



# Fix our broken roads

NSW'S ROAD INFRASTRUCTURE BACKLOG

December 2022





# About the NRMA

The NRMA is one of Australia's most trusted brands and its largest Member-owned organisation. As a mutual, we are owned by and work for the benefit of our Members. This means that every decision we make and every success we enjoy is shared.

We have focused on better transport infrastructure since the beginning, when our founders lobbied for improvements to Sydney's Parramatta Road back in 1920. Independent advocacy is the foundation activity of our organisation and remains critical to who we are today

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# Recommendations

## 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.





## Author's note

The reporting of NSW's road infrastructure backlog is for the four-year period 2017-18 to 2020-21.

NSW's road infrastructure backlog stands at \$1.9 billion in 2020-21.

Due to a number of factors, Local Government Area road infrastructure backlog figures for the 2021-22 financial year are yet to be finalised for public reporting.

The NRMA will report on the 2021-22 financial year as soon as practicable. This is expected to be in the first quarter of 2023.

NSW's road infrastructure backlog for the 2021-22 financial year is expected to exceed \$1.9 billion.

## 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 \$ 1.9 billion in 2020-21.

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.

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.





## 2020-21 Infrastructure backlog

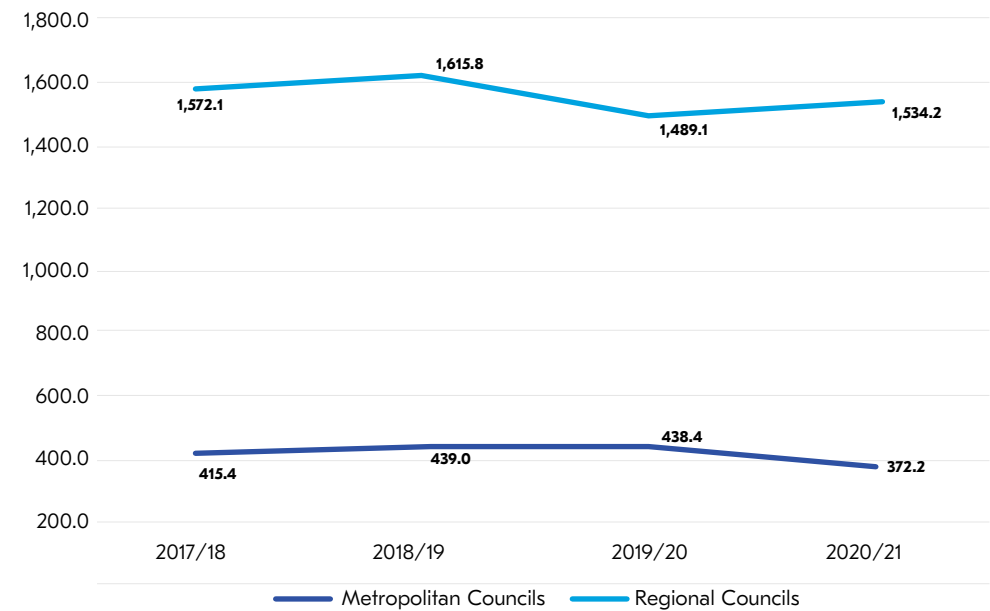
The NSW funding backlog stands at \$1.9 billion in 2020-21, with approximately \$1.5 billion attributable to regional council roads (see Figure 1).

The top five road infrastructure backlog areas in regional NSW are the Northern Rivers, Riverina, Hunter, Mid North Coast and Central West. The combined road infrastructure backlog in these regions totals \$990.9 million, representing 64.6 per cent of the total regional backlog and 52 per cent of the total NSW backlog.

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

**Figure 1.**

Figure 1: Metropolitan and regional infrastructure backlogs from 2017-18 (\$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.

## Cost of crashes

Approximately 50.5 per cent of fatality and serious injury crashes occur on local and regional roads,<sup>1</sup> costing the economy \$3.4 billion per annum (average over the period 2014-2020). These statistics do not include crashes on state roads in regional areas.

In calendar year 2020, the NSW road toll was 284, with 69.4 per cent of fatalities occurring outside the Sydney metropolitan area.

