77.2	77.3	653.6
Rural arterial roads	50.1	42.5	47.1	47.8	44.2	42.1	39.4	47.9	63.1	56.3	480.6
Rural local roads	38.6	39.3	40.4	37.4	32.2	34.2	33.4	34.7	42.3	40.2	372.7
Urban arterial roads	50.7	40.2	23.2	23.3	22.2	20.9	21.3	22.2	28.7	39.1	291.7
Urban local roads	5.2	5.2	8.1	8.0	7.5	5.2	0.3	0.3	0.1	0.1	40.0
Total	209.5	193.4	188.1	183.1	169.0	162.7	147.0	161.2	211.4	213.0	1 838.4
Maintenance											
National roads	15.6	16.8	17.7	20.7	18.0	20.5	23.5	25.1	36.4	34.3	228.5
Rural arterial roads	4.4	3.0	1.8	1.8	1.4	0.9	0.8	0.3	3.6	2.7	20.7
Rural local roads	9.8	5.1	4.3	4.1	5.0	4.4	7.1	6.4	8.2	8.4	62.7
Urban arterial roads	1.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	2.6
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.7
Total	30.9	26.0	23.7	26.6	24.4	26.4	31.2	31.9	48.3	45.6	315.1
Total construction and maintenance	240.4	219.4	211.8	209.7	193.4	189.1	178.3	193.1	259.7	258.6	2 153.6
Planning and research	2.8	2.7	2.9	1.9	1.8	1.4	0.0	0.0	0.0	0.0	13.3
Total road expenditure	243.2	222.1	214.7	211.6	195.2	190.4	178.3	193.1	259.7	258.6	2 166.9

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

TABLE 7.7 QUEENSLAND: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
SRA											
Vehicle registration	116.3	113.0	110.1	128.3	124.2	120.3	173.1	168.3	160.3	178.3	1 392.1
Drivers' licence fees	9.4	11.2	10.5	13.2	13.6	14.7	20.1	21.1	21.3	22.3	157.3
Road maintenance tax or State fuel tax	12.0	11.1	10.2	9.5	2.3	0.3	0.1	0.1	0.0	0.1	45.6
Other	16.4	13.2	7.9	6.4	6.4	7.8	3.3	3.6	3.5	5.3	73.8
Gross motor taxation	154.0	148.4	138.7	157.4	146.5	143.1	196.8	193.2	185.2	206.0	1 669.2
Less collection costs	24.2	23.3	21.4	20.5	17.9	19.3	19.0	19.8	16.5	17.3	199.1
Net motor taxation	129.8	125.1	117.3	136.8	128.6	123.9	177.7	173.3	168.7	188.7	1 469.9
Loans	5.3	28.6	22.8	12.1	28.4	30.7	17.3	23.3	13.8	35.7	218.0
Other	3.6	0.9	2.1	2.2	1.8	3.9	3.3	1.5	3.1	3.1	25.5
Other authorities	38.3	44.3	53.9	43.6	48.4	56.1	45.7	40.3	35.4	47.1	453.0
Total road revenue	177.0	199.2	196.1	194.7	207.4	214.6	244.0	238.4	220.9	274.6	2 166.8

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1986a) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

TABLE 7.8 QUEENSLAND: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
<b>Construction</b>											
National roads	0.0	1.2	9.7	3.1	6.3	8.4	8.2	6.6	5.2	6.5	55.2
Rural arterial roads	59.4	90.1	64.6	52.9	55.3	42.9	63.9	62.0	50.5	62.0	603.6
Rural local roads	19.8	19.7	24.6	20.7	23.0	36.6	43.9	29.4	26.8	47.4	291.9
Urban arterial roads	7.2	15.7	27.9	42.2	36.2	22.0	22.3	22.4	19.9	39.7	255.4
Urban local roads	2.1	3.9	4.3	4.0	4.3	5.5	4.3	3.8	3.6	2.1	37.8
<b>Total</b>	<b>88.5</b>	<b>130.5</b>	<b>131.2</b>	<b>122.6</b>	<b>125.1</b>	<b>115.2</b>	<b>142.7</b>	<b>124.3</b>	<b>105.9</b>	<b>157.7</b>	<b>1 243.5</b>
<b>Maintenance</b>											
National roads	0.0	0.3	2.0	2.6	2.5	2.4	2.5	2.9	1.0	5.8	22.1
Rural arterial roads	53.0	47.2	39.7	40.8	39.2	39.2	44.8	45.0	53.3	61.4	463.5
Rural local roads	6.9	15.2	13.9	18.0	14.7	18.3	18.9	15.5	19.8	20.8	162.0
Urban arterial roads	10.8	11.1	10.6	13.8	10.1	9.8	10.4	9.8	9.2	11.6	107.2
Urban local roads	0.2	0.2	0.1	0.3	0.1	2.9	0.1	0.0	0.1	0.1	3.9
<b>Total</b>	<b>70.7</b>	<b>73.7</b>	<b>66.4</b>	<b>75.3</b>	<b>66.3</b>	<b>72.6</b>	<b>76.7</b>	<b>73.3</b>	<b>83.4</b>	<b>99.6</b>	<b>758.1</b>
<b>Total construction and maintenance</b>	<b>159.2</b>	<b>204.2</b>	<b>197.4</b>	<b>197.7</b>	<b>191.3</b>	<b>187.8</b>	<b>219.4</b>	<b>197.6</b>	<b>189.3</b>	<b>257.3</b>	<b>2 001.2</b>
<b>Planning and research</b>	<b>1.0</b>	<b>1.1</b>	<b>1.2</b>	<b>1.4</b>	<b>1.2</b>	<b>1.4</b>	<b>1.7</b>	<b>2.0</b>	<b>1.8</b>	<b>2.0</b>	<b>14.9</b>
<b>Total road expenditure</b>	<b>160.2</b>	<b>205.3</b>	<b>198.6</b>	<b>199.1</b>	<b>192.5</b>	<b>189.1</b>	<b>220.9</b>	<b>199.6</b>	<b>191.1</b>	<b>259.4</b>	<b>2 015.8</b>



TABLE 7.8 (Cont.) QUEENSLAND: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Non-road expenditure											
Loan repayments	1.9	1.5	1.5	1.6	1.4	1.6	1.2	0.5	0.6	2.4	14.0
Interest payments	0.5	0.2	2.7	3.2	3.7	5.5	7.7	10.1	8.6	8.3	50.5
Other	14.9	12.2	8.5	10.4	10.7	11.7	17.0	18.0	15.4	15.1	134.0
Total	17.4	13.9	12.7	15.2	15.8	19.0	26.1	28.5	24.7	25.8	198.9

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE 7.9 QUEENSLAND: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>Construction</b>											
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	53.3	46.7	46.2	46.1	73.3	57.9	45.8	55.1	59.4	57.2	541.0
Urban arterial roads	5.9	5.0	4.9	4.8	6.2	4.8	0.0	0.0	0.0	0.0	31.5
Urban local roads	49.2	41.2	39.4	37.5	48.9	38.6	47.2	46.5	50.7	59.0	458.3
<b>Total</b>	<b>108.4</b>	<b>92.9</b>	<b>90.4</b>	<b>88.4</b>	<b>128.4</b>	<b>101.4</b>	<b>92.9</b>	<b>101.6</b>	<b>110.1</b>	<b>116.2</b>	<b>1 030.8</b>
<b>Maintenance</b>											
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	43.7	38.2	37.8	37.7	26.6	38.5	41.3	39.8	47.4	54.2	405.1
Urban arterial roads	2.9	2.5	2.4	2.4	1.8	2.4	0.0	0.0	0.0	0.0	14.5
Urban local roads	40.3	33.7	32.2	30.7	23.0	33.3	45.4	49.3	49.0	52.9	389.8
<b>Total</b>	<b>86.9</b>	<b>74.4</b>	<b>72.4</b>	<b>70.8</b>	<b>51.4</b>	<b>74.2</b>	<b>86.7</b>	<b>89.1</b>	<b>96.5</b>	<b>107.1</b>	<b>809.5</b>
<b>Total construction and maintenance</b>	<b>195.3</b>	<b>167.3</b>	<b>162.9</b>	<b>159.2</b>	<b>179.8</b>	<b>175.6</b>	<b>179.7</b>	<b>190.7</b>	<b>206.6</b>	<b>223.3</b>	<b>1 840.4</b>
Planning and research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total road expenditure</b>	<b>195.3</b>	<b>167.3</b>	<b>162.9</b>	<b>159.2</b>	<b>179.8</b>	<b>175.6</b>	<b>179.7</b>	<b>190.7</b>	<b>206.6</b>	<b>223.3</b>	<b>1 840.4</b>

TABLE 7.9 (Cont.) QUEENSLAND: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Pro rata expenditure on general administration	45.8	49.3	50.3	46.1	36.6	35.6	35.9	43.3	29.6	29.7	402.2
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	19.6	18.1	17.2	17.6	19.0	18.5	18.6	18.2	15.6	16.6	179.0
Interest payments	26.9	27.0	28.3	29.8	31.2	32.9	35.4	39.6	37.5	40.5	329.1
Total	46.5	45.1	45.5	47.4	50.2	51.4	54.0	57.8	53.1	57.1	508.1
Road works funded by private contributions	25.7	30.0	18.4	24.1	4.5	3.7	9.0	7.5	10.6	10.1	143.6

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE 7.10 QUEENSLAND: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>Construction</b>											
National roads	64.9	67.6	79.0	69.7	69.2	68.6	60.9	62.9	82.3	83.8	708.8
Rural arterial roads	109.5	132.6	111.7	100.7	99.5	85.0	103.3	109.9	113.6	118.3	1 084.1
Rural local roads	111.8	105.7	111.3	104.2	128.4	128.7	123.0	119.1	128.5	144.8	1 205.5
Urban arterial roads	63.8	60.8	56.0	70.2	64.6	47.7	43.6	44.6	48.5	78.8	578.5
Urban local roads	56.5	50.2	51.8	49.6	60.7	49.3	51.7	50.6	54.5	61.3	536.1
<b>Total</b>	<b>406.4</b>	<b>416.8</b>	<b>409.7</b>	<b>394.1</b>	<b>422.5</b>	<b>379.3</b>	<b>382.6</b>	<b>387.1</b>	<b>427.4</b>	<b>486.9</b>	<b>4 112.7</b>
<b>Maintenance</b>											
National roads	15.6	17.1	19.7	23.3	20.6	22.9	26.0	28.0	37.4	40.1	250.7
Rural arterial roads	57.4	50.2	41.5	42.7	40.5	40.1	45.5	45.4	56.9	64.1	484.2
Rural local roads	60.4	58.5	56.0	59.8	46.4	61.1	67.3	61.7	75.5	83.3	629.9
Urban arterial roads	14.9	14.7	13.0	16.2	11.9	12.3	10.4	9.8	9.4	11.8	124.3
Urban local roads	40.5	33.9	32.3	31.0	23.1	36.9	45.4	49.3	49.1	53.0	394.4
<b>Total</b>	<b>188.5</b>	<b>174.1</b>	<b>162.6</b>	<b>172.7</b>	<b>142.0</b>	<b>173.2</b>	<b>194.6</b>	<b>194.3</b>	<b>228.2</b>	<b>252.3</b>	<b>1 882.6</b>
<b>Total construction and maintenance</b>	<b>595.0</b>	<b>590.9</b>	<b>572.1</b>	<b>566.6</b>	<b>564.5</b>	<b>552.4</b>	<b>577.3</b>	<b>581.5</b>	<b>655.6</b>	<b>739.3</b>	<b>5 995.2</b>
Planning and research	3.8	3.8	4.1	3.3	3.0	2.8	1.7	2.0	1.8	2.0	28.2
<b>Total road expenditure</b>	<b>598.7</b>	<b>594.8</b>	<b>576.2</b>	<b>569.8</b>	<b>567.4</b>	<b>555.1</b>	<b>578.9</b>	<b>583.5</b>	<b>657.4</b>	<b>741.3</b>	<b>6 023.1</b>

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

## 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 agencies 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 Police Department (previously the Road Traffic Authority which was abolished in 1981) 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 Police Department. The major part of road related revenue is paid into the Main Roads Trust Account. However, drivers' licence fees are paid into Consolidated Revenue and subsequently passed to the National Safety Council and Police Department where they are spent on driver education and similar schemes.

Apart from the motor vehicle licence, renewal and transfer fees collected by the Police Department, all other motor vehicle charges are collected by the Transport Commission. These charges relate to the regulation of omnibuses and commercial goods vehicles. The most important of these was the road maintenance charge which was replaced by a fuel franchise licensing scheme on 1 July 1979. However, while the fees under the schemes in other States are largely based on value of fuel sold, the Western Australian fee is based on quantity sold.

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 and to enable concession travel into and out of remote areas by students and pensioners. Subsidised

services include the movement of grains and fertilisers, the air transport of perishable goods to remote areas and some regular country transport services.

The Main Roads Trust Fund is the only operating account of the Main Roads Department, which is the major road construction and maintenance agency for the State. The Main Roads Department also operates the Railway Crossing Protection Fund. This fund is financed by appropriations from the Main Roads Trust Fund of one-half of the fees for transfer of motor vehicle licences issued in 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 Paper.

The only other State agencies which have undertaken significant roadworks during the period are the State Housing Commission and the Forests Department. In previous years, the Metropolitan Regional Planning Authority spends some of its funds on land acquisition for new roads and road widening, but did not spend funds on roads in 1984-85. These road expenditures are included in the statistics 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 small.

#### **COLLECTION COSTS**

It has not been possible to obtain an accurate estimate of collection costs incurred by each of the revenue collecting agencies. 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 Police Department.

TABLE 8.1 WESTERN AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	12.7	11.8	18.9	19.1	20.5	24.3	19.1	25.6	34.9	44.6	231.5
Rural arterial roads	9.9	8.4	10.0	10.5	11.5	12.0	13.2	16.2	22.6	25.2	139.5
Rural local roads	8.2	9.6	11.0	12.0	13.2	13.7	14.2	12.2	20.8	19.9	134.9
Urban arterial roads	23.0	21.4	11.5	12.4	13.3	14.3	15.5	20.6	29.7	41.3	202.9
Urban local roads	1.1	1.4	2.4	2.6	2.8	3.1	3.3	3.5	4.8	5.0	30.0
Total	54.9	52.6	53.9	56.6	61.3	67.5	65.3	78.1	112.7	135.9	738.7
Maintenance											
National roads	3.1	2.1	4.6	4.4	5.1	5.1	11.0	13.4	16.6	11.8	77.3
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.3	0.5	0.2	0.7	0.0	1.7
Rural local roads	3.5	3.2	4.3	3.9	4.3	5.5	7.3	9.4	11.1	10.5	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	6.5	5.3	8.9	8.3	9.4	11.0	18.8	23.0	28.4	22.3	141.9
Total construction and maintenance	61.4	57.9	62.8	64.9	70.7	78.4	84.1	101.1	141.1	158.2	880.6
Planning & research	0.9	0.9	0.7	0.6	0.7	0.6	0.0	0.0	0.0	0.0	4.4
Total road expenditure	62.4	58.7	63.5	65.5	71.3	79.0	84.1	101.1	141.1	158.2	885.0

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 8.2 WESTERN AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
SRA											
Vehicle registration	28.2	31.4	39.7	43.8	50.1	50.7	57.0	63.0	72.5	78.2	514.6
Drivers' licence fees	2.2	1.6	1.7	3.0	5.0	5.5	9.5	9.6	11.7	15.3	65.2
Road maintenance tax or State fuel tax	4.5	4.6	5.2	6.2	16.3	24.4	29.0	33.9	41.3	44.0	209.4
Other	8.3	8.4	9.1	10.9	2.7	3.3	4.3	5.1	3.8	4.3	60.3
Total motor taxation	43.2	46.0	55.7	63.9	74.1	84.0	99.8	111.6	129.3	141.8	849.5
Less collection costs	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.0	0.9
Net motor taxation	43.2	46.0	55.7	63.9	74.0	83.8	99.6	111.4	129.1	141.8	848.3
Loans	0.5	1.0	0.8	1.0	0.6	1.8	0.2	1.5	1.8	4.0	13.2
Other	2.3	0.5	3.0	2.9	8.7	8.1	8.3	8.5	3.3	3.3	48.7
Other authorities	5.4	5.3	5.8	4.0	7.6	15.3	7.3	9.3	4.6	0.7	65.3
Total road revenue	51.3	52.8	65.3	71.9	90.8	109.0	115.4	130.7	138.8	149.7	975.6

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.



