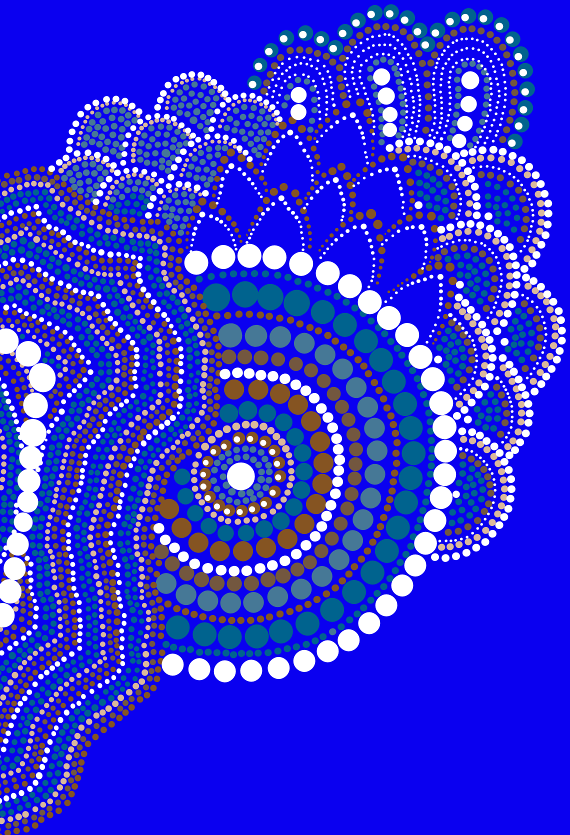
May 2025

Funding local roads

NSW's road infrastructure backlog 2023-24



Acknowledging our Traditional Owners

We acknowledge the land on which we gather, from places as widespread and diverse as the NRMA. In the presence of Elders past, present and future, we recognise all journeys and our mutual role in creating new paths together.

About the NRMA

The NRMA is one of Australia's largest member-owned organisations with a 105-year history, representing 3.3 million members. We offer a range of products and services, from motoring and transport to travel services that help members go further.

Independent advocacy is the foundation activity of our organisation and remains critical to who we are today. As a modern mutual we work with all levels of government to help improve transport safety, road safety, mobility issues and enhance community connections.

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Background

Regional and Local roads are the backbone of our transport system, making up approximately 80 per cent of the national road network.

These assets underpin employment, tourism, freight movement and social wellbeing, making them critical to healthy and sustainable communities and economies as well as national productivity.

The need to properly manage our large road network is time critical, with declining council revenues and increasing renewal and maintenance costs all diminishing the financial capacity of local councils to invest.

Local councils also rely on grants and other state and federal funding to maintain and improve the road network. While federal and state funding has increased in recent times (including the doubling of the Roads to Recovery to $1 billion in 2028-29 for all councils in Australia), a significant backlog still exists.

The infrastructure backlog deficit of all NSW councils is estimated to be in the order of $3.4 billion in 2023-24, with regional councils contributing $2.8 billion to the total. This backlog has risen 77.6 per cent from $1.9 billion.

The NRMA has proposed three key recommendations to address the growing infrastructure backlog and modernise our approach to road maintenance.

Recommendations

The NRMA is concerned that local councils will face increasing risk exposure in the future if funding and asset management practices remain at current levels.

Asset growth and consolidation needs to be properly planned to enhance road connectivity. Solving for road access and connection will be critical to building sustainable communities in regional NSW. There are future growth challenges that all governments need to address.

1. Undertake a full audit of the NSW road network to enable 'Predictive Asset Maintenance' to replace 'Scheduled Asset Maintenance'.

The NSW road network, one of the state's most valuable and productive assets, has been hit by an unprecedented wave of wet weather events over the past three years, culminating in extraordinary levels of flooding. In spite of maintenance regimes, wet weather events have led to ubiquitous potholes and structural failures across the road network.

Left untouched or approached using traditional repair and maintenance methods will lead to further road network deterioration, decreasing asset performance and safety.

State funding is required for a full, technology-based audit of the road network using the latest available equipment. Data and information collected should then be provided to local government to support targeted investment in repairs and maintenance. The data required must include a measure of the strength of the road network to assess remaining life.

The Australian Road Research Board's Intelligent Pavement Assessment Vehicle (iPAVE) 4-type technology, incorporating lasers, cameras and ground penetrating radar, can provide invaluable, evidence-based data and information on strength, roughness, texture, rutting and cracking, to support the targeted allocation of finite funds for repairs and maintenance.

Moving to evidence-based, predictive maintenance will transform the historical approach to road repairs and maintenance, supporting capacity, resilience, sustainability and road safety.

2. Assess new pavement materials and develop new standards.

Recovery efforts in NSW should incorporate a focus on resilience measures to ensure the road network is more likely to cope with the impacts of future extreme weather. Now is the opportune time to 'Build Back Better' at an improved resilient standard.

The assessment of new pavement materials and development of new standards is required so the road network can recover from extreme weather events and continue to support accessibility for local communities and freight transportation.

New pavement materials (including those that are more regional in nature) and the development of new standards should focus on performance outcomes to improve build quality and build time.

3. Amalgamate disparate road funding sources into one sustainable funding stream.

Road reconstruction and maintenance, as well as the reduced life of road structures throughout rural and regional NSW, will require an extraordinary funding uplift from all levels of government.

Delivering this uplift in funding, including to support the recovery effort, will require new and innovative ways of treating the needs of local government. The enormous task over the next decade is not going to be supported through traditional funding methods or envelopes.

The flooding disasters that beset Queensland in 2010 and 2011 required billions of dollars in funding and a decade of works. The impacts of flooding across NSW will similarly require a stream of funding that supports the capability of local government.

NSW's road infrastructure backlog

The NSW road network is around 185,000 km in length, with approximately 80 per cent classified as local roads. These roads are managed by councils.

While federal and state funding has increased in recent times, a significant shortfall still exists to bring the NSW road network up to a state of condition to support passenger and freight safety and productivity.

The NSW funding backlog stands at $3.4 billion in 2023-24.

An unprecedented wave of wet weather events over the past three years is placing increasing pressure on road conditions and compounding the need for a sustainable funding solution to support long term maintenance and safety.

The lack of surety around federal and state funding for roads is an issue that requires attention now more than ever given that many councils are experiencing diminishing financial capacity alongside an increasing need to address poor local road conditions.

