

An analysis of the expenditure by the Board and by local authorities on actual maintenance, as distinct from interest on loans and other overhead charges, is shown in the tabulation below. The tabulation has been subdivided to show the expenditure on the primary and secondary systems :—

—	Board's Contribution.	Local Authorities' Contribution.	Total.	Percentage Board's Contribution to Total.	Percentage Local Authorities' Contribution to Total.
(1) Primary system—	£	£	£		
North Island	424,502	104,585	529,087	80·23	19·77
South Island	246,667	57,647	304,314	81·05	18·95
	671,169	162,232	833,401	80·53	19·47
(2) Secondary system—					
North Island	104,892	31,907	136,799	76·68	23·32
South Island	73,673	21,429	95,102	77·47	22·53
	178,565	53,336	231,901	77·00	23·00
(3) Complete system—					
North Island	529,394	136,492	665,886	79·50	20·50
South Island	320,340	79,076	399,416	80·20	19·80
	849,734	215,568	1,065,302	79·76	20·24

An examination of the contributions of local authorities towards the cost of maintenance of main highways shows that there have been very large reductions in the past two years.

For the year 1930–31 the local authorities found about £58,000 less than for the year 1929–30. In 1931–32 the contribution of the local authorities was further reduced by £102,271, making a total reduction in two years of over £160,000 in spite of the fact that the mileage of highways has been slightly increased in the meantime. The total contribution by local authorities towards the cost of the maintenance of the primary highways for the year under review is £162,232, as compared with £235,688 for 1930–31. In the case of the secondary highways the contribution was £53,336, compared with the sum of £82,151 for the previous year. The contribution of the local authorities to the complete highway system was therefore reduced from £317,839 to £215,568.

In 1930–31 the cost of maintenance of all highways was shared between the Board and the local authorities in the ratio of 73·3 per cent. to 26·7 per cent. In 1931–32 the percentages were 79·8 and 20·2 respectively. The change was brought about by the increase in the Board's standard maintenance subsidy from £2 for £1 to £3 for £1 from the 1st April, 1931.

The following tabulation shows the amount which has been provided by the Board and the local authorities for expenditure on both construction and maintenance of main highways during the eight years the Board has been in operation :—

—	1924–25.	1925–26.	1926–27.	1927–28.	1928–29.	1929–30.	1930–31.	1931–32.
	£	£	£	£	£	£	£	£
Maintenance by Board	123,675	279,404	438,762	523,581	756,399	1,049,249	872,577	849,734
Maintenance by local authorities	110,001	185,015	276,349	269,065	284,526	375,849	317,839	215,568
Construction by Board	222,422	421,880	540,362	449,904	936,148	1,007,957	667,902	361,969
Construction by local authorities	80,000	142,761	255,860	262,538	214,155	203,148	150,984	94,973
Totals	536,098	1,029,060	1,511,333	1,505,088	2,191,228	2,636,203	2,009,302	1,522,244

The figures in the above tabulation exclude indirect charges such as supervision, interest, &c., but include the cost of earthquake restoration.

An analysis of the actual expenditure on maintenance by the Board in each Island, as compared with the number of motor-vehicles in each Island, at the 31st March of each year since the inception of the main-highways scheme gives the following results, expressed in percentages of the Dominion totals :—

—	1924–25.	1925–26.	1926–27.	1927–28.	1928–29.	1929–30.	1930–31.	1931–32.
North Island—								
Maintenance expenditure	64·49	65·27	64·86	67·51	66·13	62·30	59·23	62·31
Motor-vehicles	60·90	61·41	61·86	62·19	63·08	63·63	63·84	63·77
South Island—								
Maintenance expenditure	35·51	34·73	35·14	32·49	33·87	37·70	40·77	37·69
Motor-vehicles	39·10	38·59	38·14	37·81	36·92	36·37	36·16	36·23