TABLE 8.3 WESTERN AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	0.8	0.6	3.8	4.8	0.8	7.5	0.7	0.3	1.0	4.3	24.6
Rural arterial roads	7.3	12.0	12.5	15.3	24.7	25.3	16.7	22.1	20.7	32.9	189.4
Rural local roads	11.1	13.5	4.9	5.5	6.0	7.7	11.4	12.4	8.3	10.2	91.0
Urban arterial roads	2.0	5.6	15.4	19.7	25.2	21.8	31.1	35.6	31.3	19.9	207.6
Urban local roads	1.2	1.5	1.5	0.8	1.3	1.4	1.8	2.5	3.7	3.1	18.8
Total	22.3	33.2	37.9	46.1	57.9	63.8	61.7	72.9	64.9	70.4	531.2
Maintenance											
National roads	0.0	0.0	0.0	0.1	0.6	0.8	0.0	0.0	0.2	0.1	1.7
Rural arterial roads	7.2	10.7	10.5	12.8	16.2	16.6	21.8	25.0	26.0	28.7	175.5
Rural local roads	1.4	2.2	2.8	3.5	3.8	2.5	1.3	2.5	2.9	2.7	25.5
Urban arterial roads	1.6	1.8	1.7	3.8	3.4	2.8	3.3	3.5	8.3	9.7	39.9
Urban local roads	1.2	1.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	3.1
Total	11.4	15.9	15.1	20.3	24.0	22.8	26.5	31.1	37.5	41.3	245.7
Total construction and maintenance	33.7	49.1	53.0	66.4	81.9	86.5	88.2	104.0	102.3	111.7	776.9
Planning & research	0.9	0.8	0.8	1.0	0.9	1.2	1.3	1.7	1.3	1.7	11.5
Total road expenditure	34.6	49.9	53.8	67.4	82.8	87.7	89.5	105.7	103.6	113.4	788.3

TABLE 8.3 (Cont.) WESTERN AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	0.0	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.3	0.4	1.9
Interest payments	0.3	0.4	0.5	0.6	0.6	0.8	1.0	1.1	1.3	2.2	8.7
Other	7.3	7.4	8.2	9.8	10.5	13.8	23.5	26.0	31.1	38.4	176.0
Total	7.6	7.8	8.8	10.4	11.3	14.8	24.7	27.4	32.7	41.0	186.6

*Notes* 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 8.4 WESTERN AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
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	8.0	9.1	10.0	11.7	5.6	5.4	15.4	21.5	14.3	23.9	124.9
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	9.0	10.7	12.2	14.9	15.1	14.7	19.3	15.9	17.3	18.7	147.9
Total	17.0	19.8	22.1	26.7	20.7	20.1	34.6	37.4	31.6	42.6	272.6
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	5.3	6.1	6.6	7.8	12.2	14.7	8.5	11.9	12.4	15.5	101.0
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	6.0	7.1	8.1	10.0	8.4	10.1	13.4	13.7	16.4	18.3	111.6
Total	11.3	13.2	14.8	17.8	20.6	24.8	21.8	25.6	28.8	33.8	212.4
Total construction and maintenance	28.3	33.1	36.9	44.5	41.3	44.9	56.5	63.0	60.4	76.3	485.1
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 expenditure	28.3	33.1	36.9	44.5	41.3	44.9	56.5	63.0	60.4	76.3	485.1

TABLE 8.4 (Cont.) WESTERN AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Pro rata expenditure on general administration	5.6	6.5	9.3	12.2	11.9	12.9	15.2	17.0	15.0	20.6	126.2
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	3.9	4.5	5.1	6.1	6.3	7.0	8.8	9.3	9.0	9.6	69.6
Interest payments	4.1	5.1	5.9	7.7	7.1	8.1	9.8	12.0	11.2	11.8	82.8
Total	8.0	9.6	11.0	13.8	13.4	15.1	18.6	21.3	20.2	21.4	152.4
Road works funded by private contributions	5.7	6.4	6.0	5.0	1.2	3.0	3.4	2.5	2.8	2.8	38.8

Notes 1. See text for interpretation and qualification of figures in the table.

2. Owing to rounding, figures may not add to totals.

TABLE 8.5 WESTERN AUSTRALIA: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	13.5	12.4	22.7	23.9	21.3	31.8	19.8	25.9	35.9	48.9	256.0
Rural arterial roads	17.2	20.4	22.5	25.8	36.2	37.3	29.9	38.4	43.2	58.1	328.9
Rural local roads	27.3	32.3	25.8	29.3	24.8	26.8	41.0	46.1	43.4	54.0	350.8
Urban arterial roads	25.0	27.0	26.9	32.1	38.5	36.1	46.6	56.1	60.9	61.2	410.4
Urban local roads	11.3	13.6	16.1	18.3	19.2	19.2	24.4	22.0	25.7	26.8	196.6
Total	94.2	105.7	113.9	129.4	139.9	151.3	161.6	188.4	209.2	248.9	1 542.5
Maintenance											
National roads	3.1	2.1	4.6	4.5	5.7	5.9	11.0	13.4	16.8	11.9	79.0
Rural arterial roads	7.2	10.7	10.5	12.8	16.2	16.9	22.3	25.2	26.7	28.7	177.3
Rural local roads	10.2	11.4	13.7	15.2	20.2	22.7	17.1	23.7	26.4	28.7	189.3
Urban arterial roads	1.6	1.8	1.7	3.8	3.4	2.8	3.3	3.5	8.3	9.7	39.9
Urban local roads	7.2	8.4	8.2	10.1	8.5	10.2	13.5	13.8	16.5	18.4	114.6
Total	29.2	34.4	38.7	46.4	53.9	58.5	67.1	79.7	94.7	97.4	600.1
Total construction and maintenance	123.4	140.1	152.7	175.8	193.8	209.9	228.8	268.2	303.8	346.2	2 142.6
Planning and research	1.8	1.6	1.5	1.5	1.6	1.8	1.3	1.7	1.3	1.7	15.9
Total road expenditure	125.3	141.7	154.2	177.3	195.4	211.6	230.1	269.8	305.1	347.9	2 158.4

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 8.6 WESTERN AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>Construction</b>											
National roads	32.7	26.8	39.0	36.5	33.9	34.8	24.2	28.8	37.0	44.6	338.3
Rural arterial roads	25.4	19.1	20.7	20.1	19.0	17.2	16.7	18.3	23.9	25.2	205.6
Rural local roads	21.1	21.8	22.8	23.1	21.8	19.6	18.0	13.8	22.1	19.9	203.9
Urban arterial roads	59.1	48.6	23.9	23.7	21.9	20.5	19.7	23.2	31.4	41.3	313.1
Urban local roads	2.9	3.2	5.1	5.0	4.6	4.4	4.2	3.9	5.0	5.0	43.3
<b>Total</b>	<b>141.2</b>	<b>119.4</b>	<b>111.4</b>	<b>108.4</b>	<b>101.2</b>	<b>96.5</b>	<b>82.8</b>	<b>87.9</b>	<b>119.4</b>	<b>135.9</b>	<b>1 104.1</b>
<b>Maintenance</b>											
National roads	7.9	4.8	9.5	8.4	8.5	7.3	14.0	15.1	17.6	11.8	104.9
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.3	0.7	0.0	2.1
Rural local roads	8.9	7.2	8.9	7.6	7.0	7.9	9.3	10.5	11.8	10.5	89.5
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
<b>Total</b>	<b>16.8</b>	<b>12.0</b>	<b>18.4</b>	<b>15.9</b>	<b>15.5</b>	<b>15.7</b>	<b>23.8</b>	<b>25.9</b>	<b>30.1</b>	<b>22.3</b>	<b>196.5</b>
<b>Total construction and maintenance</b>	<b>158.0</b>	<b>131.4</b>	<b>129.9</b>	<b>124.3</b>	<b>116.7</b>	<b>112.2</b>	<b>106.6</b>	<b>113.9</b>	<b>149.4</b>	<b>158.2</b>	<b>1 300.6</b>
<b>Planning and research</b>	<b>2.4</b>	<b>1.9</b>	<b>1.5</b>	<b>1.1</b>	<b>1.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.0</b>
<b>Total road expenditure</b>	<b>160.4</b>	<b>133.3</b>	<b>131.4</b>	<b>125.4</b>	<b>117.8</b>	<b>113.0</b>	<b>106.6</b>	<b>113.9</b>	<b>149.4</b>	<b>158.2</b>	<b>1 309.5</b>

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

TABLE 8.7 WESTERN AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
SRA											
Vehicle registration	67.5	65.3	74.2	76.2	80.7	73.5	74.9	75.2	78.1	78.2	743.6
Drivers' licence fees	5.4	3.3	3.2	5.2	8.1	8.0	12.5	11.4	12.6	15.3	85.0
Road maintenance tax or State fuel tax	10.7	9.6	9.7	10.8	26.2	35.4	38.2	40.4	44.4	44.0	269.4
Other	19.8	17.5	17.1	18.9	4.3	4.8	5.6	6.1	4.1	4.3	102.6
Gross motor taxation	103.4	95.6	104.3	111.0	119.3	121.7	131.2	133.2	139.3	141.8	1 200.8
Less collection costs	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.3	0.3	0.0	1.1
Net motor taxation	103.4	95.6	104.3	111.0	119.1	121.4	130.9	132.9	139.0	141.8	1 199.3
Loans	1.2	2.1	1.5	1.7	1.0	2.6	0.3	1.8	1.9	4.0	18.1
Other	5.4	1.1	5.6	5.1	14.0	11.7	10.9	10.1	3.5	3.3	70.6
Other authorities	12.8	11.0	10.9	7.0	12.2	22.2	9.6	11.1	5.0	0.7	102.5
Total road revenue	122.8	109.8	122.2	124.9	146.2	157.9	151.7	155.9	149.5	149.7	1 390.6

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1986a) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

TABLE 8.8 WESTERN AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	1.9	1.4	7.8	9.2	1.3	10.8	0.9	0.4	1.1	4.3	39.0
Rural arterial roads	18.8	27.1	25.8	29.3	40.8	36.1	21.2	24.9	21.9	32.9	278.8
Rural local roads	28.5	30.7	10.1	10.6	9.9	11.0	14.5	13.9	8.8	10.2	148.1
Urban arterial roads	5.1	12.8	31.8	37.8	41.6	31.2	39.4	40.1	33.1	19.9	292.8
Urban local roads	3.1	3.4	3.0	1.5	2.1	2.0	2.3	2.9	3.9	3.1	27.3
Total	57.4	75.4	78.5	88.4	95.7	91.2	78.2	82.1	68.7	70.4	785.9
Maintenance											
National roads	0.0	0.0	0.0	0.1	1.0	1.1	0.0	0.0	0.2	0.1	2.5
Rural arterial roads	18.6	24.3	21.7	24.5	26.8	23.8	27.6	28.1	27.6	28.7	251.7
Rural local roads	3.6	4.9	5.8	6.6	6.2	3.5	1.7	2.9	3.1	2.7	40.9
Urban arterial roads	4.0	4.0	3.6	7.2	5.7	4.0	4.2	3.9	8.8	9.7	55.1
Urban local roads	3.0	2.9	0.1	0.3	0.1	0.1	0.1	0.1	0.1	0.1	6.8
Total	29.2	36.1	31.2	38.8	39.7	32.6	33.6	35.0	39.7	41.3	357.1
Total construction and maintenance	86.6	111.5	109.7	127.2	135.3	123.7	111.8	117.2	108.4	111.7	1 143.1
Planning and research	2.3	1.7	1.6	1.8	1.5	1.7	1.7	1.9	1.4	1.7	17.3
Total road expenditure	88.9	113.2	111.3	129.1	136.8	125.4	113.5	119.0	109.7	113.4	1 160.3



TABLE 8.8 (Cont.) WESTERN AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	0.1	0.1	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.4	2.6
Interest payments	0.7	0.8	0.9	1.0	1.0	1.1	1.3	1.3	1.4	2.2	11.7
Other	17.8	15.5	15.6	16.8	16.8	20.0	30.8	30.9	33.3	38.4	235.9
Total	18.7	16.5	16.6	18.0	18.1	21.4	32.4	32.5	35.0	41.0	250.2

- Notes*
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE 8.9 WESTERN AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>Construction</b>											
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	20.6	20.7	20.6	22.5	9.2	7.7	19.5	24.2	15.1	23.9	184.0
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	23.2	24.3	25.2	28.6	25.0	21.0	24.5	18.0	18.3	18.7	226.7
<b>Total</b>	<b>43.7</b>	<b>45.0</b>	<b>45.8</b>	<b>51.1</b>	<b>34.2</b>	<b>28.7</b>	<b>43.9</b>	<b>42.1</b>	<b>33.5</b>	<b>42.6</b>	<b>410.6</b>
<b>Maintenance</b>											
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	13.7	13.8	13.7	15.0	20.1	21.0	10.8	13.4	13.1	15.5	150.1
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	15.4	16.2	16.8	19.1	13.9	14.4	17.0	15.5	17.4	18.3	163.9
<b>Total</b>	<b>29.1</b>	<b>30.0</b>	<b>30.5</b>	<b>34.1</b>	<b>34.0</b>	<b>35.5</b>	<b>27.6</b>	<b>28.8</b>	<b>30.5</b>	<b>33.8</b>	<b>313.9</b>
<b>Total construction and maintenance</b>	<b>72.8</b>	<b>75.0</b>	<b>76.4</b>	<b>85.2</b>	<b>68.2</b>	<b>64.2</b>	<b>71.6</b>	<b>70.9</b>	<b>64.0</b>	<b>76.3</b>	<b>724.6</b>
<b>Planning and research</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total road expenditure</b>	<b>72.8</b>	<b>75.0</b>	<b>76.4</b>	<b>85.2</b>	<b>68.2</b>	<b>64.2</b>	<b>71.6</b>	<b>70.9</b>	<b>64.0</b>	<b>76.3</b>	<b>724.6</b>

TABLE 8.9 (Cont.) WESTERN AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Pro rata expenditure on general administration	13.7	13.7	17.6	21.1	19.0	18.7	19.9	20.2	16.1	20.6	180.5
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	9.6	9.5	9.6	10.5	10.1	10.1	11.5	11.1	9.6	9.6	101.2
Interest payments	10.0	10.7	11.2	13.3	11.4	11.7	12.9	14.3	12.0	11.8	119.2
Total	19.6	20.2	20.8	23.8	21.4	21.9	24.4	25.3	21.6	21.4	220.4
Road works funded by private contributions	14.7	14.6	12.4	9.6	2.0	4.3	4.3	2.8	3.0	2.8	70.5

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE 8.10 WESTERN AUSTRALIA: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>Construction</b>											
National roads	34.6	28.2	46.9	45.8	35.2	45.5	25.1	29.2	38.1	48.9	377.3
Rural arterial roads	44.2	46.2	46.5	49.5	59.8	53.3	37.9	43.2	45.8	58.1	484.4
Rural local roads	70.1	73.2	53.5	56.2	40.9	38.4	52.0	51.9	46.0	54.0	536.1
Urban arterial roads	64.2	61.4	55.6	61.5	63.6	51.7	59.1	63.2	64.5	61.2	605.8
Urban local roads	29.1	30.9	33.3	35.1	31.7	27.5	30.9	24.8	27.3	26.8	297.3
<b>Total</b>	<b>242.3</b>	<b>239.8</b>	<b>235.8</b>	<b>247.9</b>	<b>231.1</b>	<b>216.4</b>	<b>204.9</b>	<b>212.2</b>	<b>221.5</b>	<b>248.9</b>	<b>2 300.7</b>
<b>Maintenance</b>											
National roads	7.9	4.8	9.5	8.5	9.5	8.5	14.0	15.1	17.7	11.9	107.4
Rural arterial roads	18.6	24.3	21.7	24.5	26.8	24.2	28.3	28.4	28.3	28.7	253.7
Rural local roads	26.2	25.9	28.4	29.1	33.3	32.5	21.7	26.7	28.0	28.7	280.5
Urban arterial roads	4.0	4.0	3.6	7.2	5.7	4.0	4.2	3.9	8.8	9.7	55.1
Urban local roads	18.4	19.1	16.9	19.3	14.0	14.6	17.1	15.5	17.4	18.4	170.8
<b>Total</b>	<b>75.2</b>	<b>78.1</b>	<b>80.1</b>	<b>88.9</b>	<b>89.1</b>	<b>83.7</b>	<b>85.1</b>	<b>89.8</b>	<b>100.3</b>	<b>97.4</b>	<b>867.5</b>
<b>Total construction and maintenance</b>	<b>317.5</b>	<b>317.9</b>	<b>315.9</b>	<b>336.8</b>	<b>320.2</b>	<b>300.1</b>	<b>290.1</b>	<b>302.0</b>	<b>321.8</b>	<b>346.2</b>	<b>3 168.3</b>
Planning and research	4.7	3.6	3.1	3.0	2.7	2.6	1.7	1.9	1.4	1.7	26.3
<b>Total road expenditure</b>	<b>322.2</b>	<b>321.5</b>	<b>319.0</b>	<b>339.7</b>	<b>322.8</b>	<b>302.6</b>	<b>291.8</b>	<b>303.8</b>	<b>323.1</b>	<b>347.9</b>	<b>3 194.4</b>

- Notes 1. See text for interpretation and qualification of figures in the table.  
 2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.  
 3. Owing to rounding, figures may not add to totals.

## CHAPTER 9 SOUTH AUSTRALIA

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

### REVENUE

In South Australia, the main collecting agencies for road related revenue for the period 1975-76 to 1984-85 were the Department of Transport, the Treasury and the Highways Department.

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, 1926 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 the State Treasury. However, these were not significant 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 vehicles over 8 tonnes). The Highways Department collected these charges pursuant to the Road Maintenance (Contribution) Act, 1963. Receipts under this Act were paid into a special account at the State Treasury, and were applied only to the maintenance of public roads.

From 1 October 1979, the South Australian State Treasury has collected licence fees under the Business Franchise (Petroleum Products) Act, 1979. Like the Victorian scheme, it provides for a fixed monthly fee and an ad valorem tax on wholesalers plus a fixed annual fee on retailers of petroleum products. Until 1982-83, total collections

under the Act less administration (collection) costs, were credited to the Highways Fund. In 1983-84 and 1984-85 the amount credited was fixed at the same amount as in 1983 although total collections increased substantially in both years.