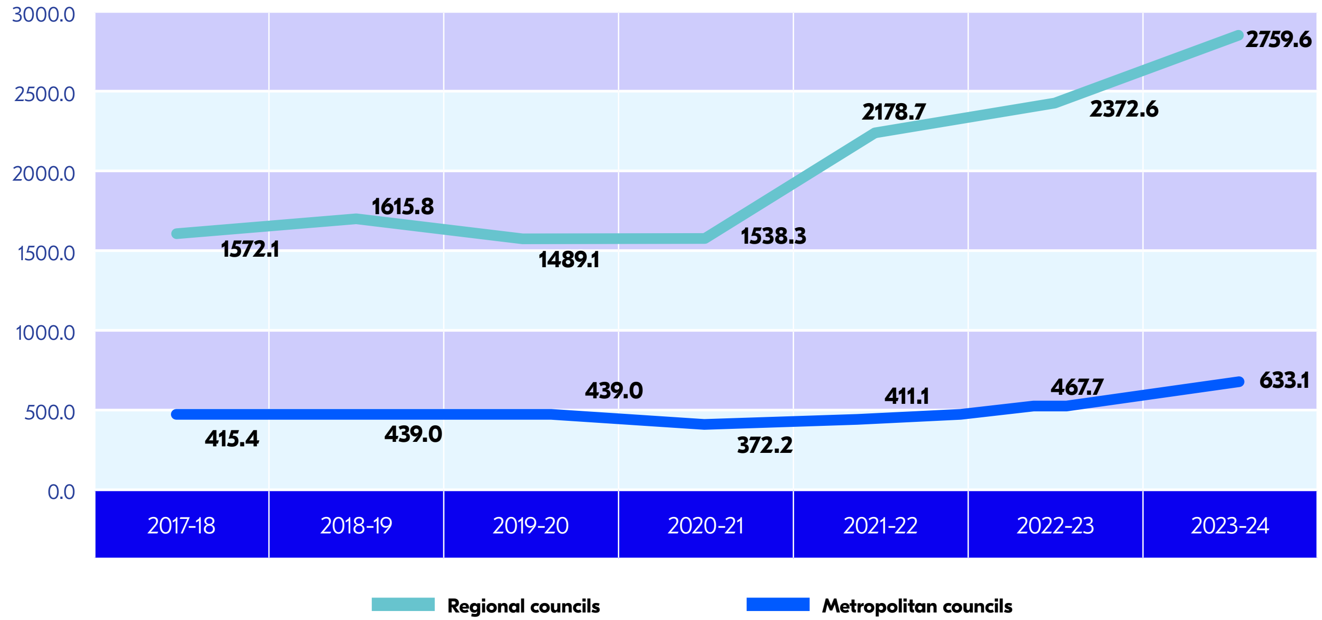
2023-24 Infrastructure backlog

The NSW funding backlog stands at $3.4 billion in 2023-24, with approximately $2.8 billion attributable to regional council roads (see Figure 1).

The top five road infrastructure backlog areas in regional NSW are the Northern Rivers, Hunter, Mid North Coast, Riverina, and Central West. The combined road infrastructure backlog in these regions totals $1.7 billion, representing 61.2 per cent of the total regional backlog and 49.6 per cent of the total NSW backlog.

Figure 1 shows the metropolitan and regional road infrastructure backlog trend since 2017—18.

Figure 1: Metropolitan and regional infrastructure backlogs from 2017-18 to 2023-24 ($million)



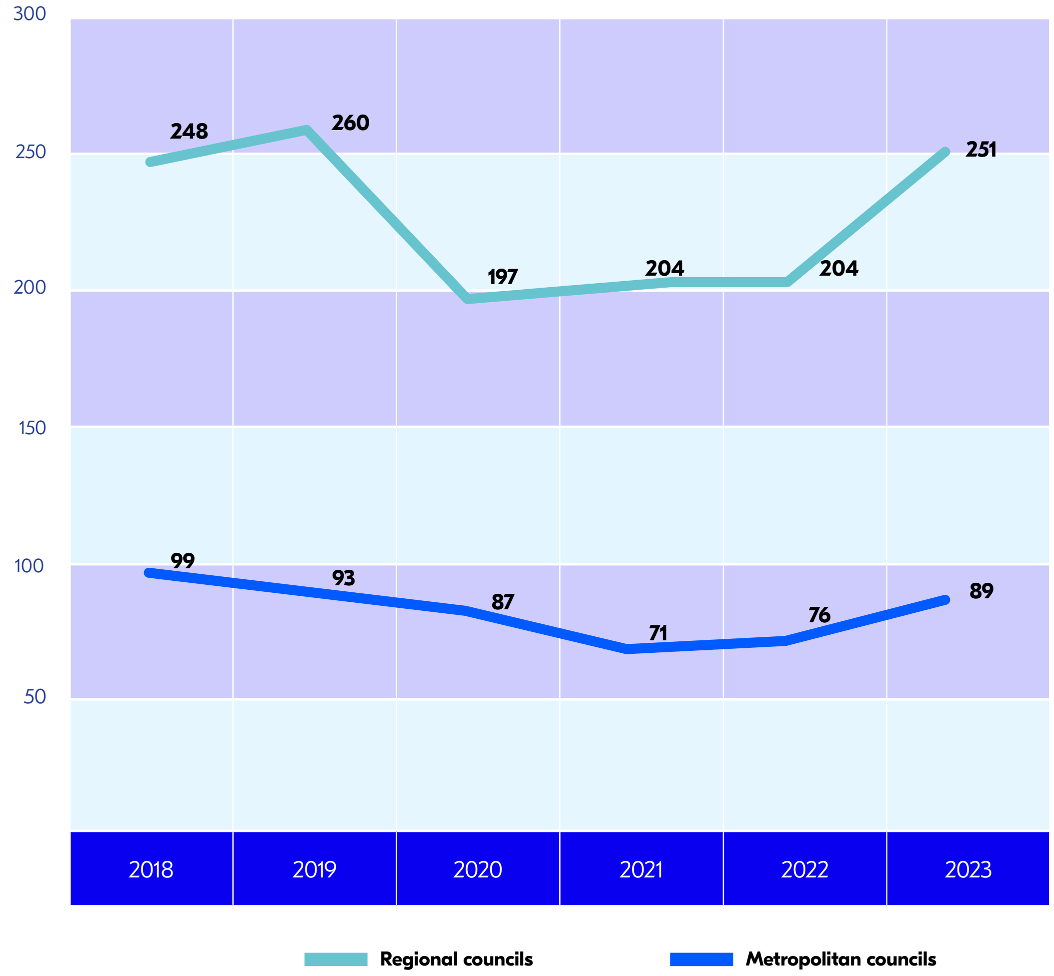
Rationale

A long-term strategy and effective funding plan for the NSW road network, one of the state's most valuable and productive assets, will increase safety, improve connectivity, and support future passenger and freight growth.