Table 1 illustrates the percentage splits of fatalities, as well as serious, moderate and minor injuries by road type for the period 2014-2020.<sup>2</sup>

**Table 1. Percentage splits by road type for the period 2014-20 (fatalities and total injuries)**

Road Category	% Fatalities	% Serious Injuries	% Moderate Injuries	% Minor Injuries	% Total Injuries
<b>State Roads</b>	51.5	46.2	48.3	54.0	49.5
- Freeways/motorways	2.4	3.3	3.4	4.4	3.7
- State Highways	27.9	18.1	19.1	18.2	18.6
- Other	21.1	24.8	25.7	31.4	27.3
<b>Regional Roads</b>	17.8	19.0	18.3	18.5	18.5
<b>Local Roads</b>	30.7	34.9	33.4	27.6	31.9
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

The average annual cost of lives lost and injuries sustained across the entire NSW road network totalled \$6.5 billion over the period 2014-2020 (see Table 2).

**Table 2. Average annual cost of fatalities and total injuries on NSW roads for 2014-2020**

Road Category	\$m
<b>State Roads</b>	3,241.5
- Freeways/motorways	194.2
- State Highways	1,521.3
- Other	1,526.1
<b>Regional Roads</b>	1,270.3
<b>Local Roads</b>	2,093.7
<b>Total</b>	<b>6,542.5</b>

<sup>1</sup> This is based on the willingness to pay methodology used to calculate the cost of avoiding a fatality or injury. See *Transport for NSW (2022) Principles and Guidelines for Economic Appraisal of Transport Investment and Initiatives*  
<sup>2</sup> Inputs: i) *Transport for NSW, Centre for Road Safety*; ii) *Annual Road Traffic Crashes in New South Wales Statistical Statement for the years ending 2014 through 2020*



## 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 (36 per cent), Illawarra (30 per cent), Hunter (26 per cent), Capital Country (25 per cent) and Murray (23 per cent).

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

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

Table 3. NSW Department of Planning and Environment population projections to 2041.

Area	2021	2041	Growth	% Growth
<b>Sydney North</b>	929,729	1,041,771	112,042	12.1%
<b>Sydney Central/South</b>	1,862,055	2,119,585	257,530	13.8%
<b>Sydney South West/West</b>	2,012,040	2,729,400	717,360	35.7%
<b>Metropolitan areas</b>	<b>4,803,824</b>	<b>5,890,756</b>	<b>1,086,932</b>	<b>22.6%</b>
<b>Outer Sydney</b>	548,359	655,784	107,425	19.6%
<b>Hunter</b>	667,846	841,073	173,227	25.9%
<b>Mid North Coast</b>	322,278	364,134	41,856	13.0%
<b>Northern Rivers</b>	308,049	335,874	27,825	9.0%
<b>New England/North West</b>	186,220	197,514	11,294	6.1%
<b>Central West</b>	208,024	239,397	31,373	15.1%
<b>Far West</b>	35,433	22,264	13,170	-37.2%
<b>Orana</b>	80,549	83,965	3,416	4.2%
<b>Murray</b>	118,757	146,113	27,355	23.0%
<b>Riverina</b>	146,026	161,589	15,563	10.7%
<b>Illawarra</b>	372,208	484,150	111,942	30.1%
<b>South Coast</b>	182,521	227,151	44,630	24.5%
<b>Capital Country</b>	139,045	173,323	34,278	24.7%
<b>Snowy Mountains</b>	35,383	38,124	2,741	7.7%
<b>Regional areas</b>	<b>3,350,699</b>	<b>3,970,454</b>	<b>619,755</b>	<b>18.5%</b>
<b>All areas</b>	<b>8,154,523</b>	<b>9,861,209</b>	<b>1,706,687</b>	<b>20.9%</b>

Source: NSW Department of Planning and Environment



## Freight

By 2031, the freight task in NSW is projected to nearly double to 794 million tonnes.<sup>3</sup> 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/West support a number of industries, including mining and agriculture that require significant freight movements. These areas 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 areas.