## **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 agencies, the South Australian Housing Trust and the Department of Marine and Harbors, also undertake public roadworks in developing residential and port areas respectively. Both these agencies obtain State loan funds, with the Housing Trust also recouping road expenditure from home sales and rents.

## **NON-ROAD EXPENDITURE**

An amount of gross motor vehicle registration receipts, prescribed by regulation, is paid annually to the Police Department for expenditure on traffic and road safety services. In 1983, this amount was increased from 9.8 per cent to 12 per cent. As well, one-sixth of gross drivers' licence fee collections was appropriated from the Highways Fund to the Road Safety Council to provide for road safety services. Non-road expenditure also includes debt servicing charges and motor vehicle taxation receipts retained in the Consolidated Revenue Fund.

## **COLLECTION COSTS**

Collection costs are deducted before motor vehicle revenue is credited to the Highways Fund. As a proportion of gross motor vehicle taxation, they have ranged from 14.7 per cent in 1978-79 down to 10.6 per cent in 1984-85 due in large part to the increasing share of fuel taxation receipts in total motor taxation.

TABLE 9.1 SOUTH AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	21.1	19.4	17.0	17.6	19.6	21.1	23.2	26.9	39.8	34.9	240.5
Rural arterial roads	1.9	3.4	7.3	8.4	8.4	9.0	6.8	8.2	14.5	17.6	85.4
Rural local roads	2.7	2.6	3.5	3.9	3.6	4.3	3.7	4.9	8.0	8.4	45.6
Urban arterial roads	8.7	7.9	4.8	5.1	5.5	6.3	9.9	13.6	16.7	19.0	97.7
Urban local roads	1.4	1.1	2.3	2.5	2.8	2.4	2.7	2.9	3.8	5.9	27.7
Total	35.7	34.4	34.9	37.6	39.9	43.2	46.4	56.4	82.7	85.7	496.9
Maintenance											
National roads	2.2	1.5	2.0	2.1	2.3	3.9	4.1	5.7	7.5	12.0	43.3
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	2.9	2.9	3.5	3.5	4.4	4.5	5.7	5.8	6.6	6.6	46.4
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	0.2	0.0	0.0	0.0	0.0	0.2	0.3	0.2	0.2	0.2	1.3
Total	5.1	4.4	5.5	5.6	6.7	8.6	10.1	11.7	14.4	18.8	90.8
Total construction and maintenance	40.8	38.8	40.4	43.2	46.6	51.7	56.4	68.1	97.1	104.5	587.6
Planning & research	0.7	0.9	0.7	0.5	0.5	0.5	0.0	0.0	0.0	0.0	3.8
Total road expenditure	41.5	39.7	41.1	43.7	47.1	52.2	56.4	68.1	97.1	104.5	591.4

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 9.2 SOUTH AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
SRA											
Vehicle registration	29.0	38.4	42.1	45.6	38.5	40.3	44.4	51.0	53.1	55.2	437.7
Drivers' licence fees	3.1	7.4	4.5	4.0	4.7	4.1	5.3	7.6	6.9	8.6	56.2
Road maintenance tax or State fuel tax	4.2	4.7	4.8	4.8	15.3	20.3	23.8	25.8	38.6	48.5	190.8
Other	0.8	1.2	1.3	1.2	1.5	1.7	1.8	2.0	2.2	2.1	15.7
Total motor taxation	37.2	51.7	52.7	55.6	59.9	66.3	75.4	86.4	100.7	114.4	700.4
Less collection costs	5.2	6.5	7.7	8.2	8.4	9.1	9.9	10.3	11.0	12.2	88.4
Net motor taxation	32.0	45.2	45.1	47.4	51.5	57.2	65.5	76.1	89.7	102.2	612.0
Loans	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	5.5	0.2	6.7
Other	3.0	0.7	1.1	0.9	1.1	2.7	1.6	1.1	1.8	1.4	15.5
Other authorities	1.6	1.9	2.4	2.4	2.2	2.2	1.8	2.3	3.4	3.4	23.6
Total road revenue	36.6	47.8	48.6	51.8	54.8	62.2	68.9	79.6	100.4	107.3	657.8

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.



TABLE 9.3 SOUTH AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	4.8	10.4	5.1	8.6	3.9	6.1	4.6	4.5	2.2	2.9	53.1
Rural arterial roads	5.5	6.2	4.7	4.2	5.4	2.8	5.7	7.1	10.2	12.8	64.6
Rural local roads	0.5	2.9	2.0	0.8	0.9	1.4	2.2	2.1	1.9	3.2	17.8
Urban arterial roads	2.9	4.5	8.1	10.4	11.8	16.1	7.4	10.7	11.8	11.7	95.4
Urban local roads	1.8	2.7	3.2	3.0	2.8	3.0	2.9	3.5	4.7	5.6	33.2
Total	15.3	26.7	23.1	27.0	24.7	29.5	22.8	27.9	30.8	36.2	264.0
Maintenance											
National roads	0.9	2.1	2.2	2.7	2.4	1.0	0.7	1.0	0.2	0.9	14.0
Rural arterial roads	9.5	8.9	10.7	11.9	13.4	15.0	19.8	22.4	24.8	25.6	161.9
Rural local roads	0.3	1.8	1.3	1.1	1.4	2.0	2.7	3.3	3.2	4.4	21.5
Urban arterial roads	3.2	3.4	3.9	4.8	5.3	6.3	8.6	10.3	11.3	13.2	70.4
Urban local roads	0.4	0.2	0.2	0.2	0.2	0.0	0.1	0.1	0.1	0.1	1.4
Total	14.2	16.4	18.3	20.6	22.7	24.3	32.0	37.2	39.6	44.2	269.5
Total construction and maintenance	29.5	43.0	41.4	47.6	47.4	53.8	54.8	65.1	70.4	80.4	533.3
Planning & research	0.9	1.3	1.5	1.8	1.2	1.4	0.4	0.3	0.4	0.4	9.6
Total road expenditure	30.4	44.3	42.9	49.4	48.6	55.3	55.2	65.3	70.7	80.8	542.9

TABLE 9.3 (Cont.) SOUTH AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Non-road expenditure											
Loan repayments	0.2	0.2	0.2	0.2	0.2	0.2	1.0	1.2	0.0	0.1	3.4
Interest payments	0.5	0.6	0.6	0.6	0.6	0.6	0.9	0.7	1.0	0.8	7.0
Other	2.2	2.8	3.1	3.3	3.5	4.6	5.9	8.2	24.2	34.6	92.3
Total	2.9	3.6	3.9	4.1	4.3	5.5	7.9	10.1	25.1	35.5	102.9

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 9.4 SOUTH AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	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	0.3	0.3	0.3	0.2	0.3	0.0	0.0	0.0	0.0	1.4
Rural local roads	5.8	6.3	7.8	7.7	6.5	8.6	9.4	10.5	11.4	15.1	89.1
Urban arterial roads	0.2	0.6	0.7	1.4	1.2	1.3	0.0	0.0	0.0	0.0	5.3
Urban local roads	8.3	9.9	12.2	13.2	11.4	12.3	15.3	17.0	16.3	20.8	136.6
Total	14.3	17.0	20.9	22.4	19.2	22.4	24.7	27.5	27.7	35.9	232.1
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	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	1.0
Rural local roads	4.8	5.3	6.6	6.5	10.3	10.8	13.1	22.1	15.4	18.1	113.0
Urban arterial roads	0.1	0.3	0.4	0.7	0.8	1.0	0.0	0.0	0.0	0.0	3.3
Urban local roads	6.8	8.4	10.4	11.2	12.7	15.7	18.4	21.3	23.6	25.3	153.9
Total	11.7	14.2	17.6	18.6	24.0	27.7	31.5	43.4	40.0	43.3	272.0
Total construction and maintenance	26.0	31.2	38.5	41.1	43.3	50.1	56.3	70.9	67.7	79.2	504.2
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 expenditure	26.0	31.2	38.5	41.1	43.3	50.1	56.3	70.9	67.7	79.2	504.2

TABLE 9.4 (Cont.) SOUTH AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Pro rata expenditure on general administration	4.6	5.1	5.9	6.9	9.7	10.2	11.3	15.3	12.5	14.1	95.6
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	2.2	2.2	2.5	3.0	3.4	3.6	3.7	5.2	4.1	4.6	34.5
Interest payments	2.4	2.5	2.7	3.3	4.5	5.2	5.4	7.8	6.1	6.5	46.4
Total	4.6	4.7	5.2	6.3	7.9	8.8	9.1	13.0	10.2	11.1	80.9
Road works funded by private contributions	1.4	1.9	2.3	2.2	1.2	1.2	1.4	1.6	1.4	1.5	16.1

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 9.5 SOUTH AUSTRALIA: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Construction											
National roads	25.9	29.8	22.2	26.2	23.5	27.3	27.8	31.4	41.9	37.7	293.6
Rural arterial roads	7.4	9.9	12.3	12.9	14.0	12.1	12.5	15.2	24.7	30.4	151.5
Rural local roads	8.9	11.8	13.3	12.4	11.0	14.3	15.3	17.5	21.3	26.7	152.4
Urban arterial roads	11.8	13.0	13.6	16.9	18.4	23.7	17.3	24.4	28.5	30.7	198.3
Urban local roads	11.5	13.7	17.7	18.6	16.9	17.7	20.9	23.4	24.8	32.3	197.5
Total	65.3	78.1	79.0	87.0	83.8	95.1	93.9	111.9	141.2	157.8	993.0
Maintenance											
National roads	3.1	3.6	4.2	4.8	4.7	4.8	4.8	6.7	7.7	12.9	57.3
Rural arterial roads	9.5	9.1	10.9	12.1	13.6	15.2	19.8	22.4	24.8	25.6	162.9
Rural local roads	8.0	10.0	11.4	11.1	16.1	17.3	21.5	31.2	25.3	29.1	181.0
Urban arterial roads	3.3	3.7	4.3	5.5	6.2	7.3	8.6	10.3	11.3	13.2	73.7
Urban local roads	7.4	8.6	10.6	11.4	12.9	15.9	18.8	21.6	23.9	25.6	156.6
Total	31.0	35.0	41.4	44.9	53.4	60.6	73.6	92.3	93.9	106.3	632.3
Total construction and maintenance	96.3	113.0	120.4	131.9	137.2	155.6	167.5	204.1	235.2	264.1	1 625.1
Planning and research	1.6	2.2	2.2	2.3	1.7	1.9	0.4	0.3	0.4	0.4	13.4
Total road expenditure	97.9	115.3	122.5	134.2	138.9	157.6	167.9	204.3	235.5	264.5	1 638.5

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 9.6 SOUTH AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	54.2	43.9	35.3	33.7	32.3	30.2	29.4	30.3	42.1	34.9	366.3
Rural arterial roads	4.8	7.8	15.1	16.2	13.9	12.8	8.6	9.2	15.3	17.6	121.3
Rural local roads	6.8	5.9	7.2	7.6	6.0	6.1	4.7	5.5	8.5	8.4	66.6
Urban arterial roads	22.4	18.0	9.9	9.9	9.1	9.1	12.6	15.4	17.7	19.0	142.9
Urban local roads	3.5	2.6	4.8	4.8	4.6	3.5	3.4	3.2	4.0	5.9	40.2
Total	91.7	78.1	72.3	72.0	65.9	61.7	58.8	63.5	87.6	85.7	737.4
Maintenance											
National roads	5.7	3.3	4.1	4.1	3.8	5.6	5.2	6.4	8.0	12.0	58.1
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	7.5	6.6	7.2	6.7	7.3	6.5	7.2	6.5	7.0	6.6	69.1
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	0.5	0.0	0.0	0.0	0.0	0.2	0.4	0.2	0.2	0.2	1.8
Total	13.2	9.9	11.3	10.8	11.0	12.3	12.8	13.2	15.2	18.8	128.5
Total construction and maintenance	104.9	88.0	83.6	82.8	76.9	74.0	71.5	76.7	102.8	104.5	865.8
Planning and research	1.9	2.1	1.5	0.9	0.8	0.7	0.0	0.0	0.0	0.0	7.8
Total road expenditure	106.7	90.2	85.1	83.7	77.8	74.6	71.5	76.7	102.8	104.5	873.6

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

TABLE 9.7 SOUTH AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
SRA											
Vehicle registration	69.5	79.9	78.9	79.3	61.9	58.4	58.4	60.8	57.2	55.2	659.5
Drivers' licence fees	7.4	15.4	8.3	6.9	7.6	5.9	7.0	9.1	7.4	8.6	83.6
Road maintenance tax or State fuel tax	10.2	9.8	9.0	8.4	24.6	29.4	31.3	30.8	41.5	48.5	243.4
Other	1.9	2.4	2.5	2.2	2.3	2.4	2.4	2.4	2.3	2.1	22.9
Gross motor taxation	89.1	107.5	98.7	96.7	96.5	96.1	99.0	103.1	108.5	114.4	1009.5
Less collection costs	12.4	13.6	14.4	14.2	13.6	13.2	13.0	12.3	11.8	12.2	130.5
Net motor taxation	76.6	94.0	84.4	82.4	82.9	82.9	86.1	90.8	96.6	102.2	879.0
Loans	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	5.9	0.2	7.9
Other	7.1	1.5	2.1	1.6	1.8	4.0	2.1	1.4	1.9	1.4	24.9
Other authorities	3.9	3.9	4.4	4.2	3.5	3.2	2.4	2.7	3.7	3.4	35.3
Total road revenue	87.7	99.3	90.9	89.9	88.2	90.1	90.5	94.9	108.2	107.3	946.9

- Notes*
1. See text for interpretation and qualification of figures in the table.
  2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1986a) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

TABLE 9.8 SOUTH AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>Construction</b>											
National roads	12.4	23.6	10.6	16.6	6.5	8.7	5.8	5.1	2.3	2.9	94.3
Rural arterial roads	14.2	14.1	9.7	8.1	8.8	4.1	7.2	8.0	10.8	12.8	97.7
Rural local roads	1.2	6.5	4.2	1.5	1.5	2.0	2.8	2.3	2.0	3.2	27.1
Urban arterial roads	7.4	10.3	16.8	19.9	19.4	23.1	9.4	12.1	12.5	11.7	142.4
Urban local roads	4.6	6.2	6.6	5.7	4.6	4.3	3.7	4.0	5.0	5.6	50.2
<b>Total</b>	<b>39.3</b>	<b>60.7</b>	<b>47.9</b>	<b>51.6</b>	<b>40.8</b>	<b>42.2</b>	<b>28.9</b>	<b>31.5</b>	<b>32.6</b>	<b>36.2</b>	<b>411.7</b>
<b>Maintenance</b>											
National roads	2.3	4.8	4.6	5.1	4.0	1.4	0.9	1.1	0.2	0.9	25.2
Rural arterial roads	24.3	20.1	22.1	22.8	22.2	21.4	25.1	25.3	26.2	25.6	235.2
Rural local roads	0.8	4.1	2.7	2.1	2.2	2.9	3.4	3.8	3.4	4.4	29.8
Urban arterial roads	8.1	7.7	8.1	9.3	8.8	9.0	10.9	11.6	12.0	13.2	98.7
Urban local roads	0.9	0.5	0.3	0.3	0.3	0.1	0.1	0.1	0.1	0.1	2.7
<b>Total</b>	<b>36.5</b>	<b>37.2</b>	<b>37.9</b>	<b>39.6</b>	<b>37.5</b>	<b>34.8</b>	<b>40.6</b>	<b>41.9</b>	<b>41.9</b>	<b>44.2</b>	<b>391.9</b>
<b>Total construction and maintenance</b>	<b>75.8</b>	<b>97.6</b>	<b>85.7</b>	<b>91.2</b>	<b>78.2</b>	<b>76.9</b>	<b>69.5</b>	<b>73.3</b>	<b>74.5</b>	<b>80.4</b>	<b>803.2</b>
Planning and research	2.3	3.0	3.1	3.5	2.0	2.0	0.5	0.3	0.4	0.4	17.5
<b>Total road expenditure</b>	<b>78.1</b>	<b>100.6</b>	<b>88.7</b>	<b>94.7</b>	<b>80.3</b>	<b>79.1</b>	<b>70.0</b>	<b>73.6</b>	<b>74.9</b>	<b>80.8</b>	<b>820.6</b>



TABLE 9.8 (Cont.) SOUTH AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Non-road expenditure											
Loan repayments	0.4	0.4	0.3	0.3	0.3	0.3	1.3	1.5	0.0	0.1	4.8
Interest payments	1.3	1.2	1.2	1.1	1.0	0.9	1.2	0.8	1.0	0.8	10.6
Other	5.3	6.0	5.9	5.7	5.6	6.7	7.7	9.7	25.8	34.6	113.0
Total	7.0	7.6	7.4	7.1	6.9	7.9	10.4	12.0	26.9	35.5	128.7