Fatalities – metropolitan and regional councils

In calendar year 2023, the NSW road toll was 340, with 73.8 per cent of fatalities occurring outside the Sydney metropolitan area.
According to TfNSW preliminary provisional data, the road toll for calendar year 2024 has remained at 340, suggesting that reducing fatalities on NSW roads remains challenging and must continue to be a critical priority.

Figure 2 shows the number of fatalities that have occurred on metropolitan and regional councils over the period 2018 to 2023[1].



1 *NSW Government- Transport for NSW - Centre for Road Safety -Road Traffic Crashesin NSW – Annual Statistical Statements for the years ending 31 December 2018 to 2023.*

Future population growth

NSW Department of Planning and Environment population projections to 2041 reveal significant increases in population for the Sydney metropolitan area and a number of regions, including Sydney South West/West (40.3 per cent), Illawarra (32.9 per cent), South Coast (29.1 per cent), Hunter (25.9 per cent), Murray (27.6 per cent), and Outer Sydney (21.9 per cent).

Population growth will place increasing pressure on the road network through passenger and freight movements.

Table 1: NSW Department of Planning and Environment population projections to 2041.

Region	2021	2041	Growth	% Growth
Sydney North	898,531	1,041,581	143,050	15.9%
Sydney Central/South	1,765,638	2,125,050	359,412	20.4%
Sydney South West/West	2,048,866	2,873,915	825,049	40.3%
Metropolitan councils	**4,713,035**	**6,040,546**	**1,327,511**	**28.2%**
Outer Sydney	548,666	668,991	120,325	21.9%
Hunter	678,531	854,196	175,665	25.9%
Mid North Coast	326,307	354,770	28,463	8.7%
Northern Rivers	311,032	335,864	24,832	8.0%
New England/North West	187,038	198,266	11,228	6.0%
Central West	207,178	229,523	22,345	10.8%
Far West	35,489	34,807	-682	-1.9%
Orana	82,987	91,380	8,393	10.1%
Murray	119,533	152,557	33,024	27.6%
Riverina	158,753	174,126	15,373	9.7%
Illawarra	366,651	487,290	120,639	32.9%
South Coast	184,784	238,613	53,829	29.1%
Capital Country	140,511	167,807	27,296	19.4%
Snowy Mountains	36,567	41,736	5,169	14.1%
Regional councils	**3,384,027**	**4,029,926**	**645,899**	**19.1%**
All councils	**8,097,062**	**10,070,472**	**1,973,410**	24.4%

Freight

By 2031, the freight task in NSW is projected to nearly double to 794 million tonnes[2]. While significant investment has been made in port infrastructure, local roads that serve as first-mile and last-mile connections to ports, terminals and logistics hubs remain under pressure to meet current demand.

The Hunter, Central West, Illawarra and Sydney South West support a number of industries, including mining and agriculture that require significant freight movements. These regions also have significant road infrastructure backlogs. If not addressed, deteriorating conditions will affect the productivity, efficiency and safety of logistics movements in and out of these regions.

Recognising that over 90 per cent of interstate freight movement occurs by road[3], there is a need to ensure that infrastructure can continue to provide support for industry.

2 *Transport for NSW (2013) NSW Freight and Ports Strategy*
3 *www.transport.nsw.gov.au/sites/default/files/media/documents/2017/NSW_Freight_and_Ports_Strategy-Full_Strategy-High_Resolution_0.pdf*

Region-specific results

Summary

The infrastructure backlog across NSW has risen

77.6%

from $1.9 billion in 2020-21 to $3.4 billion in 2023-24.

For regional councils, grant revenue needs to increase 4.2 times to eliminate the infrastructure backlog (seven-year avg. calculation).

In 2023-24, the infrastructure backlog for regional councils increased by

16.3%

compared to the previous year.

NSW councils have been allocated an average **$547.3 million** per year in recurrent funding from the NSW and Australian Governments (seven-year avg. calculation).

In 2023-24, the infrastructure backlog for metropolitan councils increased by 35.4% compared to the previous year ($467.7 million to

$633.1 million

For metropolitan councils, grant revenue needs to increase

4.9 times

to eliminate the infrastructure backlog (seven-year avg. calculation).

The seven-year annual average infrastructure backlog for NSW councils is

$2.4 billion

($1.9 billion regional + $410.3 million metropolitan).

Table 2: Financial assessment of local council roads 2017-18 to 2023-24: Infrastructure and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	**Infrastructure Backlog**								**% Change**			**Road Grants**	**Infrastructure Deficit/ Road Grant Funding**
	2017-18	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**2022-23**	**2023-24**	**7 Year Average**	**2021-22**	**2022-23**	**2023-24**	**7 Year Average**	**7 Year Average**
Metropolitan Councils	415.4	439.0	438.4	372.2	411.1	467.7	633.1	416.3	10.4%	13.7%	35.4%	85.4	4.9
Regional Councils	1,572.1	1,615.8	1,489.1	1,538.3	2,178.7	2,372.6	2,759.6	1,932.2	41.6%	8.9%	16.3%	461.9	4.2
Total	**1,987.5**	**2,054.9**	**1,927.5**	**1,910.5**	**2,589.8**	**2,840.2**	**3,392.7**	**2,348.5**	**35.6%**	**9.7%**	**19.5%**	**547.3**	**4.3**

Region level

Table 3 on the following page provides a regional level summary for three metropolitan and 14 regional areas. Issues of note include:

Metropolitan area

- The Sydney North region's infrastructure backlog rose from $49.0 million in 2020-21 to $101.4 million in 2023-24, a 107.1 per cent increase.
- Sydney Central/South region's infrastructure backlog rose from $143.7 million in 2020-21 to $184.8 million in 2023-24, a 28.6 per cent increase.
- Sydney South West/West region's infrastructure backlog rose from $179.5 million in 2020-21 to $346.9 million in 2023-24, a 93.2 per cent increase.
- Sydney annual grant funding allocations for three areas are $16.6 million for the north region, $29.3 million for the central/south region and $35.6 million for the southwest/west region.