Recognising that over 90 per cent of interstate freight movement occurs by road,<sup>4</sup> there is a need to ensure that infrastructure can continue to provide support for industry.

<sup>3</sup> Transport for NSW (2013) NSW Freight and Ports Strategy  
[www.transport.nsw.gov.au/sites/default/files/media/documents/2017/NSW\\_Freight\\_and\\_Ports\\_Strategy-Full\\_Strategy-High\\_Resolution\\_0.pdf](http://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/NSW_Freight_and_Ports_Strategy-Full_Strategy-High_Resolution_0.pdf)

<sup>4</sup>





# Area-specific results



# Summary

High level results

The road infrastructure backlog across NSW is

**\$1.9 billion**



The biggest yearly road infrastructure backlog percentage increase occurred in the Murray area

**42%**

In Sydney, the three highest road infrastructure backlogs exist in the Sydney South West/West area (Liverpool, Cumberland and Blacktown).

**\$1.5 billion** is attributable to regional areas

In the regions, the Northern Rivers area has the highest road infrastructure backlog

**\$245.6 million**



In Sydney, Liverpool Council has the highest road infrastructure backlog at

**\$43.7 million**



Table 4: Financial assessment of metropolitan and regional areas 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% Change			Road Grants	Infrastructure Deficit/Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Metropolitan area</b>	415.4	439.0	438.4	372.2	416.3	5.7%	-0.1%	-15.1%	82.0	5.1	4.2	13.3	5.2	-9.8
<b>Regional area</b>	1,572.1	1,615.8	1,489.1	1,534.2	1,552.8	2.8%	-7.8%	3.0%	456.2	3.4	-13.4	9.9	-12.3	-3.9
<b>Total</b>	<b>1,987.5</b>	<b>2,054.9</b>	<b>1,927.5</b>	<b>1,906.4</b>	<b>1,969.1</b>	<b>3.4%</b>	<b>-6.2%</b>	<b>-1.1%</b>	<b>538.3</b>	<b>3.7</b>	<b>-9.2</b>	<b>23.2</b>	<b>-7.1</b>	<b>-13.7</b>

## Area level

Table 5 on the following page provides a summary for metropolitan and regional areas.

## Metropolitan areas

- The Sydney North area's infrastructure backlog rose from \$44.1 million in 2017-18 to \$49.0 million in 2020-21, an 11.1 per cent increase.
- The Sydney Central/South area's infrastructure backlog fell from \$214.8 million in 2017-18 to \$143.7 million in 2020-21, a 33.1 per cent decrease.
- The Sydney South West/West area's infrastructure backlog rose from \$156.5 million in 2017-18 to \$179.5 million in 2020-21, a 14.7 per cent increase.

## Regional areas

- The Northern Rivers area has the highest infrastructure backlog estimate at \$245.6 million, being 12.9 per cent of the total NSW backlog. The area's backlog has risen 54.3 per cent from 2017-18.
- The largest yearly percentage increases in 2020-21 occurred in Capital Country (36.1 per cent) and the Murray (42.0 per cent) regions.
- The five highest infrastructure backlog regions in 2020-21 are the Northern Rivers, Riverina, Hunter, Mid North Coast and Central West. The combined infrastructure backlog in these regions totals \$990.9 million, representing 52.0 per cent of the total NSW backlog (64.6 per cent of the total regional backlog).