- Notes*
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE 9.9 SOUTH AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>Construction</b>											
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	0.7	0.6	0.6	0.3	0.4	0.0	0.0	0.0	0.0	2.6
Rural local roads	14.9	14.3	16.1	14.8	10.7	12.3	11.9	11.9	12.1	15.1	134.0
Urban arterial roads	0.5	1.4	1.5	2.6	1.9	1.8	0.0	0.0	0.0	0.0	9.6
Urban local roads	21.4	22.4	25.3	25.2	18.8	17.5	19.4	19.1	17.3	20.8	207.2
<b>Total</b>	<b>36.9</b>	<b>38.5</b>	<b>43.3</b>	<b>42.9</b>	<b>31.8</b>	<b>32.1</b>	<b>31.3</b>	<b>31.0</b>	<b>29.3</b>	<b>35.9</b>	<b>352.9</b>
<b>Maintenance</b>											
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	0.5	0.4	0.4	0.3	0.3	0.0	0.0	0.0	0.0	1.9
Rural local roads	12.2	12.1	13.7	12.5	17.1	15.4	16.6	24.8	16.3	18.1	158.8
Urban arterial roads	0.3	0.7	0.7	1.3	1.4	1.4	0.0	0.0	0.0	0.0	5.8
Urban local roads	17.5	19.1	21.6	21.5	21.0	22.4	23.3	24.0	25.0	25.3	220.7
<b>Total</b>	<b>30.0</b>	<b>32.3</b>	<b>36.4</b>	<b>35.7</b>	<b>39.7</b>	<b>39.6</b>	<b>39.9</b>	<b>48.9</b>	<b>42.4</b>	<b>43.3</b>	<b>388.1</b>
<b>Total construction and maintenance</b>	<b>66.9</b>	<b>70.8</b>	<b>79.6</b>	<b>78.7</b>	<b>71.5</b>	<b>71.6</b>	<b>71.4</b>	<b>79.8</b>	<b>71.7</b>	<b>79.2</b>	<b>741.2</b>
<b>Planning and research</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total road expenditure</b>	<b>66.9</b>	<b>70.8</b>	<b>79.6</b>	<b>78.7</b>	<b>71.5</b>	<b>71.6</b>	<b>71.4</b>	<b>79.8</b>	<b>71.7</b>	<b>79.2</b>	<b>741.2</b>

TABLE 9.9 (Cont.) SOUTH AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Pro rata expenditure on general administration	11.3	10.7	11.2	11.9	15.5	14.8	14.8	18.2	13.4	14.1	135.8
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	5.4	4.6	4.7	5.2	5.4	5.2	4.9	6.2	4.4	4.6	50.6
Interest payments	5.9	5.3	5.1	5.7	7.2	7.5	7.1	9.3	6.5	6.5	66.1
Total	11.3	9.9	9.8	10.9	12.6	12.7	11.9	15.5	10.9	11.1	116.7
Road works funded by private contributions	3.6	4.3	4.7	4.2	2.0	1.7	1.8	1.8	1.5	1.5	27.1

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE 9.10 SOUTH AUSTRALIA: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	66.5	67.5	45.8	50.3	38.8	39.0	35.3	35.4	44.4	37.7	460.6
Rural arterial roads	18.9	22.5	25.5	24.8	23.1	17.3	15.9	17.2	26.2	30.4	221.7
Rural local roads	22.9	26.7	27.5	23.8	18.2	20.4	19.4	19.7	22.6	26.7	227.8
Urban arterial roads	30.3	29.6	28.2	32.4	30.5	33.9	21.9	27.5	30.2	30.7	295.0
Urban local roads	29.5	31.2	36.7	35.7	28.0	25.3	26.5	26.3	26.2	32.3	297.6
Total	167.9	177.3	163.5	166.6	138.4	135.9	119.1	125.9	149.6	157.8	1 502.0
Maintenance											
National roads	8.0	8.1	8.7	9.2	7.8	6.9	6.1	7.5	8.2	12.9	83.3
Rural arterial roads	24.3	20.6	22.6	23.2	22.5	21.7	25.1	25.3	26.2	25.6	237.0
Rural local roads	20.5	22.8	23.6	21.3	26.6	24.8	27.3	35.1	26.7	29.1	257.7
Urban arterial roads	8.4	8.4	8.9	10.6	10.2	10.4	10.9	11.6	12.0	13.2	104.5
Urban local roads	18.9	19.6	21.9	21.8	21.2	22.7	23.8	24.4	25.3	25.6	225.2
Total	79.7	79.4	85.6	86.1	88.2	86.6	93.3	103.9	99.5	106.3	908.5
Total construction and maintenance	247.6	256.5	249.0	252.7	226.6	222.5	212.4	229.8	249.0	264.1	2 410.2
Planning and research	4.2	5.1	4.6	4.4	2.9	2.7	0.5	0.3	0.4	0.4	25.3
Total road expenditure	251.8	261.5	253.4	257.1	229.5	225.3	212.9	230.1	249.4	264.5	2 435.4

- Notes 1. See text for interpretation and qualification of figures in the table.  
 2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.  
 3. Owing to rounding, figures may not add to totals.

## CHAPTER 10 TASMANIA

Details of road expenditure by the three levels of government in Tasmania and State road revenue collections are shown in Tables 10.1 to 10.10.

### REVENUE

In Tasmania there are two main agencies 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 (comprising a motor tax levied on motor vehicles on a power-to-weight basis, registration fees and drivers' licence fees, a fire levy, number plate fees, some public vehicle fees and other minor miscellaneous fees and charges) is paid to Treasury. Some public vehicle fees are retained by the Transport Commission, and are included as general revenue in the Trading and Profit and Loss Accounts.

On 1 December 1981, the Tasmanian Government introduced a business fuel franchise licence scheme. The operation of this scheme is similar to that in most other States. Under the *Petroleum Products Business Franchise Licences Act* 1981, a flat annual licence fee is payable by retailers while wholesalers pay a monthly licence fee plus a fee based on the value of the motor spirit and automotive distillate sold.

Treasury credits the State Highways Trust Fund with the proceeds from motor tax, 90 per cent of the fuel franchise licence fees and some of the public vehicle fees. This fund also receives Commonwealth road grants and small amounts from other sources, including contributions

by municipal councils towards maintenance of local 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 agencies,
- . 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 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 agencies also maintain roads out of their general revenues. Capital repayments and interest payments are generally met by the 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 10.3 and 10.8.

#### **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. The Forestry and Hydro-Electric Commissions' expenditure on roads are substantial, and are funded both from loan funds and internally generated funds.

Tasmanian State government road expenditure increased by 27 per cent in 1984-85. The Department of Main Roads substantially increased expenditure from loan funds, while a large increase in expenditure on roads by other agencies also occurred. In particular, the Hydro-Electric Commission almost doubled road expenditure funded by loans.

#### **NON-ROAD EXPENDITURE**

The main non-road expenditure of road related charges 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 annual cost of motor fee collections, reported as \$60 000, has remained unchanged since 1969-70, and can only be considered to be a nominal figure. No costs are shown in the public accounts for the collection of the fuel franchise fees.

TABLE 10.1 TASMANIA: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	7.8	9.8	8.8	9.2	10.1	11.3	12.4	15.1	12.3	16.6	113.3
Rural arterial roads	2.7	2.6	3.1	3.6	3.6	3.8	3.5	8.7	14.1	13.3	59.0
Rural local roads	1.8	2.3	2.8	2.8	3.2	3.4	3.3	5.8	7.2	8.4	41.0
Urban arterial roads	16.5	18.6	9.5	3.0	3.8	12.2	21.0	25.4	8.7	4.5	123.1
Urban local roads	0.3	0.3	1.0	1.1	1.2	1.3	1.4	1.7	1.9	0.3	10.5
Total	29.1	33.6	25.2	19.7	21.8	32.0	41.6	56.8	44.2	43.0	346.9
Maintenance											
National roads	0.7	0.6	0.9	1.0	1.2	1.6	1.4	1.9	2.8	2.7	14.7
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.5
Rural local roads	2.6	1.9	2.3	2.6	2.6	2.8	3.1	2.5	2.6	3.0	26.0
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.0	0.0	0.7
Total	3.3	2.5	3.2	3.6	3.8	4.4	4.8	4.8	5.9	6.0	42.2
Total construction and maintenance	32.4	36.1	28.4	23.3	25.6	36.4	46.5	61.6	50.2	48.9	389.2
Planning & research	0.2	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	1.2
Total road expenditure	32.6	36.3	28.6	23.4	25.8	36.6	46.5	61.6	50.2	48.9	390.4

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.



TABLE 10.2 TASMANIA: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
SRA											
Vehicle registration	10.1	12.6	14.9	16.8	17.2	21.2	21.8	20.3	20.8	21.9	177.6
Drivers' licence fees	1.4	1.7	1.8	2.3	1.5	2.4	2.8	2.1	2.2	3.1	21.4
Road maintenance tax or State fuel tax	0.0	0.0	0.0	0.0	0.0	0.0	3.9	10.9	13.2	13.3	41.3
Other	1.0	1.4	1.5	2.2	2.6	2.2	4.1	3.5	3.9	4.5	27.1
Total motor taxation	12.5	15.6	18.3	21.3	21.3	25.7	32.6	36.9	40.4	42.8	267.4
Less collection costs	3.1	3.8	4.1	4.3	4.8	5.2	5.9	6.4	6.7	7.2	51.6
Net motor taxation	9.4	11.8	14.1	17.0	16.5	20.5	26.7	30.5	33.7	35.6	215.8
Loans	1.0	5.5	3.9	5.2	4.9	4.1	3.4	4.5	4.7	15.7	52.7
Other	1.3	1.3	2.5	1.7	2.1	2.5	2.7	2.5	2.5	2.0	21.1
Other authorities	1.8	7.0	7.7	8.6	10.2	9.4	6.8	8.2	15.7	25.1	100.4
Total road revenue	13.5	25.6	28.1	32.4	33.7	36.5	39.6	45.6	56.6	78.3	389.9

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 10.3 TASMANIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>Construction</b>											
National roads	0.0	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.6	0.2	1.5
Rural arterial roads	2.1	3.1	4.8	5.7	5.8	6.1	15.5	15.2	12.6	20.0	90.8
Rural local roads	3.2	7.1	7.1	8.4	9.5	8.6	4.1	5.4	14.7	22.8	90.9
Urban arterial roads	1.5	5.7	5.6	7.1	6.4	8.2	3.4	5.4	10.7	11.7	65.6
Urban local roads	0.3	0.6	0.5	0.2	0.2	0.2	0.0	0.0	0.0	1.5	3.5
<b>Total</b>	<b>7.0</b>	<b>17.1</b>	<b>18.0</b>	<b>21.4</b>	<b>21.9</b>	<b>23.1</b>	<b>23.0</b>	<b>26.0</b>	<b>38.6</b>	<b>56.1</b>	<b>252.3</b>
<b>Maintenance</b>											
National roads	0.0	0.2	0.2	0.1	0.2	0.0	0.0	0.5	0.0	0.0	1.1
Rural arterial roads	3.4	3.7	3.9	4.9	5.4	5.7	7.3	8.5	7.6	8.1	58.5
Rural local roads	0.6	2.2	2.7	2.7	2.9	3.3	3.6	5.2	5.6	5.9	34.7
Urban arterial roads	1.0	1.1	2.0	1.4	1.8	1.8	1.7	1.7	2.1	2.5	17.2
Urban local roads	0.1	0.1	0.3	0.2	0.2	0.2	0.0	0.0	0.6	0.4	2.1
<b>Total</b>	<b>5.0</b>	<b>7.2</b>	<b>9.0</b>	<b>9.4</b>	<b>10.5</b>	<b>11.1</b>	<b>12.6</b>	<b>15.9</b>	<b>15.9</b>	<b>16.9</b>	<b>113.6</b>
<b>Total construction and maintenance</b>	<b>12.1</b>	<b>24.3</b>	<b>27.1</b>	<b>30.8</b>	<b>32.4</b>	<b>34.2</b>	<b>35.6</b>	<b>42.0</b>	<b>54.5</b>	<b>73.0</b>	<b>366.0</b>
Planning & research	0.2	0.3	0.5	0.6	0.4	0.5	0.0	0.0	0.0	0.0	2.4
<b>Total road expenditure</b>	<b>12.3</b>	<b>24.6</b>	<b>27.6</b>	<b>31.4</b>	<b>32.8</b>	<b>34.7</b>	<b>35.6</b>	<b>42.0</b>	<b>54.5</b>	<b>73.0</b>	<b>368.5</b>

TABLE 10.3 (Cont.) TASMANIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
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	1.2	3.1	4.0	9.0
Total	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.2	3.1	4.0	9.0

*Notes* 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 10.4 TASMANIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
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	2.9	4.4	5.1	5.8	5.2	3.6	1.7	1.8	2.3	4.5	37.2
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	2.0	3.1	3.7	4.2	3.3	2.3	4.5	5.2	5.2	4.1	37.6
Total	4.9	7.4	8.7	9.9	8.6	6.0	6.1	7.0	7.5	8.7	74.8
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	5.6	4.8	5.3	5.8	5.9	7.5	6.5	6.9	9.3	6.6	64.2
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	3.9	3.3	3.8	4.2	4.5	5.6	7.8	8.7	7.9	10.6	60.3
Total	9.4	8.1	9.1	9.9	10.3	13.1	14.4	15.6	17.2	17.3	124.4
Total construction and maintenance	14.3	15.5	17.8	19.9	18.9	19.1	20.5	22.6	24.7	26.0	199.2
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 expenditure	14.3	15.5	17.8	19.9	18.9	19.1	20.5	22.6	24.7	26.0	199.2

TABLE 10.4 (Cont.) TASMANIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Pro rata expenditure on general administration	2.9	3.5	4.0	3.8	5.0	6.2	7.9	7.3	8.5	8.2	57.3
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	1.2	1.4	1.7	2.0	2.2	2.4	2.6	2.2	1.9	1.9	19.5
Interest payments	1.7	2.3	2.6	3.0	3.4	3.5	4.0	3.6	3.3	2.9	30.3
Total	2.9	3.7	4.3	5.0	5.6	5.9	6.6	5.8	5.2	4.8	49.8
Road works funded by private contributions	0.0	0.0	0.0	0.0	0.8	1.2	1.2	1.1	1.8	1.4	7.5

*Notes* 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 10.5 TASMANIA: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Construction											
National roads	7.8	10.4	8.9	9.2	10.1	11.3	12.4	15.1	12.9	16.7	114.7
Rural arterial roads	4.8	5.7	7.9	9.3	9.3	9.9	19.0	23.9	26.7	33.3	149.8
Rural local roads	7.8	13.8	14.9	16.9	17.9	15.7	9.1	13.0	24.3	35.8	169.1
Urban arterial roads	17.9	24.3	15.1	10.1	10.2	20.4	24.4	30.8	19.4	16.2	188.7
Urban local roads	2.5	4.0	5.2	5.5	4.7	3.8	5.9	7.0	7.1	5.8	51.7
Total	40.9	58.1	51.9	51.0	52.3	61.1	70.7	89.8	90.3	107.8	673.9
Maintenance											
National roads	0.7	0.8	1.1	1.1	1.3	1.6	1.4	2.3	2.8	2.7	15.8
Rural arterial roads	3.4	3.7	3.9	4.9	5.4	5.7	7.3	8.5	8.0	8.3	59.0
Rural local roads	8.8	8.9	10.3	11.2	11.4	13.7	13.2	14.6	17.5	15.5	125.0
Urban arterial roads	1.0	1.1	2.0	1.4	1.8	1.8	1.7	1.7	2.4	2.5	17.4
Urban local roads	4.0	3.4	4.1	4.4	4.7	5.8	8.1	9.1	8.5	11.0	63.0
Total	17.7	17.8	21.3	22.9	24.6	28.6	31.8	36.3	39.1	40.2	280.3
Total construction and maintenance	58.7	75.9	73.3	73.9	76.9	89.7	102.6	126.2	129.4	147.9	954.4
Planning and research	0.4	0.5	0.7	0.7	0.6	0.6	0.0	0.0	0.0	0.0	3.6
Total road expenditure	59.1	76.4	74.0	74.7	77.5	90.3	102.6	126.2	129.4	147.9	958.0

*Notes* 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 10.6 TASMANIA: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	20.2	22.2	18.2	17.5	16.6	16.1	15.7	17.0	13.0	16.6	173.1
Rural arterial roads	6.9	5.9	6.5	6.9	5.9	5.5	4.4	9.8	15.0	13.3	80.0
Rural local roads	4.5	5.2	5.7	5.3	5.3	4.9	4.2	6.6	7.6	8.4	57.7
Urban arterial roads	42.3	42.2	19.6	5.8	6.3	17.4	26.6	28.6	9.2	4.5	202.5
Urban local roads	0.7	0.7	2.1	2.1	2.0	1.8	1.8	2.0	2.0	0.3	15.5
Total	74.8	76.2	52.1	37.7	36.0	45.8	52.8	64.0	46.8	43.0	529.0
Maintenance											
National roads	1.8	1.3	1.9	1.9	1.9	2.2	1.8	2.1	3.0	2.7	20.6
Rural arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.5
Rural local roads	6.7	4.4	4.7	5.0	4.3	4.1	3.9	2.8	2.7	3.0	41.6
Urban arterial roads	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Urban local roads	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.0	0.8
Total	8.5	5.7	6.6	6.9	6.2	6.3	6.1	5.4	6.3	6.0	63.9
Total construction and maintenance	83.2	81.9	58.7	44.6	42.3	52.1	59.0	69.3	53.1	48.9	593.0
Planning and research	0.5	0.5	0.4	0.3	0.3	0.2	0.0	0.0	0.0	0.0	2.3
Total road expenditure	83.8	82.3	59.2	44.9	42.6	52.3	59.0	69.3	53.1	48.9	595.4

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

TABLE 10.7 TASMANIA: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>SRA</b>											
Vehicle registration	24.2	26.2	27.9	29.2	27.7	30.7	28.7	24.2	22.4	21.9	263.1
Drivers' licence fees	3.4	3.5	3.4	4.0	2.4	3.5	3.7	2.5	2.4	3.1	31.9
Road maintenance tax or State fuel tax	0.0	0.0	0.0	0.0	0.0	0.0	5.1	13.0	14.3	13.3	45.6
Other	2.3	3.0	2.9	3.8	4.2	3.3	5.4	4.2	4.2	4.5	37.8
Gross motor taxation	30.0	32.5	34.2	37.0	34.3	37.2	42.8	44.0	43.5	42.8	378.2
Less collection costs	7.5	7.9	7.8	7.5	7.8	7.5	7.7	7.7	7.2	7.2	75.7
Net motor taxation	22.5	24.5	26.4	29.5	26.6	29.7	35.1	36.4	36.3	35.6	302.6
Loans	2.4	11.4	7.2	9.0	7.8	5.9	4.5	5.3	5.1	15.7	74.3
Other	3.2	2.7	4.6	2.9	3.4	3.6	3.6	3.0	2.7	2.0	31.7
Other authorities	4.4	14.5	14.4	15.0	16.4	13.6	8.9	9.8	16.9	25.1	138.9
Total road revenue	32.3	53.2	52.6	56.3	54.3	52.9	52.0	54.4	61.0	78.3	547.3

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1986a) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.