Regional area

Key results are:

- Northern Rivers region has the highest infrastructure backlog estimate at $594.5 million, being 17.5 per cent of the total 2023-24 backlog. The region's backlog rose 142.1 per cent on 2020-21 figures.
- Largest percentage increases in infrastructure backlogs in 2023-24 occurred in the Illawarra (144.1 per cent) and the Far West (68.8 per cent) regions.
- The top five infrastructure backlog regions are the Northern Rivers, Hunter, Mid North Coast, Riverina and Central West. The combined infrastructure backlog in these regions totals $ 990.9 million, representing 61.2 per cent of the total regional backlog and 49.8 per cent of total NSW backlog.
- The New England/North West, Central West and Riverina have notionally received the highest grant funding allocations in regional NSW equal to over $50 million per annum over the period 2017-18 to 2023-24.

Table 3: Financial assessment of local council roads 2017-18 to 2023-24: Infrastructure and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Area	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Sydney North	44.1	56.1	49.0	49.0	50.9	64.1	101.4	59.2	3.8%	26.1%	58.2%	16.6	3.6
Sydney Central/South	214.8	214.6	215.5	143.7	132.4	168.1	184.8	182.0	-7.9%	27.0%	9.9%	29.3	6.2
Sydney South West/West	156.5	168.3	173.9	179.5	227.9	235.4	346.9	212.6	26.9%	3.3%	47.3%	39.6	5.4
Metropolitan area	**415.4**	**439.0**	**438.4**	**372.2**	**411.1**	**467.7**	**633.1**	**416.3**	**10.4%**	**13.7%**	**35.4%**	**85.4**	**4.9**
Outer Sydney	127.5	127.8	104.9	114.5	165.7	166.7	154.6	137.4	44.7%	0.6%	-7.2%	22.2	6.2
Hunter	210.6	232.7	202.4	206.4	218.9	286.9	346.4	243.5	6.0%	31.1%	20.7%	34.9	7.0
Mid North Coast	224.8	256.9	189.2	167.3	155.9	277.4	272.3	220.6	-6.8%	77.9%	-1.8%	35.8	6.2
Northern Rivers	159.2	214.7	216.5	245.6	478.2	419.0	594.5	332.5	94.7%	-12.4%	41.9%	35.9	9.3
New England/North West	101.9	88.0	89.3	94.5	144.8	175.3	168.9	123.2	53.2%	21.0%	-3.7%	61.1	2.0
Central West	146.6	157.7	146.2	146.4	172.3	237.3	220.5	175.3	17.7%	37.7%	-7.1%	51.6	3.4
Far West	54.6	23.9	26.9	26.4	23.4	38.7	65.4	37.1	-11.5%	65.7%	68.8%	30.6	1.2
Orana	8.8	18.8	25.3	23.9	219.9	71.7	71.3	62.8	820.4%	-67.4%	-0.7%	29.8	2.1
Murray	33.4	41.6	42.5	60.3	98.7	101.0	104.5	68.9	63.7%	2.4%	3.5%	39.6	1.7
Riverina	273.6	238.4	226.0	225.2	226.6	230.8	255.9	239.5	0.7%	1.8%	10.9%	51.4	4.7
Illawarra	90.8	82.1	65.6	62.9	72.6	80.9	197.6	93.2	15.4%	11.5%	144.1%	13.7	6.8
South Coast	67.5	74.3	89.4	112.3	138.1	166.0	173.6	117.3	23.0%	20.2%	4.6%	18.2	6.4
Capital Country	42.0	30.8	34.8	47.4	31.9	78.9	90.8	50.9	-32.6%	147.0%	15.1%	26.5	1.9
Snowy Mountains	30.7	28.5	30.2	5.3	31.6	41.8	43.3	30.1	500.0%	32.4%	3.4%	10.6	2.8
Regional area	**1,572.1**	**1,615.8**	**1,489.1**	**1,538.3**	**2,178.7**	**2,372.6**	**2,759.6**	**1,932.2**	**41.6%**	**8.9%**	**16.3%**	**461.9**	**4.2**
All area	**1,987.5**	**2,054.9**	**1,927.5**	**1,910.5**	**2,589.8**	**2,840.2**	**3,392.7**	**2,348.5**	**35.6%**	**9.7%**	**19.5%**	**547.3**	**4.3**

LGA assessments

Local Government Areas

Tables 4.1 to 4.17 provide the infrastructure backlog and funding profiles for each local council in NSW.

The road infrastructure backlog figure for the 2023-24 financial year for Lachlan Shire council is yet to be publicly reported and is therefore not included.

Please note the seven-year average ratio of the infrastructure deficit to road grant funding is a numerical assessment of the dollar value of the infrastructure deficit against road grants funding. This funding is contained to three streams of grant funding programs that are allocated to all councils annually. This ratio attempts to highlight the size of the infrastructure deficit against regular annual road funding base.

Sydney North

Table 4.1: Financial assessment of Sydney North local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/ Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Hornsby	0.5	0.5	0.4	0.3	3.2	5.7	1.6	1.7	1155.1%	76.1%	-72.2%	3.1	0.6
Hunters Hill	0.9	3.7	2.8	2.3	1.9	3.1	3.6	2.6	-13.5%	58.9%	17.4%	0.3	9.4
Ku-Ring-Gai	17.7	14.7	21.9	21.5	25.0	29.1	32.4	23.2	16.2%	16.2%	11.4%	2.6	8.8
Lane Cove	0.7	0.3	1.2	2.8	1.7	3.1	2.9	1.8	-40.4%	86.0%	-6.9%	0.7	2.7
Northern Beaches	1.8	14.2	10.8	11.2	11.9	12.4	17.9	11.5	6.8%	3.9%	44.0%	5.0	2.3
Mosman	1.4	1.8	1.0	1.0	0.8	0.9	0.9	1.1	-18.4%	13.4%	-1.6%	0.5	2.2
North Sydney	6.0	7.0	2.1	2.1	2.1	1.9	35.3	8.1	2.9%	-10.4%	1765.3%	1.1	7.1
Ryde	9.6	8.4	2.8	1.8	1.8	1.9	1.8	4.0	-0.9%	6.3%	-4.6%	2.0	2.1
Willoughby	5.5	5.4	6.1	6.1	2.3	6.0	5.0	5.2	-61.6%	157.8%	-16.8%	1.4	3.9
Sydney North	**44.1**	**56.1**	**49.0**	**49.0**	**50.9**	**64.1**	**101.4**	**59.2**	**3.8%**	**26.1%**	**58.2%**	**16.6**	**3.6**