Table 5: Financial assessment of all areas (NSW) 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% Change			Road Grants	Infrastructure Deficit/ Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Sydney North</b>	44.1	56.1	49.0	49.0	49.5	27.2%	-12.8%	0.1%	16.0	3.1	2.4	3.8	0.9	0.1
<b>Sydney Central/South</b>	214.8	214.6	215.5	143.7	197.1	-0.1%	0.4%	-33.3%	28.5	6.9	0.6	3.7	1.6	-4.0
<b>Sydney South West/West</b>	156.5	168.3	173.9	179.5	169.6	7.5%	3.4%	3.2%	37.5	4.5	1.2	5.9	2.7	-5.9
<b>Metropolitan area</b>	415.4	439.0	438.4	372.2	416.3	5.7%	-0.1%	-15.1%	82.0	5.1	4.2	13.3	5.2	-9.8
<b>Outer Sydney</b>	127.5	127.8	104.9	114.5	118.7	0.2%	-17.9%	9.2%	21.4	5.5	9.4	8.1	3.1	-4.9
<b>Hunter</b>	210.6	232.7	202.4	206.4	213.0	10.5%	-13.0%	2.0%	33.8	6.3	-3.4	-4.6	-6.3	-2.2
<b>Mid North Coast</b>	224.8	256.9	189.2	167.3	209.6	14.3%	-26.3%	-11.6%	34.4	6.1	-8.0	-5.1	-1.4	4.2
<b>Northern Rivers</b>	159.2	214.7	216.5	245.6	209.0	34.8%	0.8%	13.4%	34.5	6.0	-5.0	0.1	-9.8	-10.2
<b>New England/North West</b>	101.9	88.0	89.3	94.5	93.4	-13.6%	1.4%	5.9%	61.2	1.5	-0.6	-0.9	-1.0	-2.2
<b>Central West</b>	146.6	157.7	146.2	146.4	149.2	7.5%	-7.2%	0.1%	51.5	2.9	-4.9	16.6	4.7	-2.4
<b>Far West</b>	54.6	23.9	26.9	26.4	33.0	-56.3%	12.9%	-2.0%	30.4	1.1	-1.6	-1.4	-1.8	4.0
<b>Orana</b>	8.8	18.8	25.3	23.9	19.2	112.1%	34.7%	-5.4%	29.6	0.6	2.8	-0.3	-1.0	-1.2
<b>Murray</b>	33.4	41.6	42.5	60.3	44.4	24.4%	2.1%	42.0%	40.4	1.1	-3.1	-0.7	-1.8	-0.5
<b>Riverina</b>	273.6	238.4	226.0	225.2	240.8	-12.9%	-5.2%	-0.4%	51.2	4.7	5.6	3.8	-2.2	0.3
<b>Illawarra</b>	90.8	82.1	65.6	58.8	74.3	-9.6%	-20.0%	-10.5%	13.3	5.6	-1.8	-0.2	2.0	1.0
<b>South Coast</b>	67.5	74.3	89.4	112.3	85.8	10.1%	20.3%	25.6%	17.7	4.8	-2.5	-2.2	-2.2	5.7
<b>Capital Country</b>	42.0	30.8	34.8	47.4	38.7	-26.6%	13.1%	36.1%	26.2	1.5	2.2	-1.5	7.5	5.0
<b>Snowy Mountains</b>	30.7	28.5	30.2	5.3	23.7	-7.4%	6.2%	-82.6%	10.4	2.3	-2.5	-1.7	-2.2	-0.3
<b>Regional area</b>	1,572.1	1,615.8	1,489.1	1,534.2	1,552.8	2.8%	-7.8%	3.0%	456.2	3.4	-13.4	9.9	-12.3	-3.9
<b>All area</b>	<b>1,987.5</b>	<b>2,054.9</b>	<b>1,927.5</b>	<b>1,906.4</b>	<b>1,969.1</b>	<b>3.4%</b>	<b>-6.2%</b>	<b>-1.1%</b>	<b>538.3</b>	<b>3.7</b>	<b>-9.2</b>	<b>23.2</b>	<b>-7.1</b>	<b>-13.7</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.



## LGA assessments - Local Government Areas

Tables 6.1 to 6.17 provide the infrastructure backlog and maintenance profiles for each council in NSW.

The road infrastructure backlog figure for the 2020-21 financial year for Kiama Council is yet to be publicly reported and is therefore not included.

Please note the four-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.