TABLE 10.8 TASMANIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Construction											
National roads	0.0	1.4	0.2	0.0	0.0	0.0	0.0	0.0	0.6	0.2	2.4
Rural arterial roads	5.4	7.1	9.8	10.9	9.5	8.7	19.7	17.1	13.3	20.0	121.6
Rural local roads	8.1	16.1	14.6	16.1	15.7	12.3	5.2	6.1	15.6	22.8	132.7
Urban arterial roads	3.8	12.9	11.7	13.5	10.5	11.8	4.3	6.1	11.4	11.7	97.6
Urban local roads	0.7	1.4	1.0	0.5	0.4	0.3	0.0	0.0	0.0	1.5	5.7
Total	18.1	38.9	37.3	41.0	36.2	33.1	29.2	29.3	40.9	56.1	359.9
Maintenance											
National roads	0.0	0.4	0.4	0.2	0.3	0.0	0.0	0.5	0.0	0.0	1.8
Rural arterial roads	8.7	8.3	8.0	9.5	9.0	8.2	9.3	9.6	8.0	8.1	86.6
Rural local roads	1.5	4.9	5.6	5.3	4.8	4.8	4.6	5.9	6.0	5.9	49.1
Urban arterial roads	2.5	2.5	4.2	2.7	3.0	2.6	2.2	1.9	2.3	2.5	26.3
Urban local roads	0.3	0.3	0.5	0.3	0.3	0.3	0.0	0.0	0.6	0.4	3.1
Total	12.9	16.4	18.7	18.0	17.3	15.9	16.0	17.9	16.9	16.9	166.9
Total construction and maintenance	31.0	55.2	56.0	59.0	53.5	49.0	45.1	47.3	57.7	73.0	526.9
Planning and research	0.6	0.7	1.0	1.1	0.6	0.6	0.0	0.0	0.0	0.0	4.6
Total road expenditure	31.6	55.9	57.1	60.1	54.2	49.6	45.1	47.3	57.7	73.0	531.6

TABLE 10.8 (Cont.) TASMANIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
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	0.2	1.4	3.3	4.0	10.1
Total	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1.4	3.3	4.0	10.1

- Notes*
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE 10.9 TASMANIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
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	7.4	9.9	10.5	11.0	8.6	5.2	2.2	2.0	2.4	4.5	63.8
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	5.1	7.0	7.7	8.1	5.5	3.3	5.7	5.9	5.5	4.1	57.8
Total	12.5	16.9	18.1	19.0	14.1	8.5	7.7	7.9	7.9	8.7	121.3
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	14.4	10.9	11.0	11.1	9.8	10.7	8.2	7.8	9.9	6.6	100.3
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	10.0	7.5	7.9	8.1	7.4	8.0	9.9	9.8	8.4	10.6	87.5
Total	24.2	18.3	18.8	19.0	17.1	18.8	18.3	17.6	18.2	17.3	187.5
Total construction and maintenance	36.7	35.1	36.9	38.1	31.2	27.3	26.0	25.5	26.2	26.0	308.9
Planning and 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 expenditure	36.7	35.1	36.9	38.1	31.2	27.3	26.0	25.5	26.2	26.0	308.9

TABLE 10.9 (Cont.) TASMANIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Pro rata expenditure on general administration	7.1	7.4	7.6	6.6	8.0	9.0	10.4	8.7	9.1	8.2	81.9
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	2.9	3.0	3.2	3.5	3.5	3.5	3.4	2.6	2.0	1.9	29.5
Interest payments	4.2	4.8	4.9	5.2	5.4	5.1	5.2	4.3	3.5	2.9	45.6
Total	7.1	7.8	8.1	8.6	9.0	8.5	8.7	6.9	5.6	4.8	75.0
Road works funded by private contributions	0.0	0.0	0.0	0.0	1.3	1.7	1.5	1.2	1.9	1.4	9.2

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE 10.10 TASMANIA: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
<b>Construction</b>											
National roads	20.2	23.6	18.4	17.5	16.7	16.1	15.7	17.0	13.6	16.7	175.5
Rural arterial roads	12.3	13.0	16.3	17.9	15.4	14.2	24.1	27.0	28.3	33.3	201.6
Rural local roads	20.0	31.2	30.8	32.4	29.6	22.4	11.5	14.6	25.7	35.8	254.2
Urban arterial roads	46.1	55.1	31.3	19.3	16.9	29.2	30.9	34.7	20.5	16.2	300.1
Urban local roads	6.5	9.1	10.7	10.6	7.8	5.5	7.5	7.9	7.5	5.8	79.0
<b>Total</b>	<b>105.3</b>	<b>131.9</b>	<b>107.5</b>	<b>97.7</b>	<b>86.4</b>	<b>87.3</b>	<b>89.6</b>	<b>101.1</b>	<b>95.7</b>	<b>107.8</b>	<b>1 010.2</b>
<b>Maintenance</b>											
National roads	1.8	1.7	2.2	2.1	2.2	2.3	1.8	2.6	3.0	2.7	22.4
Rural arterial roads	8.7	8.3	8.0	9.5	9.0	8.2	9.3	9.6	8.5	8.3	87.1
Rural local roads	22.6	20.2	21.3	21.4	18.9	19.6	16.7	16.5	18.5	15.5	191.1
Urban arterial roads	2.5	2.5	4.2	2.7	3.0	2.6	2.2	1.9	2.6	2.5	26.6
Urban local roads	10.3	7.8	8.4	8.4	7.7	8.3	10.3	10.2	9.0	11.0	91.4
<b>Total</b>	<b>45.6</b>	<b>40.4</b>	<b>44.1</b>	<b>44.0</b>	<b>40.6</b>	<b>40.9</b>	<b>40.3</b>	<b>40.8</b>	<b>41.4</b>	<b>40.2</b>	<b>418.2</b>
<b>Total construction and maintenance</b>	<b>151.0</b>	<b>172.2</b>	<b>151.6</b>	<b>141.7</b>	<b>127.0</b>	<b>128.3</b>	<b>130.1</b>	<b>142.1</b>	<b>137.0</b>	<b>147.9</b>	<b>1 428.8</b>
Planning and research	1.1	1.2	1.4	1.4	1.0	0.9	0.0	0.0	0.0	0.0	6.9
<b>Total road expenditure</b>	<b>152.1</b>	<b>173.4</b>	<b>153.1</b>	<b>143.1</b>	<b>127.9</b>	<b>129.2</b>	<b>130.1</b>	<b>142.1</b>	<b>137.0</b>	<b>147.9</b>	<b>1 435.8</b>

*Notes* 1. See text for interpretation and qualification of figures in the table.  
2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.  
3. Owing to rounding, figures may not add to totals.

## CHAPTER 11 NORTHERN TERRITORY AND THE AUSTRALIAN CAPITAL TERRITORY

Details of the road expenditure by the three levels of government in the Northern Territory are shown in Tables 11.1 to 11.10, and details of Commonwealth Government road expenditure in the Australian Capital Territory are shown in Tables 11.11 to 11.14.

### REVENUE

Since all road expenditure in the Australian Capital Territory over the decade and expenditure 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 for these periods.

In 1978-79, the Northern Territory achieved self-government and responsibility for roads 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 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 the 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.

Until recently there were only four local government authorities in the Northern Territory; Darwin, Alice Springs, Katherine and Tennant Creek. This has left the Northern Territory Government responsible for a large share of local road expenditure in the Territory. Before 1972-73, when Darwin was reclassified as an urban area, all local road expenditure in the Northern Territory was classified as rural.

#### **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 agencies. Accordingly, there is some concern about the level of accuracy of these figures.

There is considerable disagreement among a number of different sources of road expenditure information for the Australian Capital Territory, particularly regarding the allocation of expenditure to road categories. Consequently, expenditure figures for particular categories are not likely to be very accurate.

TABLE 11.1 NORTHERN TERRITORY: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	4.2	4.5	7.7	0.0	5.6	10.0	11.4	14.4	14.5	22.5	94.7
Rural arterial roads	0.1	0.2	0.3	0.0	1.1	1.0	0.9	2.6	2.0	1.7	9.8
Rural local roads	0.8	1.3	1.4	0.0	3.3	5.0	4.1	6.6	7.7	8.9	39.0
Urban arterial roads	0.9	0.7	0.7	0.0	1.2	1.0	2.3	1.3	1.8	2.4	12.2
Urban local roads	3.2	5.9	5.7	0.0	2.5	0.0	0.4	0.3	0.0	0.0	18.0
Total	9.2	12.6	15.8	0.0	13.6	17.0	19.1	25.1	25.9	35.4	173.6
Maintenance											
National roads	2.6	3.6	3.3	0.0	3.2	2.3	1.9	2.7	4.8	5.0	29.4
Rural arterial roads	3.0	2.2	1.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	7.2
Rural local roads	6.9	5.0	4.4	0.0	2.2	1.9	1.6	1.2	1.6	3.3	28.1
Urban arterial roads	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.5	0.0	1.2
Urban local roads	0.2	0.1	0.1	0.0	0.0	0.0	0.2	0.4	0.0	0.0	1.0
Total	12.8	11.0	9.8	0.0	5.4	4.2	3.9	4.5	6.9	8.3	66.8
Total construction and maintenance	22.0	23.6	25.6	0.0	19.0	21.1	23.0	29.6	32.8	43.7	240.4
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 expenditure	22.0	23.6	25.6	0.0	19.0	21.1	23.0	29.6	32.8	43.7	240.4

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.



TABLE 11.2 NORTHERN TERRITORY: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
SRA											
Vehicle registration	0.0	0.0	0.0	1.8	2.7	2.7	3.4	3.3	3.8	4.2	21.8
Drivers' licence fees	0.0	0.0	0.0	0.3	0.4	0.4	0.5	0.5	0.5	0.6	3.1
Road maintenance tax or State fuel tax	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 motor taxation	0.0	0.0	0.0	2.1	3.1	3.1	3.8	3.8	4.3	4.7	25.0
Less 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	0.0	0.0	0.0	2.1	3.1	3.1	3.8	3.8	4.3	4.7	25.0
Loans	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	34.2	28.5	30.8	34.1	27.5	17.3	14.7	187.1
Other authorities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road revenue	0.0	0.0	0.0	36.3	31.6	33.9	37.9	31.3	21.6	19.4	212.0

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 11.3 NORTHERN TERRITORY: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Construction											
National roads	0.0	0.0	0.0	9.8	9.7	1.6	9.9	4.6	2.2	0.9	38.8
Rural arterial roads	0.0	0.0	0.0	0.2	1.8	1.1	0.7	1.1	3.0	0.1	8.0
Rural local roads	0.0	0.0	0.0	3.9	5.6	2.6	13.6	11.5	6.4	9.2	52.8
Urban arterial roads	0.0	0.0	0.0	1.0	2.0	5.9	3.8	1.7	0.3	0.5	15.2
Urban local roads	0.0	0.0	0.0	8.2	3.5	8.5	1.4	0.1	0.0	0.0	21.7
Total	0.0	0.0	0.0	23.1	22.6	19.7	29.3	18.8	11.9	10.8	136.2
Maintenance											
National roads	0.0	0.0	0.0	3.8	1.0	4.3	1.8	2.8	0.6	0.7	15.1
Rural arterial roads	0.0	0.0	0.0	0.0	3.1	2.8	2.1	3.0	3.0	3.4	17.5
Rural local roads	0.0	0.0	0.0	7.1	3.5	6.2	4.0	4.9	6.1	3.7	35.4
Urban arterial roads	0.0	0.0	0.0	0.5	0.5	0.6	0.7	1.8	0.0	0.9	5.1
Urban local roads	0.0	0.0	0.0	1.4	0.7	0.2	0.0	0.0	0.0	0.0	2.3
Total	0.0	0.0	0.0	12.9	8.8	14.2	8.6	12.5	9.7	8.7	75.3
Total construction and maintenance	0.0	0.0	0.0	36.0	31.4	33.9	37.9	31.3	21.6	19.4	211.5
Planning & research	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.4
Total road expenditure	0.0	0.0	0.0	36.3	31.6	33.9	37.9	31.3	21.6	19.4	211.9

TABLE 11.3 (Cont.) NORTHERN TERRITORY: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
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
<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

*Notes* 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 11.4 NORTHERN TERRITORY: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
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	0.0	0.0	0.0	0.0	0.0	0.0	0.3	1.9	0.3	-0.2	2.3
Urban arterial roads	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Urban local roads	0.9	1.4	1.5	0.4	0.3	-0.5	-0.1	-1.1	1.1	1.0	4.9
Total	0.9	1.5	1.6	0.4	0.3	-0.5	0.2	0.8	1.4	0.8	7.4
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	0.0	0.0	0.0	0.0	0.4	0.3	0.4	1.2	3.1	0.8	6.2
Urban arterial roads	0.2	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Urban local roads	0.6	0.8	0.9	0.2	1.2	1.0	2.1	2.5	0.2	2.2	11.7
Total	0.8	1.0	1.1	0.2	1.6	1.3	2.5	3.7	3.3	3.0	18.5
Total construction and maintenance	1.7	2.5	2.7	0.6	2.0	0.7	2.7	4.6	4.8	3.8	26.1
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 expenditure	1.7	2.5	2.7	0.6	2.0	0.7	2.7	4.6	4.8	3.8	26.1

TABLE 11.4 (Cont.) NORTHERN TERRITORY: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Pro rata expenditure on general administration	0.0	0.0	0.0	0.0	0.6	0.3	0.9	1.2	1.1	0.8	4.9
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	0.0	0.0	0.0	0.0	0.1	0.7	0.9	0.2	0.1	0.1	2.1
Interest payments	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.5	0.5	0.3	1.9
Total	0.0	0.0	0.0	0.0	0.3	0.9	1.1	0.7	0.6	0.5	4.1
Road works funded by private contributions	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.1	0.2	0.1	1.0

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 11.5 NORTHERN TERRITORY: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	4.2	4.5	7.7	9.8	15.3	11.6	21.3	19.0	16.7	23.4	133.4
Rural arterial roads	0.1	0.2	0.3	0.2	2.9	2.1	1.6	3.7	4.9	1.8	17.8
Rural local roads	0.8	1.3	1.4	3.9	8.9	7.6	18.0	19.9	14.4	17.9	94.0
Urban arterial roads	0.9	0.8	0.8	1.0	3.2	6.9	6.1	2.9	2.1	2.9	27.6
Urban local roads	4.1	7.3	7.2	8.6	6.4	8.0	1.7	-0.8	1.1	1.0	44.6
Total	10.1	14.1	17.4	23.5	36.6	36.2	48.6	44.6	39.2	46.9	317.2
Maintenance											
National roads	2.6	3.6	3.3	3.8	4.2	6.6	3.7	5.5	5.5	5.7	44.4
Rural arterial roads	3.0	2.2	1.9	0.0	3.1	2.8	2.1	3.1	3.0	3.4	24.6
Rural local roads	6.9	5.0	4.4	7.1	6.1	8.3	6.0	7.2	10.8	7.8	69.6
Urban arterial roads	0.3	0.3	0.1	0.7	0.5	0.6	0.9	1.9	0.5	0.9	6.8
Urban local roads	0.8	0.9	1.0	1.6	1.9	1.2	2.3	2.9	0.2	2.2	15.0
Total	13.6	12.0	10.9	13.1	15.7	19.6	15.0	20.7	19.9	20.0	160.5
Total construction and maintenance	23.7	26.1	28.3	36.6	52.4	55.8	63.6	65.4	59.2	66.9	477.9
Planning and research	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.4
Total road expenditure	23.7	26.1	28.3	36.9	52.5	55.8	63.6	65.4	59.2	66.9	478.3

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 11.6 NORTHERN TERRITORY: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Construction											
National roads	10.8	10.2	15.9	0.0	9.3	14.3	14.5	16.2	15.3	22.5	128.9
Rural arterial roads	0.3	0.5	0.6	0.0	1.8	1.4	1.1	2.9	2.1	1.7	12.4
Rural local roads	2.1	3.0	2.9	0.0	5.4	7.2	5.2	7.4	8.1	8.9	50.0
Urban arterial roads	2.3	1.6	1.5	0.0	2.0	1.4	2.9	1.5	1.9	2.4	17.3
Urban local roads	8.2	13.4	11.8	0.0	4.2	0.0	0.5	0.3	0.0	0.0	38.4
Total	23.7	28.6	32.7	0.0	22.5	24.3	24.2	28.2	27.4	35.4	246.9
Maintenance											
National roads	6.7	8.2	6.8	0.0	5.2	3.3	2.4	3.0	5.1	5.0	45.7
Rural arterial roads	7.7	5.0	3.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	16.7
Rural local roads	17.8	11.3	9.1	0.0	3.6	2.7	2.0	1.3	1.7	3.3	52.9
Urban arterial roads	0.3	0.2	0.2	0.0	0.0	0.0	0.3	0.2	0.5	0.0	1.7
Urban local roads	0.5	0.2	0.2	0.0	0.0	0.0	0.3	0.5	0.0	0.0	1.7
Total	32.9	25.0	20.3	0.0	8.9	6.0	5.0	5.1	7.4	8.3	118.6
Total construction and maintenance	56.6	53.6	53.0	0.0	31.4	30.2	29.2	33.3	34.8	43.7	365.6
Planning and 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 expenditure	56.6	53.6	53.0	0.0	31.4	30.2	29.2	33.3	34.8	43.7	365.6

- Notes*
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

TABLE 11.7 NORTHERN TERRITORY: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<i>SRA</i>											
Vehicle registration	0.0	0.0	0.0	3.1	4.4	3.9	4.4	4.0	4.1	4.2	28.0
Drivers' licence fees	0.0	0.0	0.0	0.5	0.6	0.6	0.6	0.6	0.6	0.6	4.0
Road maintenance tax or State fuel tax	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
Gross motor taxation	0.0	0.0	0.0	3.7	5.0	4.5	5.0	4.6	4.6	4.7	32.1
Less 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	0.0	0.0	0.0	3.7	5.0	4.5	5.0	4.6	4.6	4.7	32.1
Loans	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	59.4	45.9	44.6	44.8	32.8	18.6	14.7	260.9
Other authorities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total road revenue	0.0	0.0	0.0	63.1	50.9	49.1	49.8	37.3	23.2	19.4	292.8

- Notes*
1. See text for interpretation and qualification of figures in the table.
  2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1986a) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.