Sydney Central/South

Table 4.2: Financial assessment of Sydney Central/South local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/ Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Bayside	4.7	9.0	4.2	3.8	3.3	9.8	2.9	5.4	-13.4%	194.1%	-70.3%	2.9	1.8
Burwood	7.6	7.2	17.2	20.5	8.3	0.1	10.5	10.2	-59.7%	-98.4%	7843.2%	0.6	17.9
Canada Bay	1.6	1.3	4.4	4.0	3.2	3.8	3.2	3.1	-18.4%	16.1%	-14.2%	1.4	2.2
Canterbury Bankstown	20.9	28.8	28.7	27.5	39.9	74.5	76.9	42.4	45.2%	86.8%	3.3%	6.0	7.1
Georges River	8.5	9.3	8.9	6.8	6.9	7.2	7.0	7.8	1.5%	5.2%	-2.9%	2.6	3.0
Inner West	105.9	103.1	101.9	29.5	13.5	13.2	12.7	54.3	-54.3%	-2.2%	-3.8%	3.3	16.3
Randwick	4.3	4.2	4.1	4.1	4.1	4.1	4.1	4.2	-0.2%	0.0%	0.0%	2.2	1.9
Strathfield	2.1	0.0	1.3	0.0	9.5	10.7	10.6	4.9	100.0%	12.8%	-0.5%	0.7	6.7
Sutherland	29.0	26.7	28.8	30.5	13.8	10.1	12.6	21.6	-54.8%	-26.7%	24.7%	4.4	4.9
Sydney	26.7	15.9	9.6	10.9	21.5	29.1	33.5	21.0	97.1%	35.2%	15.4%	3.3	6.4
Waverly	1.1	1.4	1.4	1.5	4.1	2.3	2.1	2.0	168.1%	-42.9%	-10.2%	1.0	2.0
Woollahra	2.4	7.7	5.0	4.5	4.3	3.2	8.6	5.1	-4.3%	-25.3%	164.0%	0.9	5.5
Sydney Central/ South	**214.8**	**214.6**	**215.5**	**143.7**	**132.4**	**168.1**	**184.8**	**182.0**	**-7.9%**	**27.0%**	**9.9%**	**29.3**	**6.2**

Sydney South West/West

Table 4.3: Financial assessment of Sydney South West/West local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/ Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Blacktown	38.7	38.9	38.8	40.3	53.0	65.2	84.0	51.3	31.5%	22.9%	28.9%	6.4	8.0
Camden	5.8	5.6	11.9	6.6	6.2	10.5	11.6	8.3	-5.8%	69.7%	10.0%	2.8	3.0
Campbelltown	13.6	14.0	7.0	5.6	15.5	12.2	14.1	1.7	175.5%	-21.2%	15.7%	3.8	3.1
Cumberland	29.2	31.9	30.5	41.2	51.6	40.4	36.5	37.3	25.3%	-21.8%	-9.5%	3.9	9.5
Fairfield	11.8	11.9	15.6	16.6	16.9	15.5	16.2	14.9	1.7%	-8.2%	4.6%	4.1	3.7
Liverpool	32.7	37.4	42.3	43.7	45.9	49.6	54.7	43.8	5.1%	7.9%	10.4%	4.6	9.5
Parramatta	10.2	8.5	8.2	7.1	7.6	9.0	75.2	18.0	8.2%	17.8%	734.8%	4.3	4.2
Penrith	14.4	20.0	19.6	18.5	31.1	33.0	54.5	27.3	68.4%	6.3%	65.0%	5.4	5.1
The Hills	-	-	-	-	-	-	-	-	-	-	-	4.3	-
Sydney South West/West	**156.5**	**168.3**	**173.9**	**179.5**	**227.9**	**235.4**	**346.9**	**212.6**	**26.9%**	**3.3%**	**47.3%**	**39.6**	**5.4**

Outer Sydney

Table 4.4: Financial assessment of Outer Sydney local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/ Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Blue Mountains	3.0	0.7	3.3	11.3	12.0	14.2	18.4	9.0	6.7%	18.3%	29.0%	2.7	3.3
Central Coast	84.5	84.6	62.4	46.8	97.4	77.2	63.8	73.8	108.3%	-20.7%	-17.3%	11.4	6.5
Hawkesbury	1.4	7.3	6.7	19.3	16.7	32.5	29.3	16.2	-13.2%	94.2%	-9.7%	3.7	4.3
Wollondilly	38.6	35.1	32.5	37.2	39.6	42.8	43.1	38.4	6.4%	8.2%	0.7%	4.3	8.9
Outer Sydney	**127.5**	**127.8**	**104.9**	**114.5**	**165.7**	**166.7**	**154.6**	**137.4**	**44.7%**	**0.6%**	**-7.2%**	**22.2**	**6.2**

Hunter

Table 4.5: Financial assessment of Hunter local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/ Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Cessnock	17.8	21.4	15.6	16.1	18.9	21.9	20.9	18.9	17.4%	15.6%	-4.6%	4.5	4.2
Dungog	14.3	14.3	23.8	33.8	34.4	40.4	46.9	29.7	1.5%	17.6%	16.1%	2.9	10.1
Lake Macquarie	44.8	46.6	52.7	51.2	41.5	41.2	52.6	47.2	-18.9%	-0.8%	27.5%	6.3	7.5
Maitland	67.5	69.5	80.4	78.9	90.3	123.2	108.8	88.4	14.4%	36.5%	-11.7%	3.1	28.9
Muswellbrook	8.6	5.9	4.4	1.7	4.6	6.0	47.3	11.2	168.6%	30.8%	687.3%	2.0	5.7
Newcastle	40.0	51.7	2.2	2.2	3.0	4.9	6.2	15.7	39.2%	63.0%	25.3%	4.8	3.3
Port Stephens	11.2	11.2	11.0	11.3	12.2	21.5	29.8	15.5	7.5%	76.9%	38.6%	3.1	4.9
Singleton	4.1	8.8	6.7	4.5	5.0	12.5	18.6	8.6	11.3%	151.3%	49.2%	3.3	2.6
Upper Hunter	2.3	3.3	5.5	6.7	9.0	15.3	15.3	8.2	36.0%	69.2%	0.0%	4.8	1.7
Hunter	**210.6**	**232.7**	**202.4**	**206.4**	**218.9**	**286.9**	**346.4**	**243.5**	**6.0%**	**31.1%**	**20.7%**	**34.9**	**7.0**