TABLE 11.8 NORTHERN TERRITORY: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>Construction</b>											
National roads	0.0	0.0	0.0	18.8	16.0	2.3	12.6	5.2	2.4	0.9	58.1
Rural arterial roads	0.0	0.0	0.0	0.3	3.0	1.6	0.9	1.2	3.1	0.1	10.3
Rural local roads	0.0	0.0	0.0	7.5	9.3	3.7	17.2	12.9	6.8	9.2	66.6
Urban arterial roads	0.0	0.0	0.0	1.8	3.4	8.5	4.8	1.9	0.4	0.5	21.2
Urban local roads	0.0	0.0	0.0	15.8	5.8	12.2	1.8	0.1	0.0	0.0	35.5
<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44.3</b>	<b>37.4</b>	<b>28.2</b>	<b>37.2</b>	<b>21.1</b>	<b>12.6</b>	<b>10.8</b>	<b>191.5</b>
<b>Maintenance</b>											
National roads	0.0	0.0	0.0	7.4	1.6	6.2	2.3	3.2	0.7	0.7	22.0
Rural arterial roads	0.0	0.0	0.0	0.1	5.2	4.1	2.7	3.4	3.2	3.4	21.9
Rural local roads	0.0	0.0	0.0	13.6	5.7	8.8	5.1	5.5	6.4	3.7	48.8
Urban arterial roads	0.0	0.0	0.0	1.0	0.9	0.9	0.9	2.0	0.0	0.9	6.6
Urban local roads	0.0	0.0	0.0	2.8	1.1	0.3	0.0	0.0	0.0	0.0	4.1
<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24.8</b>	<b>14.5</b>	<b>20.3</b>	<b>10.9</b>	<b>14.1</b>	<b>10.2</b>	<b>8.7</b>	<b>103.3</b>
<b>Total construction and maintenance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>69.0</b>	<b>51.9</b>	<b>48.5</b>	<b>48.1</b>	<b>35.2</b>	<b>22.8</b>	<b>19.4</b>	<b>294.9</b>
Planning and research	0.0	0.0	0.0	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.8
<b>Total road expenditure</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>69.5</b>	<b>52.2</b>	<b>48.5</b>	<b>48.1</b>	<b>35.2</b>	<b>22.8</b>	<b>19.4</b>	<b>295.6</b>

TABLE 11.8 (Cont.) NORTHERN TERRITORY: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
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

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE 11.9 NORTHERN TERRITORY: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
<i>Construction</i>											
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	0.0	0.0	0.0	0.0	0.0	0.0	0.4	2.1	0.3	-0.2	2.6
Urban arterial roads	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Urban local roads	2.3	3.2	3.1	0.8	0.6	-0.7	-0.1	-1.2	1.2	1.0	10.0
<i>Total</i>	<i>2.3</i>	<i>3.4</i>	<i>3.3</i>	<i>0.8</i>	<i>0.6</i>	<i>-0.7</i>	<i>0.3</i>	<i>0.9</i>	<i>1.5</i>	<i>0.8</i>	<i>13.0</i>
<i>Maintenance</i>											
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	0.0	0.0	0.0	0.0	0.7	0.4	0.5	1.3	3.3	0.8	7.0
Urban arterial roads	0.5	0.5	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Urban local roads	1.5	1.8	1.9	0.4	2.0	1.4	2.7	2.9	0.2	2.2	16.9
<i>Total</i>	<i>2.1</i>	<i>2.3</i>	<i>2.3</i>	<i>0.4</i>	<i>2.7</i>	<i>1.8</i>	<i>3.2</i>	<i>4.2</i>	<i>3.5</i>	<i>3.0</i>	<i>25.3</i>
<i>Total construction and maintenance</i>	<i>4.4</i>	<i>5.7</i>	<i>5.6</i>	<i>1.1</i>	<i>3.2</i>	<i>1.0</i>	<i>3.4</i>	<i>5.2</i>	<i>5.1</i>	<i>3.8</i>	<i>38.5</i>
<i>Planning and research</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
<i>Total road expenditure</i>	<i>4.4</i>	<i>5.7</i>	<i>5.6</i>	<i>1.1</i>	<i>3.2</i>	<i>1.0</i>	<i>3.4</i>	<i>5.2</i>	<i>5.1</i>	<i>3.8</i>	<i>38.5</i>

TABLE 11.9 (Cont.) NORTHERN TERRITORY: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Pro rata expenditure on general administration	0.0	0.0	0.0	0.0	1.0	0.4	1.2	1.4	1.2	0.8	6.0
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	0.0	0.0	0.0	0.0	0.2	1.0	1.2	0.2	0.1	0.1	2.8
Interest payments	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.6	0.5	0.3	2.3
Total	0.0	0.0	0.0	0.0	0.5	1.3	1.4	0.8	0.6	0.5	5.1
Road works funded by private contributions	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.1	0.2	0.1	1.2

- Notes*
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National Expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE 11.10 NORTHERN TERRITORY: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>Construction</b>											
National roads	10.8	10.2	15.9	18.8	25.3	16.6	27.0	21.4	17.7	23.4	187.0
Rural arterial roads	0.3	0.5	0.6	0.3	4.8	3.1	2.0	4.1	5.2	1.8	22.6
Rural local roads	2.1	3.0	2.9	7.5	14.7	10.8	22.8	22.4	15.2	17.9	119.3
Urban arterial roads	2.3	1.8	1.7	1.8	5.3	9.8	7.7	3.3	2.3	2.9	38.9
Urban local roads	10.5	16.6	14.9	16.5	10.5	11.4	2.2	-0.9	1.2	1.0	83.9
<b>Total</b>	<b>26.0</b>	<b>32.0</b>	<b>36.0</b>	<b>45.0</b>	<b>60.5</b>	<b>51.7</b>	<b>61.6</b>	<b>50.2</b>	<b>41.5</b>	<b>46.9</b>	<b>451.5</b>
<b>Maintenance</b>											
National roads	6.7	8.2	6.8	7.4	6.9	9.5	4.7	6.2	5.8	5.7	67.7
Rural arterial roads	7.7	5.0	3.9	0.1	5.2	4.1	2.7	3.5	3.2	3.4	38.6
Rural local roads	17.8	11.3	9.1	13.6	10.0	11.9	7.6	8.1	11.4	7.8	108.7
Urban arterial roads	0.8	0.7	0.2	1.4	0.9	0.9	1.1	2.2	0.5	0.9	9.6
Urban local roads	2.1	2.1	2.1	3.1	3.1	1.7	2.9	3.3	0.2	2.2	22.7
<b>Total</b>	<b>35.0</b>	<b>27.2</b>	<b>22.6</b>	<b>25.2</b>	<b>26.0</b>	<b>28.0</b>	<b>19.0</b>	<b>23.3</b>	<b>21.1</b>	<b>20.0</b>	<b>247.3</b>
<b>Total construction and maintenance</b>	<b>61.0</b>	<b>59.2</b>	<b>58.6</b>	<b>70.2</b>	<b>86.5</b>	<b>79.7</b>	<b>80.6</b>	<b>73.6</b>	<b>62.7</b>	<b>66.9</b>	<b>699.0</b>
Planning and research	0.0	0.0	0.0	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.8
<b>Total road expenditure</b>	<b>61.0</b>	<b>59.2</b>	<b>58.6</b>	<b>70.6</b>	<b>86.8</b>	<b>79.7</b>	<b>80.6</b>	<b>73.6</b>	<b>62.7</b>	<b>66.9</b>	<b>699.7</b>

- Notes 1. See text for interpretation and qualification of figures in the table.  
 2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.  
 3. Owing to rounding, figures may not add to totals.

TABLE 11.11 AUSTRALIAN CAPITAL TERRITORY: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	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	0.1	0.5	0.0	0.0	0.0	0.0	0.0	0.3	0.5	0.8	2.2
Urban arterial roads	10.1	7.9	25.0	32.1	23.5	11.4	5.0	6.6	6.4	10.0	138.0
Urban local roads	15.6	19.1	12.9	5.5	3.0	2.7	3.1	4.1	4.0	6.3	76.3
Total	25.8	27.5	37.9	37.6	26.5	14.1	8.1	11.0	10.9	17.1	216.4
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	0.1	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.6
Rural local roads	0.4	0.4	0.0	0.0	0.0	0.0	0.5	0.6	0.5	0.8	3.2
Urban arterial roads	0.9	1.2	1.2	1.8	2.8	2.8	3.0	3.8	3.2	5.0	25.7
Urban local roads	1.0	1.0	1.4	1.6	2.2	2.2	3.1	3.9	3.3	5.2	24.8
Total	2.5	2.6	2.7	3.4	4.9	5.1	6.9	8.3	7.0	11.0	54.3
Total construction and maintenance	28.2	30.1	40.6	41.0	31.4	19.2	15.0	19.3	17.9	28.0	270.7
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 expenditure	28.2	30.1	40.6	41.0	31.4	19.2	15.0	19.3	17.9	28.0	270.7

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 11.12 AUSTRALIAN CAPITAL TERRITORY: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	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	0.1	0.5	0.0	0.0	0.0	0.0	0.0	0.3	0.5	0.8	2.2
Urban arterial roads	10.1	7.9	25.0	32.1	23.5	11.4	5.0	6.6	6.4	10.0	138.0
Urban local roads	15.6	19.1	12.9	5.5	3.0	2.7	3.1	4.1	4.0	6.3	76.3
Total	25.8	27.5	37.9	37.6	26.5	14.1	8.1	11.0	10.9	17.1	216.4
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	0.1	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.6
Rural local roads	0.4	0.4	0.0	0.0	0.0	0.0	0.5	0.6	0.5	0.8	3.2
Urban arterial roads	0.9	1.2	1.2	1.8	2.8	2.8	3.0	3.8	3.2	5.0	25.7
Urban local roads	1.0	1.0	1.4	1.6	2.2	2.2	3.1	3.9	3.3	5.2	24.8
Total	2.5	2.6	2.7	3.4	4.9	5.1	6.9	8.3	7.0	11.0	54.3
Total construction and maintenance	28.2	30.1	40.6	41.0	31.4	19.2	15.0	19.3	17.9	28.0	270.7
Planning and 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 expenditure	28.2	30.1	40.6	41.0	31.4	19.2	15.0	19.3	17.9	28.0	270.7

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 11.13 AUSTRALIAN CAPITAL TERRITORY: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	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	0.2	1.1	0.0	0.0	0.0	0.0	0.0	0.3	0.5	0.8	3.0
Urban arterial roads	26.0	17.9	51.6	61.4	38.9	16.3	6.3	7.4	6.8	10.0	242.7
Urban local roads	40.0	43.4	26.8	10.5	4.9	3.9	3.9	4.6	4.2	6.3	148.6
Total	66.3	62.4	78.4	72.0	43.8	20.2	10.3	12.4	11.5	17.1	394.2
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	0.4	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	1.1
Rural local roads	1.1	0.9	0.0	0.0	0.0	0.0	0.6	0.7	0.5	0.8	4.7
Urban arterial roads	2.2	2.6	2.5	3.5	4.5	4.0	3.8	4.3	3.4	5.0	36.0
Urban local roads	2.5	2.2	3.0	3.1	3.6	3.2	3.9	4.4	3.5	5.2	34.4
Total	6.3	5.9	5.5	6.6	8.1	7.2	8.8	9.4	7.4	11.0	76.1
Total construction and maintenance	72.6	68.3	83.9	78.5	51.9	27.5	19.0	21.7	19.0	28.0	470.4
Planning and 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 expenditure	72.6	68.3	83.9	78.5	51.9	27.5	19.0	21.7	19.0	28.0	470.4

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.



TABLE 11.14 AUSTRALIAN CAPITAL TERRITORY: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	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	0.2	1.1	0.0	0.0	0.0	0.0	0.0	0.3	0.5	0.8	3.0
Urban arterial roads	26.0	17.9	51.6	61.4	38.9	16.3	6.3	7.4	6.8	10.0	242.7
Urban local roads	40.0	43.4	26.8	10.5	4.9	3.9	3.9	4.6	4.2	6.3	148.6
Total	66.3	62.4	78.4	72.0	43.8	20.2	10.3	12.4	11.5	17.1	394.2
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	0.4	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	1.1
Rural local roads	1.1	0.9	0.0	0.0	0.0	0.0	0.6	0.7	0.5	0.8	4.7
Urban arterial roads	2.2	2.6	2.5	3.5	4.5	4.0	3.8	4.3	3.4	5.0	36.0
Urban local roads	2.5	2.2	3.0	3.1	3.6	3.2	3.9	4.4	3.5	5.2	34.4
Total	6.3	5.9	5.5	6.6	8.1	7.2	8.8	9.4	7.4	11.0	76.1
Total construction and maintenance	72.6	68.3	83.9	78.5	51.9	27.5	19.0	21.7	19.0	28.0	470.4
Planning and 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 expenditure	72.6	68.3	83.9	78.5	51.9	27.5	19.0	21.7	19.0	28.0	470.4

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

APPENDIX I SUMMARY TABLES

TABLE I.1 TOTAL AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	143.1	159.0	183.7	180.4	203.9	236.5	244.5	293.4	425.2	454.2	2 523.8
Rural arterial roads	57.7	54.0	73.2	79.6	85.6	92.6	92.5	135.9	193.5	189.2	1 053.7
Rural local roads	52.3	53.7	72.4	75.7	88.2	100.4	105.8	118.2	167.2	165.4	999.1
Urban arterial roads	168.2	151.9	122.0	128.1	127.2	130.4	150.6	170.8	230.3	266.3	1 645.8
Urban local roads	31.1	38.6	39.6	28.8	29.9	26.6	25.6	31.1	40.9	42.8	335.0
Total	452.5	457.1	490.9	492.5	534.7	586.5	619.2	749.2	1 057.0	1 117.9	6 557.4
Maintenance											
National roads	24.7	26.1	31.8	31.5	36.3	43.0	55.1	66.3	92.2	97.4	504.3
Rural arterial roads	6.9	4.4	3.6	1.0	0.8	1.0	1.5	0.6	4.8	3.5	27.9
Rural local roads	28.8	27.1	29.8	24.7	24.5	27.6	35.2	36.7	43.7	48.9	326.9
Urban arterial roads	1.4	1.7	1.3	1.8	2.8	2.8	3.3	4.0	6.5	6.3	31.9
Urban local roads	1.4	1.1	1.5	1.6	2.2	3.2	4.2	5.4	4.2	6.2	30.8
Total	63.0	60.4	68.0	60.6	66.5	77.5	99.1	113.0	151.3	162.2	921.5
Total construction and maintenance	515.5	517.5	558.9	553.0	601.3	664.0	718.3	862.2	1 208.3	1 280.1	7 479.0
Planning & research	8.6	8.1	8.9	6.4	7.0	6.3	0.0	0.0	0.0	0.0	45.7
Total road expenditure	524.1	525.5	567.8	559.4	608.2	670.2	718.3	862.2	1 208.3	1 280.1	7 524.1

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 1.2 TOTAL AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
SRA											
Vehicle registration	331.4	392.1	457.0	492.9	503.0	550.6	678.5	779.3	847.8	932.8	5 965.5
Drivers' licence fees	52.8	61.4	60.5	73.2	77.6	83.9	94.7	116.4	132.3	149.9	902.6
Road maintenance tax or State fuel tax	44.1	44.5	44.3	45.6	84.1	113.8	145.5	346.7	446.4	527.2	1 842.2
Other	30.8	31.5	31.6	34.0	26.5	29.7	30.1	43.6	49.5	55.3	362.6
Gross motor taxation	459.2	529.5	593.5	645.6	691.2	777.8	949.1	1 286.3	1 476.3	1 665.2	9 073.5
Less collection costs	60.9	70.0	77.5	83.3	86.7	99.1	104.4	111.7	116.8	130.9	941.3
Net motor taxation	398.3	459.4	515.9	562.4	604.4	678.7	844.5	1 174.7	1 359.5	1 534.3	8 132.1
Loans	25.3	42.5	43.2	66.9	132.6	142.7	113.5	95.9	128.3	213.9	1 004.8
Other	26.0	24.1	41.5	64.8	58.5	63.5	68.1	92.3	119.1	92.7	650.5
Other authorities	77.1	92.3	116.4	108.5	116.7	161.8	159.0	96.2	95.8	118.2	1 142.1
Total road revenue	526.7	618.5	716.9	802.6	912.3	1 046.6	1 185.2	1 458.9	1 702.7	1 959.1	10 929.6

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE I.3 TOTAL AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	15.0	15.5	18.5	30.8	25.9	26.4	22.6	15.7	10.9	15.9	197.0
Rural arterial roads	110.0	129.3	121.4	131.4	171.4	175.1	204.5	208.7	230.5	292.6	1 774.8
Rural local roads	33.8	58.8	53.0	55.5	67.3	84.6	101.8	101.7	115.8	142.9	815.1
Urban arterial roads	77.1	99.7	169.8	175.2	196.6	218.5	225.5	237.9	276.7	344.2	2 021.4
Urban local roads	9.1	19.6	21.1	25.9	25.5	36.7	23.5	32.5	32.8	39.4	265.9
Total	245.0	322.8	383.8	418.7	486.6	541.3	577.8	596.4	666.5	835.0	5 073.7
Maintenance											
National roads	0.9	2.5	3.4	9.0	7.4	9.6	6.3	10.0	5.1	10.1	64.3
Rural arterial roads	100.9	115.6	126.7	134.0	156.6	169.9	193.0	221.4	251.1	275.0	1744.2
Rural local roads	24.8	30.6	37.4	47.5	41.8	49.6	54.0	56.2	65.8	64.0	471.5
Urban arterial roads	38.5	45.4	54.5	64.1	59.7	66.3	75.9	83.0	108.7	108.5	704.6
Urban local roads	7.2	6.2	5.1	7.8	5.6	6.0	5.4	4.0	5.4	5.6	58.3
Total	172.2	200.1	227.1	262.4	270.9	301.5	335.1	374.7	436.1	463.2	3043.3
Total construction and maintenance	417.2	522.8	610.9	680.9	757.4	842.7	912.8	971.2	1 102.5	1 298.2	8 116.6
Planning & research	6.0	6.1	7.6	9.5	10.2	12.7	13.3	13.8	13.3	16.2	108.7
Total road expenditure	423.2	529.0	618.4	690.4	767.6	855.3	926.0	985.0	1 115.8	1 314.3	8 225.0

TABLE I.3 (Cont.) TOTAL AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Non-road expenditure											
Loan repayments	5.6	7.7	9.4	13.8	25.7	45.1	32.9	21.6	23.4	17.5	202.5
Interest payments	21.6	25.8	32.4	40.3	52.1	67.5	87.6	106.2	121.2	124.0	678.7
Other	62.0	62.6	64.1	63.7	74.4	92.0	123.4	315.7	416.2	524.8	1798.8
Total	80.9	92.2	99.0	106.2	122.5	174.2	249.9	443.4	560.8	666.3	2595.3

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE I.4 TOTAL AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
<b>Construction</b>											
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	0.3	0.3	0.3	0.2	0.3	0.0	0.0	0.0	0.0	1.4
Rural local roads	110.4	105.7	112.9	121.7	109.8	128.6	185.3	212.5	184.0	213.8	1 484.7
Urban arterial roads	7.7	8.3	8.9	10.2	9.7	11.0	0.0	0.0	0.0	0.0	55.7
Urban local roads	121.3	141.2	154.9	171.6	141.7	177.1	209.2	234.6	244.6	281.8	1 878.0
<b>Total</b>	<b>239.3</b>	<b>255.3</b>	<b>276.9</b>	<b>303.6</b>	<b>261.4</b>	<b>317.2</b>	<b>394.3</b>	<b>447.1</b>	<b>428.6</b>	<b>495.7</b>	<b>3 419.4</b>
<b>Maintenance</b>											
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	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	1.0
Rural local roads	96.7	85.6	97.7	105.1	130.3	177.4	169.4	209.5	237.0	241.3	1 550.1
Urban arterial roads	3.0	4.1	4.4	5.4	5.7	7.6	0.0	0.0	0.0	0.0	30.3
Urban local roads	104.8	113.4	134.9	149.3	133.6	187.5	244.4	277.3	300.3	348.7	1 994.1
<b>Total</b>	<b>204.5</b>	<b>203.3</b>	<b>237.4</b>	<b>259.6</b>	<b>269.7</b>	<b>372.6</b>	<b>413.8</b>	<b>486.8</b>	<b>538.3</b>	<b>590.0</b>	<b>3576.1</b>
<b>Total construction and maintenance</b>	<b>443.8</b>	<b>458.6</b>	<b>514.3</b>	<b>563.3</b>	<b>531.2</b>	<b>689.9</b>	<b>808.3</b>	<b>934.0</b>	<b>966.9</b>	<b>1 085.5</b>	<b>6 995.7</b>
<b>Planning &amp; research</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total road expenditure</b>	<b>443.8</b>	<b>458.6</b>	<b>514.3</b>	<b>563.3</b>	<b>531.2</b>	<b>689.9</b>	<b>808.3</b>	<b>934.0</b>	<b>966.9</b>	<b>1 085.5</b>	<b>6 995.7</b>

TABLE I.4 (Cont.) TOTAL AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

<i>Categories</i>	<i>1975-76</i>	<i>1976-77</i>	<i>1977-78</i>	<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>	<i>1983-84</i>	<i>1984-85</i>	<i>Total</i>
Pro rata expenditure on general administration	96.7	114.4	128.5	139.1	136.5	164.1	198.0	227.7	210.0	228.0	1643.0
Non-road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	36.8	41.3	45.1	50.7	51.2	62.0	71.9	80.4	71.9	80.3	591.6
Interest payments	42.6	52.8	61.5	71.8	74.1	91.9	108.8	128.1	120.4	133.0	885.0
Total	79.4	94.1	106.6	122.5	125.3	153.9	180.7	208.5	192.3	213.3	1476.6
Road works funded by private contributions	80.7	88.5	80.1	85.3	36.3	55.6	67.6	86.2	72.5	81.2	734.1

*Notes* 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.



TABLE I.5 TOTAL AUSTRALIA: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CURRENT PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
<b>Construction</b>											
National roads	158.1	174.5	202.2	211.2	229.8	262.8	267.1	309.1	436.0	470.1	2 720.9
Rural arterial roads	167.7	183.5	194.9	211.2	257.2	268.0	297.0	344.6	424.0	481.8	2 829.9
Rural local roads	196.5	218.1	238.4	252.9	265.3	313.5	392.9	432.4	467.0	522.1	3 299.1
Urban arterial roads	253.0	260.0	300.7	313.5	333.5	359.9	376.1	408.7	507.0	610.6	3 723.0
Urban local roads	161.5	199.3	215.6	226.2	197.1	240.5	258.3	298.2	318.3	364.0	2 479.0
<b>Total</b>	<b>936.8</b>	<b>1 035.2</b>	<b>1 151.6</b>	<b>1 214.7</b>	<b>1 282.7</b>	<b>1 444.9</b>	<b>1 591.3</b>	<b>1 792.7</b>	<b>2 152.1</b>	<b>2 448.5</b>	<b>15 050.5</b>
<b>Maintenance</b>											
National roads	25.6	28.6	35.2	40.5	43.8	52.6	61.4	76.3	97.2	107.4	568.6
Rural arterial roads	107.8	120.2	130.5	135.2	157.7	171.0	194.5	222.0	255.9	278.5	1 773.3
Rural local roads	150.3	143.3	164.9	177.2	196.6	254.6	258.6	302.5	346.5	354.1	2 348.6
Urban arterial roads	43.0	51.3	60.3	71.3	68.2	76.7	79.2	87.0	115.1	114.8	766.9
Urban local roads	113.4	120.6	141.5	158.6	141.3	196.7	253.9	286.6	309.9	360.5	2 083.0
<b>Total</b>	<b>439.6</b>	<b>463.8</b>	<b>532.5</b>	<b>582.6</b>	<b>607.1</b>	<b>751.6</b>	<b>848.0</b>	<b>974.6</b>	<b>1 125.6</b>	<b>1 215.4</b>	<b>7 540.8</b>
<b>Total construction and maintenance</b>	<b>1 376.5</b>	<b>1 498.9</b>	<b>1 684.1</b>	<b>1 797.2</b>	<b>1 889.8</b>	<b>2 196.6</b>	<b>2 439.4</b>	<b>2 767.5</b>	<b>3 277.7</b>	<b>3 663.7</b>	<b>2 2591.4</b>
<b>Planning and research</b>	<b>14.6</b>	<b>14.2</b>	<b>16.5</b>	<b>15.9</b>	<b>17.2</b>	<b>19.0</b>	<b>13.3</b>	<b>13.8</b>	<b>13.3</b>	<b>16.2</b>	<b>154.0</b>
<b>Total road expenditure</b>	<b>1 391.1</b>	<b>1 513.1</b>	<b>1 700.5</b>	<b>1 813.1</b>	<b>1 906.9</b>	<b>2 215.4</b>	<b>2 452.6</b>	<b>2 781.3</b>	<b>3 291.0</b>	<b>3 679.9</b>	<b>22 744.9</b>

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE 1.6 TOTAL AUSTRALIA: COMMONWEALTH ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	368.0	360.7	380.1	345.7	336.8	338.2	310.0	330.3	450.3	454.2	3 674.2
Rural arterial roads	148.4	122.4	151.4	152.5	141.4	132.4	117.3	153.0	204.9	189.2	1 512.8
Rural local roads	134.6	121.8	149.9	145.0	145.7	143.5	134.2	133.1	177.0	165.4	1 450.0
Urban arterial roads	432.7	344.8	252.3	245.4	210.2	186.5	191.0	192.3	243.8	266.3	2 565.2
Urban local roads	79.9	87.6	81.9	55.1	49.4	38.1	32.5	35.1	43.3	42.8	545.6
Total	1 163.8	1 037.2	1 015.6	943.6	883.4	838.6	785.2	843.6	1 119.4	1 117.9	9 748.1
Maintenance											
National roads	63.5	59.2	65.8	60.3	60.0	61.5	69.9	74.7	97.6	97.4	709.7
Rural arterial roads	17.7	10.0	7.4	1.8	1.4	1.4	1.9	0.7	5.1	3.5	50.7
Rural local roads	74.2	61.5	61.6	47.3	40.4	39.4	44.6	41.4	46.3	48.9	505.6
Urban arterial roads	3.7	3.9	2.7	3.5	4.5	4.0	4.2	4.5	6.9	6.3	44.2
Urban local roads	3.5	2.4	3.2	3.1	3.6	4.5	5.3	6.1	4.4	6.2	42.2
Total	162.0	137.0	140.7	116.0	109.9	110.8	125.7	127.3	160.2	162.2	1 351.8
Total construction and maintenance	1 325.8	1 174.1	1 156.3	1 059.6	993.3	949.5	910.8	970.9	1 279.6	1 280.1	11 100.0
Planning and research	22.0	18.3	18.5	12.3	11.5	9.0	0.0	0.0	0.0	0.0	91.5
Total road expenditure	1 347.9	1 192.4	1 174.8	1 071.9	1 004.7	958.4	910.8	970.9	1 279.6	1 280.1	11 191.3

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

TABLE 1.7 TOTAL AUSTRALIA: STATE GOVERNMENT ROAD REVENUE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
SRA											
Vehicle registration	793.8	815.2	855.5	856.1	809.8	797.9	891.6	929.7	913.1	932.8	8 595.4
Drivers' licence fees	126.4	127.7	113.2	127.1	125.0	121.5	124.4	138.9	142.4	149.9	1 296.5
Road maintenance tax or State fuel tax	105.6	92.4	82.9	79.3	135.3	165.0	191.2	413.6	480.8	527.2	2 273.3
Other	73.7	65.5	59.2	59.1	42.6	43.0	39.6	52.1	53.3	55.3	543.4
Gross motor taxation	1 099.7	1 100.8	1 111.0	1 121.4	1 112.8	1 127.0	1 247.1	1 534.6	1 590.0	1 665.2	12 709.4
Less collection costs	145.7	145.6	145.1	144.6	139.5	143.6	137.2	133.3	125.8	130.9	1 391.4
Net motor taxation	954.0	955.0	965.8	976.9	973.1	983.4	1 109.7	1 401.4	1 464.2	1 534.3	11 317.8
Loans	60.6	88.5	80.8	116.3	213.5	206.8	149.1	114.4	138.2	213.9	1 382.0
Other	62.3	50.2	77.6	112.6	94.1	91.9	89.5	110.1	128.3	92.7	909.3
Other authorities	184.8	191.9	218.0	188.5	187.9	234.5	208.9	114.8	103.2	118.2	1 750.5
Total road revenue	1 261.4	1 285.8	1 342.1	1 394.2	1 468.9	1 516.6	1 557.4	1 740.5	1 833.8	1 959.1	15 359.6

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The ABS Implicit Price Deflator of Gross Domestic Product (ABS 1986a) was used to convert figures from current Prices to constant prices.
  3. Owing to rounding, figures may not add to totals.

TABLE I.8 TOTAL AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	38.6	35.2	38.2	59.0	42.8	37.7	28.6	17.7	11.5	15.9	325.1
Rural arterial roads	283.0	293.4	251.2	251.7	283.1	250.4	259.3	235.0	244.0	292.6	2 643.6
Rural local roads	87.0	133.3	109.7	106.4	111.2	120.9	129.0	114.5	122.6	142.9	1 177.5
Urban arterial roads	198.4	226.2	351.4	335.8	324.8	312.5	285.9	267.9	293.0	344.2	2 940.1
Urban local roads	23.5	44.4	43.6	49.6	42.1	52.5	29.8	36.6	34.7	39.4	396.1
Total	630.2	732.4	794.1	802.1	803.8	774.0	732.7	671.5	705.8	835.0	7 481.5
Maintenance											
National roads	2.3	5.6	6.9	17.3	12.3	13.7	8.0	11.3	5.4	10.1	92.9
Rural arterial roads	259.5	262.2	262.1	256.8	258.7	242.9	244.7	249.3	266.0	275.0	2 577.2
Rural local roads	63.7	69.3	77.3	90.9	69.0	71.0	68.5	63.3	69.7	64.0	706.6
Urban arterial roads	99.0	103.1	112.8	122.7	98.7	94.8	96.2	93.4	115.1	108.5	1 044.5
Urban local roads	18.6	14.0	10.5	14.9	9.2	8.6	6.8	4.5	5.7	5.6	98.5
Total	442.9	454.1	470.0	502.7	447.5	431.2	424.9	421.9	461.8	463.2	4 520.1
Total construction and maintenance	1 073.0	1 186.3	1 263.9	1 304.6	1 251.2	1 205.1	1 157.4	1 093.6	1 167.6	1 298.2	12 000.9
Planning and research	15.5	13.9	15.6	18.3	16.9	18.1	16.8	15.6	14.1	16.2	160.9
Total road expenditure	1 088.5	1 200.2	1 279.4	1 322.8	1 268.0	1 223.1	1 174.2	1 109.2	1 181.7	1 314.3	12 161.4

TABLE I.8 (Cont.) TOTAL AUSTRALIA: STATE GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Non-road expenditure											
Loan repayments	13.6	16.1	17.8	23.8	41.2	65.2	43.1	25.7	25.0	17.5	288.9
Interest payments	53.0	54.3	61.2	69.4	83.3	97.7	114.9	126.3	129.7	124.0	913.7
Other	151.7	131.8	121.1	109.8	119.0	133.1	161.8	375.3	445.3	524.8	2 273.8
Total	197.9	194.1	187.0	183.2	195.9	252.0	327.6	527.3	600.0	666.3	3 331.4

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. The ABS Implicit Price Deflator of Gross National expenditure (ABS 1986a) was used to convert non-road expenditure figures from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE I.9 TOTAL AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	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	0.7	0.6	0.6	0.3	0.4	0.0	0.0	0.0	0.0	2.6
Rural local roads	283.9	239.7	233.6	233.2	181.4	183.9	235.0	239.3	194.9	213.8	2 238.6
Urban arterial roads	19.8	18.9	18.4	19.5	16.0	15.7	0.0	0.0	0.0	0.0	108.2
Urban local roads	311.9	320.3	320.6	328.7	234.2	253.3	265.3	264.1	259.0	281.8	2 839.2
Total	615.5	579.2	572.9	581.7	431.9	453.6	500.0	503.4	453.9	495.7	5 187.8
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	0.5	0.4	0.4	0.3	0.3	0.0	0.0	0.0	0.0	1.9
Rural local roads	248.8	194.3	202.2	201.3	215.3	253.7	214.8	235.9	251.0	241.3	2 258.5
Urban arterial roads	7.8	9.4	9.2	10.3	9.5	10.8	0.0	0.0	0.0	0.0	56.9
Urban local roads	269.4	257.3	279.0	286.0	220.6	268.2	309.9	312.2	318.0	348.7	2 869.4
Total	525.9	461.4	491.2	497.5	445.6	532.9	524.7	548.2	570.1	590.0	5 187.2
Total construction and maintenance	1 141.5	1 040.6	1 064.2	1 079.2	877.5	986.5	1 024.9	1 051.7	1 023.9	1 085.5	10 375.5
Planning and 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 expenditure	1 141.5	1 040.6	1 064.2	1 079.2	877.5	986.5	1 024.9	1 051.7	1 023.9	1 085.5	10 375.5

TABLE I.9 (Cont.) TOTAL AUSTRALIA: LOCAL GOVERNMENT ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Pro rata expenditure on general administration	236.7	240.9	242.8	240.0	218.3	237.5	259.6	270.7	224.7	228.0	2 399.1
Non road expenditure attributable to roads											
Pro rata expenditure on											
Loan repayments	90.1	87.0	85.2	87.5	81.9	89.7	94.3	95.6	76.9	80.3	868.4
Interest payments	104.3	111.2	116.2	123.9	118.5	133.0	142.6	152.3	128.8	133.0	1 263.8
Total	194.4	198.2	201.4	211.3	200.4	222.7	236.9	247.9	205.8	213.3	2 132.2
Road works funded by private contributions	207.6	200.9	165.7	163.5	60.0	79.5	85.7	97.1	76.8	81.2	1 217.9

- Notes
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert road expenditure figures and the figures for road works funded by private contributions from current prices to constant prices.
  3. The ABS Implicit Price deflator of Gross National Expenditure (ABS 1986a) was used to convert figures for those items of expenditure not fully attributable to roads from current prices to constant prices.
  4. Owing to rounding, figures may not add to totals.