Mid North Coast

Table 4.6: Financial assessment of Mid North Coast local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/ Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Bellingen	21.9	19.7	21.6	21.9	23.4	26.8	16.8	21.7	6.8%	14.8%	-37.4%	1.9	11.3
Coffs Harbour	0.0	0.0	2.0	2.0	5.5	0.0	0.0	1.4	175.0%	-100.0%	-	5.0	0.3
Kempsey	15.9	48.2	39.6	33.2	34.9	26.7	24.1	31.8	5.2%	-23.4%	-9.9%	5.5	5.8
MidCoast	103.9	105.5	71.3	68.8	63.2	190.5	214.7	116.9	-8.1%	201.4%	12.7%	13.9	8.4
Nambucca	1.4	0.6	2.5	2.4	3.3	3.4	3.6	2.5	36.6%	4.6%	3.5%	2.7	0.9
Port Macquarie Hasting	81.8	82.9	52.1	39.1	25.6	29.9	13.2	46.4	-34.5%	16.7%	-55.7%	6.8	6.8
Mid North Coast	**224.8**	**256.9**	**189.2**	**167.3**	**155.9**	**277.4**	**272.3**	**220.6**	**-6.8%**	**77.9%**	**-1.8%**	**35.8**	**6.2**

Northern Rivers

Table 4.7: Financial assessment of Northern Rivers local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/ Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Ballina	1.8	1.6	1.6	1.6	1.5	1.6	1.4	1.6	-5.3%	1.4%	-8.2%	3.4	0.5
Byron	31.9	94.2	59.7	59.7	48.1	35.8	46.8	53.8	-19.5%	-25.5%	30.5%	2.8	19.0
Clarence Valley	33.3	37.6	35.5	21.8	261.0	269.8	390.3	149.9	1094.7%	3.4%	44.7%	9.5	15.7
Kyogle	12.7	9.5	20.6	34.1	49.1	30.4	26.7	26.2	44.3%	-38.1%	-12.3%	3.9	6.7
Lismore	64.9	58.0	89.7	115.5	82.3	57.8	69.3	76.8	-28.7%	-29.8%	19.8%	5.2	14.9
Richmond Valley	6.3	5.5	7.6	11.1	34.2	21.5	57.8	20.5	209.0%	-37.2%	169.4%	3.7	5.6
Tweed	8.4	8.2	1.7	1.7	2.0	2.2	2.3	3.8	14.1%	9.6%	5.1%	7.3	0.5
Northern Rivers	**159.2**	**214.7**	**216.5**	**245.6**	**478.2**	**419.0**	**594.5**	**332.5**	**94.7%**	**-12.4%**	**41.9%**	**35.9**	**9.3**

New England /North West

Table 4.8: Financial assessment of New England. North West local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/ Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Armidale Regional	24.4	19.3	4.7	5.6	47.9	17.6	23.8	20.5	753.4%	-63.3%	35.3%	5.7	3.6
Glen Innes	12.6	11.9	26.1	19.9	23.2	22.2	20.3	19.4	16.6%	NA	-8.5%	3.1	6.2
Gunnedah	4.2	4.3	0.7	0.7	1.5	10.1	9.6	4.5	122.0%	566.1%	-5.6%	3.6	1.3
Gwydir	2.8	2.9	1.1	0.9	0.8	0.6	0.9	1.4	-3.4%	-33.4%	63.2%	5.1	0.3
Inverell	5.1	5.1	7.1	7.1	7.1	7.1	7.1	6.5	0.0%	0.0%	0.0%	7.0	0.9
Liverpool Plains	5.6	5.6	5.6	8.2	6.3	23.9	7.8	9.0	-23.6%	280.0%	-67.5%	4.3	2.1
Moree Plains	2.6	2.7	3.5	4.8	6.9	7.3	11.4	5.6	42.4%	7.1%	55.1%	6.9	0.8
Narrabri	5.1	5.9	4.6	11.4	18.7	41.9	45.2	19.0	63.3%	124.3%	7.9%	5.4	3.5
Tamworth Regional	-	-	-	-	-	-	-	-	-	-	-	10.1	-
Tenterfield	24.6	11.6	13.9	18.2	16.0	14.0	7.7	15.2	-11.7%	-12.7%	-44.7%	4.7	3.2
Uralla	0.8	1.7	6.0	6.0	4.8	4.8	8.8	4.7	-21.0%	1.0%	82.4%	2.8	1.7
Walcha	14.1	16.9	16.0	11.7	11.7	25.7	26.4	17.5	0.0%	120.1%	2.5%	2.5	7.0
New England/North West	**101.9**	**88.0**	**89.3**	**94.5**	**144.8**	**175.3**	**168.9**	**123.2**	**53.2%**	**21.0%**	**-3.7%**	**61.1**	**2.0**

Central West

Table 4.9: Financial assessment of Central West local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Bathurst	60.9	61.1	67.6	72.7	76.9	72.3	100.2	73.1	5.7%	-5.9%	38.5%	4.0	18.1
Blayney	11.8	12.4	9.6	8.5	8.5	11.9	9.9	10.4	0.0%	40.0%	-16.8%	1.9	5.5
Cabonne	18.2	18.2	24.1	19.2	25.0	82.8	27.1	30.7	29.9%	231.1%	-67.3%	5.2	5.8
Cowra	-	-	-	-	-	-	-	-	-	-	-	3.3	-
Forbes	3.3	3.3	3.6	3.6	3.8	3.1	3.2	3.4	6.0%	-20.4%	5.4%	4.8	0.7
Lachlan	3.9	3.9	4.0	1.5	1.5	8.1	NA	3.3	0.0%	461.5%	-	9.7	0.3
Lithgow	10.8	9.3	2.1	2.1	1.8	1.7	20.9	7.0	-17.3%	-2.8%	1111.8%	2.8	2.5
Mid-Western	30.0	33.0	19.1	24.4	24.0	29.7	31.0	27.3	-1.4%	23.7%	4.5%	7.1	3.9
Oberon	2.7	2.7	0.5	5.8	4.5	5.1	5.3	3.8	-23.2%	14.0%	5.1%	2.6	1.5
Orange	1.7	9.9	9.9	3.3	19.6	15.2	15.2	10.7	485.6%	-22.6%	0.2%	2.4	4.4
Parkes	1.5	2.0	2.2	4.2	5.7	6.2	6.4	4.0	35.0%	8.7%	2.2%	5.2	0.8
Weddin	1.7	1.7	3.5	0.9	1.1	1.1	1.2	1.6	20.6%	3.9%	12.8%	2.6	0.6
Central West	**146.6**	**157.7**	**146.2**	**146.4**	**172.3**	**237.3**	**220.5**	**175.3**	**17.7%**	**37.7%**	**-7.1%**	**51.6**	**3.4**