TABLE I.10 TOTAL AUSTRALIA: TOTAL ROAD EXPENDITURE, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

Categories	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	Total
Construction											
National roads	406.5	395.8	418.3	404.7	379.6	375.9	338.6	348.0	461.7	470.1	3 999.2
Rural arterial roads	431.3	416.4	403.2	404.7	424.9	383.2	376.6	388.0	449.0	481.8	4 159.1
Rural local roads	505.5	494.8	493.2	484.5	438.2	448.4	498.2	486.8	494.5	522.1	4 866.2
Urban arterial roads	650.8	589.8	622.1	600.6	551.0	514.7	476.9	460.2	536.9	610.6	5 613.6
Urban local roads	415.3	452.3	446.1	433.4	325.6	343.9	327.6	335.8	337.1	364.0	3 781.1
Total	2 409.4	2 348.8	2 382.6	2 327.4	2 119.1	2 066.3	2 017.8	2 018.5	2 279.1	2 448.5	22 417.5
Maintenance											
National roads	65.8	64.8	72.7	77.6	72.3	75.2	77.9	85.9	103.0	107.4	802.6
Rural arterial roads	277.1	272.7	269.9	259.0	260.4	244.6	246.6	250.0	271.0	278.5	2 629.8
Rural local roads	386.7	325.2	341.1	339.5	324.7	364.1	327.9	340.6	367.0	354.1	3 470.9
Urban arterial roads	110.5	116.4	124.8	136.6	112.7	109.7	100.5	97.9	121.9	114.8	1 145.8
Urban local roads	291.6	273.7	292.7	304.0	233.5	281.3	322.0	322.8	328.2	360.5	3 010.3
Total	1 130.8	1 052.4	1 101.8	1 116.2	1 002.9	1 074.8	1 075.3	1 097.4	1 192.0	1 215.4	11 059.0
Total construction and maintenance	3 540.3	3 401.0	3 484.4	3 443.5	3 122.0	3 141.1	3 093.2	3 116.2	3 471.1	3 663.7	33 476.5
Planning and research	37.5	32.2	34.1	30.5	28.4	27.1	16.8	15.6	14.1	16.2	252.5
Total road expenditure	3 577.8	3 433.2	3 518.3	3 473.9	3 150.2	3 168.0	3 109.9	3 131.7	3 485.2	3 679.9	33 728.1

Notes 1. See text for interpretation and qualification of figures in the table.  
2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.  
3. Owing to rounding, figures may not add to totals.



TABLE I.11 ROAD EXPENDITURE IN AUSTRALIA, BY STATE, YEAR AND LEVEL OF GOVERNMENT, 1975-76 TO 1984-85  
(CURRENT PRICES)

(\$ million)

	NSW	Vic	Qld	WA	SA	Tas	NT	ACT	Total Australia
1975-76									
Commonwealth	144.9	97.9	94.6	62.4	41.5	32.6	22.0	28.2	524.1
State	164.4	119.3	62.3	34.6	30.4	12.3	0.0	0.0	423.2
Local	218.1	79.5	75.9	28.3	26.0	14.3	1.7	0.0	443.8
Total	527.4	296.7	232.8	125.3	97.9	59.1	23.7	28.2	1 391.1
1976-77									
Commonwealth	145.5	93.7	97.9	58.7	39.7	36.3	23.6	30.1	525.5
State	181.8	137.8	90.5	49.9	44.3	24.6	0.0	0.0	529.0
Local	206.0	96.6	73.7	33.1	31.2	15.5	2.5	0.0	458.6
Total	533.3	328.1	262.1	141.7	115.3	76.4	26.1	30.1	1 513.1
1977-78									
Commonwealth	163.4	101.3	103.8	63.5	41.1	28.6	25.6	40.6	567.8
State	236.5	161.6	96.0	53.8	42.9	27.6	0.0	0.0	618.4
Local	238.5	101.2	78.7	36.9	38.5	17.8	2.7	0.0	514.3
Total	638.4	364.1	278.5	154.2	122.5	74.0	28.3	40.6	1 700.5

TABLE I.11 (Cont.) ROAD EXPENDITURE IN AUSTRALIA, BY STATE, YEAR AND LEVEL OF GOVERNMENT, 1975-76 TO 1984-85 (CURRENT PRICES)

(\$ million)

	NSW	Vic	Qld	WA	SA	Tas	NT	ACT	Total Australia
1978-79									
Commonwealth	167.9	107.5	110.4	65.5	43.7	23.4	0.0	41.0	559.4
State	242.6	159.6	103.9	67.4	49.4	31.4	36.3	0.0	690.4
Local	261.9	112.3	83.1	44.5	41.1	19.9	0.6	0.0	563.3
Total	672.4	379.4	297.4	177.3	134.2	74.7	36.9	41.0	1 813.1
1979-80									
Commonwealth	179.9	115.5	118.1	71.3	47.1	25.8	19.0	31.4	608.2
State	289.6	165.7	116.5	82.8	48.6	32.8	31.6	0.0	767.6
Local	182.3	134.6	108.8	41.3	43.3	18.9	2.0	0.0	531.2
Total	651.9	415.9	343.5	195.4	138.9	77.5	52.5	31.4	1 906.9
1980-81									
Commonwealth	199.5	129.4	133.2	79.0	52.2	36.6	21.1	19.2	670.2
State	335.0	176.5	132.2	87.7	55.3	34.7	33.9	0.0	855.3
Local	283.3	169.0	122.8	44.9	50.1	19.1	0.7	0.0	689.9
Total	817.8	474.9	388.2	211.6	157.6	90.3	55.8	19.2	2 215.4

TABLE I.11 (Cont.) ROAD EXPENDITURE IN AUSTRALIA, BY STATE, YEAR AND LEVEL OF GOVERNMENT, 1975-76 TO 1984-85 (CURRENT PRICES)

(\$ million)

	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>WA</i>	<i>SA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Total Australia</i>
1981-82									
Commonwealth	214.2	138.5	140.6	84.1	56.4	46.5	23.0	15.0	718.3
State	329.8	203.8	174.2	89.5	55.2	35.6	37.9	0.0	926.0
Local	353.2	177.4	141.7	56.5	56.3	20.5	2.7	0.0	808.3
Total	897.2	519.7	456.5	230.1	167.9	102.6	63.6	15.0	2 452.6
1982-83									
Commonwealth	249.3	161.8	171.5	101.1	68.1	61.6	29.6	19.3	862.2
State	339.4	225.5	177.3	105.7	65.3	42.0	31.3	0.0	986.4
Local	385.0	218.5	169.4	63.0	70.9	22.6	4.6	0.0	934.0
Total	973.6	605.7	518.2	269.8	204.3	126.2	65.4	19.3	2 782.6
1983-84									
Commonwealth	403.4	220.6	245.2	141.1	97.1	50.2	32.8	17.9	1 208.3
State	400.7	284.2	180.5	103.6	70.7	54.5	21.6	0.0	1 115.8
Local	383.1	231.1	195.1	60.4	67.7	24.7	4.8	0.0	966.9
Total	1 187.2	735.9	620.8	305.1	235.5	129.4	59.2	17.9	3 291.0

TABLE I.11 (Cont.) ROAD EXPENDITURE IN AUSTRALIA, BY STATE, YEAR AND LEVEL OF GOVERNMENT, 1975-76 TO 1984-85 (CURRENT PRICES)

(\$ million)

	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>WA</i>	<i>SA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Total Australia</i>
1984-85									
Commonwealth	408.0	230.2	258.6	158.2	104.5	48.9	43.7	28.0	1 280.1
State	487.3	281.0	259.4	113.4	80.8	73.0	19.4	0.0	1 314.3
Local	431.0	245.9	223.3	76.3	79.2	26.0	3.8	0.0	1 085.5
Total	1 326.3	757.1	741.3	347.9	264.5	147.9	66.9	28.0	3 679.9

Notes 1. See text for interpretation and qualification of figures in the table.  
2. Owing to rounding, figures may not add to totals.

TABLE I.12 ROAD EXPENDITURE IN AUSTRALIA, BY STATE, YEAR AND LEVEL OF GOVERNMENT, 1975-76 TO 1984-85  
(CONSTANT 1984-85 PRICES)

(\$ million)

	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>WA</i>	<i>SA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Total Australia</i>
1975-76									
Commonwealth	372.7	251.9	243.2	160.4	106.7	83.8	56.6	72.6	1 347.9
State	422.8	306.9	160.2	88.9	78.1	31.6	0.0	0.0	1 088.5
Local	560.9	204.4	195.3	72.8	66.9	36.7	4.4	0.0	1 141.5
Total	1 356.4	763.1	598.7	322.2	251.8	152.1	61.0	72.6	3 577.8
1976-77									
Commonwealth	330.1	212.6	222.1	133.3	90.2	82.3	53.6	68.3	1 192.4
State	412.6	312.7	205.3	113.2	100.6	55.9	0.0	0.0	1 200.2
Local	467.5	219.2	167.3	75.0	70.8	35.1	5.7	0.0	1 040.6
Total	1 210.1	744.5	594.8	321.5	261.5	173.4	59.2	68.3	3 433.2
1977-78									
Commonwealth	338.0	209.6	214.7	131.4	85.1	59.2	53.0	83.9	1 174.8
State	489.3	334.4	198.6	111.3	88.7	57.1	0.0	0.0	1 279.4
Local	493.5	209.4	162.9	76.4	79.6	36.9	5.6	0.0	1 064.2
Total	1 320.8	753.4	576.2	319.0	253.4	153.1	58.6	83.9	3 518.3

TABLE I.12 (Cont.) ROAD EXPENDITURE IN AUSTRALIA, BY STATE, YEAR AND LEVEL OF GOVERNMENT, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)

(\$ million)

	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>WA</i>	<i>SA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Total Australia</i>
1978-79									
Commonwealth	321.7	206.0	211.6	125.4	83.7	44.9	0.0	78.5	1 071.9
State	464.7	305.7	199.1	129.1	94.7	60.1	69.6	0.0	1 322.8
Local	501.8	215.2	159.2	85.2	78.7	38.1	1.1	0.0	1 079.2
Total	1 288.2	726.9	569.8	339.7	257.1	143.1	70.6	78.5	3 473.9
1979-80									
Commonwealth	297.2	190.9	195.2	117.8	77.8	42.6	31.4	51.9	1 004.7
State	478.5	273.7	192.5	136.8	80.3	54.2	52.2	0.0	1 268.0
Local	301.2	222.4	179.8	68.2	71.5	31.2	3.2	0.0	877.5
Total	1 076.9	687.0	567.4	322.8	229.5	127.9	86.8	51.9	3 150.2
1980-81									
Commonwealth	285.3	185.1	190.4	113.0	74.6	52.3	30.2	27.5	958.4
State	479.1	252.4	189.1	125.4	79.1	49.6	48.5	0.0	1 223.1
Local	405.1	241.7	175.6	64.2	71.6	27.3	1.0	0.0	986.5
Total	1 169.5	679.2	555.1	302.6	225.3	129.2	79.7	27.5	3 168.0

TABLE I.12 (Cont.) ROAD EXPENDITURE IN AUSTRALIA, BY STATE, YEAR AND LEVEL OF GOVERNMENT, 1975-76 TO 1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>WA</i>	<i>SA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Total Australia</i>
1981-82									
Commonwealth	271.6	175.6	178.3	106.6	71.5	59.0	29.2	19.0	910.8
State	418.2	258.4	220.9	113.5	70.0	45.1	48.1	0.0	1 174.2
Local	447.9	224.9	179.7	71.6	71.4	26.0	3.4	0.0	1 024.9
Total	1 137.7	659.0	578.9	291.8	212.9	130.1	80.6	19.0	3 109.9
1982-83									
Commonwealth	280.7	182.2	193.1	113.9	76.7	69.3	33.3	21.7	970.9
State	382.1	253.9	199.6	119.0	73.6	47.3	35.2	0.0	1 110.7
Local	433.5	246.0	190.7	70.9	79.8	25.5	5.2	0.0	1 051.7
Total	1 096.3	682.1	583.5	303.8	230.1	142.1	73.6	21.7	3 133.2
1983-84									
Commonwealth	427.2	233.6	259.7	149.4	102.8	53.1	34.8	19.0	1 279.6
State	424.4	301.0	191.1	109.7	74.9	57.7	22.8	0.0	1 181.7
Local	405.7	244.7	206.6	64.0	71.7	26.2	5.1	0.0	1 023.9
Total	1 257.3	779.3	657.4	323.1	249.4	137.0	62.7	19.0	3 485.2

TABLE I.12 (Cont.) ROAD EXPENDITURE IN AUSTRALIA, BY STATE, YEAR AND LEVEL OF GOVERNMENT, 1975-76 TO  
1984-85 (CONSTANT 1984-85 PRICES)  
(\$ million)

	<i>NSW</i>	<i>Vic</i>	<i>Qld</i>	<i>WA</i>	<i>SA</i>	<i>Tas</i>	<i>NT</i>	<i>ACT</i>	<i>Total Australia</i>
1984-85									
Commonwealth	408.0	230.2	258.6	158.2	104.5	48.9	43.7	28.0	1 280.1
State	487.3	281.0	259.4	113.4	80.8	73.0	19.4	0.0	1 314.3
Local	431.0	245.9	223.3	76.3	79.2	26.0	3.8	0.0	1 085.5
Total	1 326.3	757.1	741.3	347.9	264.5	147.9	66.9	28.0	3 679.9

- Notes*
1. See text for interpretation and qualification of figures in the table.
  2. The BTE Road Construction Price Index (BTE 1986b) was used to convert figures from current prices to constant prices.
  3. Owing to rounding, figures may not add to totals.



## APPENDIX II CONSTANT PRICE ESTIMATES

The conversion of current price data into constant prices was achieved through the use of three indices. Table II.1 provides details and compares these indices.

To convert road expenditure figures to constant prices, the road construction input-price index was used (BTE 1986b). The index used to deflate State road revenue was the ABS implicit price deflator for expenditure on Gross Domestic Product. For items classified as non-road expenditure the ABS implicit price deflator for Gross National Expenditure was used.

TABLE II.1 COMPARISON OF CURRENT PRICE DEFLATORS, 1975-76 TO 1984-85  
(1984-85 = 100.0)

<i>Year</i>	<i>BTE road construction index; overall activity</i>	<i>Implicit price deflator</i>	
		<i>Expenditure on gross domestic product</i>	<i>Gross national expenditure</i>
1975-76	38.7	45.4	44.6
1976-77	44.1	50.3	49.8
1977-78	48.3	54.3	54.5
1978-79	52.2	58.5	58.8
1979-80	60.5	65.1	65.0
1980-81	69.9	71.8	71.7
1981-82	78.9	79.1	79.1
1982-83	88.8	87.6	87.9
1983-84	94.5	94.2	94.0
1984-85	100.0	100.0	100.0

Sources ABS (1986a). BTE (1986b).

## REFERENCES

### Abbreviations

ABS        Australian Bureau of Statistics  
AGPS      Australian Government Publishing Service  
BTE        Federal Bureau of Transport Economics

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## ABBREVIATIONS

ABRD	Australian Bicentennial Road Development
ABS	Australian Bureau of Statistics
ALTP	Australian Land Transport Program
AMIS	Australian Municipal Information System
BTE	Federal Bureau of Transport Economics
CEP	Community Employment Program
MITERS	Minor Traffic Engineering and Road Safety Improvements
NAASRA	National Association of Australian State Road Authorities
NCDC	National Capital Development Commission
RED	Regional Employment Development
SLGFS	Standardised Local Government Finance Statistics