Far West

Table 4.10: Financial assessment of Far West local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	**Infrastructure Backlog**								**% Change**			**Road Grants**	**Infrastructure Deficit/Road Grant Funding**
	2017-18	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**2022-23**	**2023-24**	**7 Year Average**	**2021-22**	**2022-23**	**2023-24**	**7 Year Average**	**7 Year Average**
Bogan	2.1	2.3	2.3	2.1	2.1	2.1	2.1	2.2	0.0%	0.5%	-0.5%	3.6	0.6
Bourke	3.0	3.1	3.1	3.1	3.0	8.0	7.5	4.4	-5.2%	169.5%	-6.3%	5.5	0.8
Brewarrina	1.9	2.0	2.0	2.0	2.0	4.6	4.3	2.7	2.5%	128.1%	-8.4%	3.6	0.7
Broken Hill	33.7	1.0	1.3	1.3	1.7	1.3	1.4	6.0	28.7%	-24.2%	11.1%	1.2	5.0
Central Darling	7.3	7.3	9.5	9.5	9.8	14.3	15.9	10.5	3.8%	45.4%	11.2%	5.7	1.8
Cobar	3.1	4.8	4.9	5.0	-	-	25.8	6.2	-100.0%	-	-	4.9	1.3
Walgett	3.5	3.5	4.0	3.5	4.8	8.5	8.5	5.2	37.1%	77.1%	0.0%	6.0	0.9
Far West	**54.6**	**23.9**	**26.9**	**26.4**	**23.4**	**38.7**	**65.4**	**37.1**	**-11.5%**	**65.7%**	**68.8%**	**30.6**	**1.2**

Orana

Table 4.11: Financial assessment of Orana local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Coonamble	1.4	6.3	5.7	7.2	7.4	6.4	2.7	5.3	2.1%	-12.9%	-57.8%	4.1	1.3
Dubbo Regional	0.6	4.8	12.3	6.2	199.6	48.4	50.7	46.1	3119.7%	-75.8%	4.8%	8.0	5.8
Gilgandra	5.1	2.2	2.5	4.4	5.8	3.4	1.4	3.5	32.7%	-41.2%	-58.5%	2.8	1.2
Narromine	-	3.7	2.9	4.2	3.0	3.4	3.4	2.9	-28.8%	14.5%	0.0%	3.9	0.8
Warren	0.7	0.9	0.9	0.9	2.9	4.4	4.4	2.1	211.5%	54.6%	0.0%	3.5	0.6
Warrumbungle	1.0	1.0	1.0	1.0	1.3	5.7	8.6	2.8	27.0%	348.2%	50.0%	7.5	0.4
Orana	**8.8**	**18.8**	**25.3**	**23.9**	**219.9**	**71.7**	**71.3**	**62.8**	**820.4%**	**-67.4%**	**-0.7%**	**29.8**	**2.1**

Murray

Table 4.12: Financial assessment of Murray local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Albury	8.5	9.9	6.0	7.6	5.1	6.1	3.6	6.7	-33.3%	20.1%	-40.6%	3.0	2.3
Balranald	1.6	2.1	2.1	2.1	2.2	4.5	4.5	2.7	3.7%	102.9%	0.0%	3.6	0.8
Berrigan	-	-	-	-	-	-	-	-	-	-	-	3.5	-
Edward River	1.9	5.7	6.1	4.9	4.9	5.6	4.8	4.8	0.0%	13.5%	-13.5%	4.1	1.2
Federation	11.1	5.4	8.7	11.6	51.8	51.7	58.9	28.4	347.4%	-0.3%	14.0%	5.9	4.8
Greater Hume	0.2	0.2	0.2	0.3	1.5	1.5	4.8	1.2	480.0%	0.0%	229.2%	6.0	0.2
Murray River	3.3	11.8	14.2	28.6	19.6	25.0	26.1	18.4	-31.5%	27.9%	4.1%	8.2	2.2
Wentworth	7.0	6.6	5.2	5.2	13.6	6.6	1.8	6.6	163.3%	-51.1%	-72.9%	5.2	1.3
Murray	**33.4**	**41.6**	**42.5**	**60.3**	**98.7**	**101.0**	**104.5**	**68.9**	**63.7%**	**2.4%**	**3.5%**	**39.6**	**1.7**

Riverina

Table 4.13: Financial assessment of Riverina local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	**Infrastructure Backlog**								**% Change**			**Road Grants**	**Infrastructure Deficit/ Road Grant Funding**
	2017-18	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**2022-23**	**2023-24**	**7 Year Average**	**2021-22**	**2022-23**	**2023-24**	**7 Year Average**	**7 Year Average**
Bland	12.7	26.4	0.0	9.1	9.3	10.1	9.5	11.0	1.4%	8.9%	-5.9%	6.5	1.7
Carrathool	1.0	0.8	0.7	0.5	0.2	0.2	0.2	0.5	-51.2%	-17.8%	10.1%	6.4	0.1
Coolamon	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.1	-	-	-	3.5	-
Cootamundra Gundagai	9.1	3.5	3.6	3.4	3.4	3.4	3.4	4.3	0.0%	0.0%	0.0%	3.7	1.2
Griffith	4.7	4.7	1.3	0.9	0.9	0.7	0.7	2.0	0.0%	-22.2%	0.0%	3.2	0.6
Hay	0.0	4.0	7.0	0.0	0.0	0.0	0.0	1.6	-	-	-	2.2	0.7
Junee	0.8	0.5	1.0	1.7	3.9	2.9	2.7	1.9	130.8%	-26.8%	-5.2%	2.1	0.9
Leeton	1.2	1.3	5.7	6.2	11.7	23.5	46.4	13.7	89.6%	100.5%	97.6%	2.2	6.2
Lockhart	-	-	-	-	-	-	-	-	-	-	-	3.6	-
Murrumbidgee	-	-	-	-	-	-	-	-	-	-	-	3.8	-
Narrandera	0.0	0.0	17.1	16.2	16.7	7.1	5.6	9.0	2.8%	-57.3%	-21.3%	3.5	2.6
Temora	4.2	6.4	6.5	6.7	6.6	7.4	7.4	6.5	-2.1%	12.5%	0.1%	3.1	2.1
Wagga Wagga	239.4	190.9	183.1	180.4	173.9	175.5	179.9	189.0	-3.6%	0.9%	2.5%	7.6	24.8
Riverina	**273.6**	**238.4**	**226.0**	**225.2**	**226.6**	**230.8**	**255.9**	**239.5**	**0.7%**	**1.8%**	**10.9%**	**51.4**	**4.7**

Illawarra

Table 4.14: Financial assessment of Illawarra local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Kiama	1.6	3.4	1.7	4.1	4.1	4.1	2.3	3.1	0.0%	0.0%	-44.7%	1.5	2.0
Shellharbour	4.5	4.1	4.0	3.8	4.1	4.5	7.1	4.6	8.7%	9.9%	56.2%	1.8	2.5
Wingecarribee	3.3	3.3	9.5	9.4	10.3	10.9	16.6	9.1	9.6%	5.3%	52.2%	4.6	2.0
Wollongong	81.4	71.2	50.5	45.6	54.0	61.4	171.7	76.5	18.6%	13.6%	179.7%	5.7	13.3
Illawarra	**90.8**	**82.1**	**65.6**	**62.9**	**72.6**	**80.9**	**197.6**	**93.2**	**15.4%**	**11.5%**	**144.1%**	**13.7**	**6.8**

South Coast

Table 4.15: Financial assessment of South Coast local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Bega Valley	0.0	5.0	20.5	16.7	13.0	12.9	13.8	11.7	-22.2%	-0.6%	6.7%	6.2	1.9
Eurobodalla	35.1	33.1	40.1	48.3	42.8	38.6	41.1	39.9	-11.5%	-9.7%	6.5%	3.8	10.6
Shoalhaven	32.3	36.3	28.8	47.3	82.4	114.5	118.7	65.7	74.3%	38.9%	3.7%	8.3	7.9
South Coast	**67.5**	**74.3**	**89.4**	**112.3**	**138.1**	**166.0**	**173.6**	**117.3**	**23.0%**	**20.2%**	**4.6%**	**18.2**	**6.4**

Capital country

Table 4.16: Financial assessment of Capital Country local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	**Infrastructure Backlog**								**% Change**			**Road Grants**	**Infrastructure Deficit/ Road Grant Funding**
	2017-18	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**2022-23**	**2023-24**	**7 Year Average**	**2021-22**	**2022-23**	**2023-24**	**7 Year Average**	**7 Year Average**
Goulburn Mulwaree	17.0	7.9	8.0	8.6	9.0	43.0	45.4	19.9	5.0%	375.7%	5.7%	3.5	5.7
Hilltops	10.8	10.8	10.8	5.5	5.8	17.6	19.3	11.5	5.2%	205.6%	9.4%	7.8	1.5
Queanbeyan-Palerang	7.9	8.0	4.7	2.6	3.5	2.4	2.6	4.5	35.1%	-32.6%	10.7%	6.4	0.7
Upper Lachlan	1.1	1.1	9.3	26.2	3.9	8.3	8.9	8.4	-85.0%	111.5%	6.7%	5.2	1.6
Yass Valley	5.2	3.0	1.9	4.5	9.7	7.6	14.6	6.6	114.2%	-21.3%	91.6%	3.6	1.8
Capital Country	**42.0**	**30.8**	**34.8**	**47.4**	**31.9**	**78.9**	**90.8**	**50.9**	**-32.6%**	**147.0%**	**15.1%**	**26.5**	**1.9**

Snowy Mountains

Table 4.17: Financial assessment of Snowy Mountains local government area 2017-18 to 2023-24: Infrastructure Backlog and Funding Profile ($ millions)

	Infrastructure Deficit (status)											Local Road Funding	Ratios
Council	Infrastructure Backlog								% Change			Road Grants	Infrastructure Deficit/Road Grant Funding
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	7 Year Average	2021-22	2022-23	2023-24	7 Year Average	7 Year Average
Snowy Monaro Regional	30.7	28.5	29.2	4.2	30.6	40.8	42.0	29.4	624.0%	33.5%	3.0%	6.9	4.3
Snowy Valleys	0.0	0.0	1.0	1.0	1.0	1.0	1.3	0.7	0.0%	0.0%	20.2%	3.7	0.2
Snowy Mountains	**30.7**	**28.5**	**30.2**	**5.3**	**31.6**	**41.8**	**43.3**	**30.1**	**500.0%**	**32.4%**	**3.4%**	**10.6**	**2.8**

Methodology

Financial information — council annual financial statutory returns

The financial information used in this report is sourced from the annual financial returns of each local council in NSW. As part of its financial statutory reporting, each council is required to submit a report on the condition of its public infrastructure assets under the Special Schedules attachment.

The tables presented in this report use the following financial asset information for roads from each council:

1. Estimated cost to bring council's infrastructure asset to a satisfactory standard, if they are currently not of an adequate standard.

Council financial returns for 2017-18 to 2023-24

Financial returns are publicly available for all councils with exception of Lachlan Shire council.

The road infrastructure backlog figure for the 2023-24 financial year for Lachlan Shire council is yet to be publicly reported and is therefore not included in this report.

Annual Australian and NSW Government road grants to councils

The road grants component used in this report includes only three recurrent grant monies that are received by each council in NSW to be spent on their road network, and comprises the following programs:

1. Roads to Recovery.
2. Financial Assistance Grant — Local Road Component.
3. Non State Road Assistance — NSW Government Grants (Block Grants, REPAIR Program and Traffic Route Lighting Subsidy).

The allocations used in this report are taken from the 2017-18, to 2023-24 Australian Government and NSW Government websites.

Ratio Calculation — Infrastructure deficit to roads grants funding

The seven-year average ratio of the infrastructure deficit to road grant funding is a numerical assessment of the dollar value of the infrastructure deficit against road grants funding. This funding is contained to three streams of grants that are allocated to all councils annually. This ratio attempts to highlight the size of the infrastructure deficit against regular annual road funding bases.

A ratio greater than 1 means that a council has an infrastructure deficit (i.e. the backlog is higher than recurrent annual funding received from the Australian and NSW Governments). The greater the ratio, the higher the funding requirement to clear the road infrastructure backlog.