## Sydney North

Table 6.1: Financial assessment of Sydney North 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% Change			Road Grants	Infrastructure Deficit/Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
Hornsby	0.5	0.5	0.4	0.3	0.4	-0.6%	-18.4%	-41.1%	3.0	0.1	0.1	0.3	-0.0	0.2
Hunters Hill	0.9	3.7	2.8	2.3	2.4	330.1%	-26.2%	-18.3%	0.3	8.5	-0.1	-0.3	0.6	0.8
Ku-Ring-Gai	17.7	14.7	21.9	21.5	18.9	-16.9%	48.7%	-1.6%	2.5	7.5	-0.2	-0.2	-1.0	-1.2
Lane Cove	0.7	0.3	1.2	2.8	1.3	-57.1%	261.9%	144.9%	0.6	2.0	0.1	0.6	0.6	0.2
Northern Beaches	1.8	14.2	10.8	11.2	9.5	694.3%	-24.4%	3.9%	0.5	19.9	4.5	3.4	-0.0	-0.2
Mosman	1.4	1.8	1.0	1.0	1.3	30.6%	-46.3%	0.0%	1.0	1.2	-1.9	-0.0	0.2	0.2
North Sydney	6.0	7.0	2.1	2.1	4.3	16.3%	-70.1%	-1.6%	4.8	0.9	0.1	-0.3	-0.0	0.1
Ryde	9.6	8.4	2.8	1.8	5.7	-12.8%	-66.9%	-33.9%	1.8	3.1	-0.1	0.4	0.4	-0.1
Willoughby	5.5	5.4	6.1	6.1	5.8	-1.4%	13.8%	-0.8%	1.3	4.4	0.0	0.0	0.0	0.1
<b>Sydney North</b>	<b>44.1</b>	<b>56.1</b>	<b>49.0</b>	<b>49.0</b>	<b>49.5</b>	<b>27.2%</b>	<b>-12.8%</b>	<b>0.1%</b>	<b>16.0</b>	<b>3.1</b>	<b>2.4</b>	<b>3.8</b>	<b>0.9</b>	<b>0.1</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.

# Sydney Central/South

Table 6.2: Financial assessment of Sydney Central/South 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% Change			Road Grants	Infrastructure Deficit/Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
Bayside	4.7	9.0	4.2	3.8	5.4	90.7%	-53.3%	-8.0%	3.0	1.8	0.0	0.0	0.6	-2.8
Burwood	7.6	7.2	17.2	20.5	13.1	-5.9%	139.9%	19.2%	0.5	24.5	1.2	0.0	1.0	-2.3
Canada Bay	1.6	1.3	4.4	4.0	2.8	-16.2%	228.5%	-9.8%	1.3	2.2	0.2	0.5	1.1	0.2
Canterbury Bankstown	20.9	28.8	28.7	27.5	26.5	37.9%	-0.4%	-4.3%	5.7	4.7	-2.1	2.5	-3.0	-2.1
Georges River	8.5	9.3	8.9	6.8	8.3	9.1%	-4.5%	-23.4%	2.4	3.4	0.4	-2.4	-0.6	-1.3
Inner West	105.9	103.1	101.9	29.5	85.1	-2.6%	-1.2%	-71.0%	3.3	26.1	-11.8	0.4	-1.0	-1.8
Randwick	4.3	4.2	4.1	4.1	4.2	-3.6%	-0.8%	-0.8%	2.2	1.9	2.6	2.7	2.4	2.5
Sydney	2.1	0.0	1.3	0.0	0.9	-100.0%	0.0%	-100.0%	0.7	1.2	-0.1	-0.3	-1.2	0.3
Sutherland	29.0	26.7	28.8	30.5	28.7	-7.8%	7.7%	6.0%	4.2	6.8	8.4	-0.0	0.5	0.7
Waverly	26.7	15.9	9.6	10.9	15.8	-40.5%	-39.3%	13.3%	3.4	4.7	1.1	-0.1	-1.0	0.4
Woolahra	1.1	1.4	1.4	1.5	1.4	33.1%	0.0%	5.5%	1.0	1.4	-0.2	0.1	1.6	0.5
Sydney Central/South	2.4	7.7	5.0	4.5	4.9	219.2%	-35.7%	-8.8%	0.9	5.5	0.8	0.2	1.2	1.8
<b>Sydney Central/South</b>	<b>214.8</b>	<b>214.6</b>	<b>215.5</b>	<b>143.7</b>	<b>197.1</b>	<b>-0.1%</b>	<b>0.4%</b>	<b>-33.3%</b>	<b>28.5</b>	<b>6.9</b>	<b>0.6</b>	<b>3.7</b>	<b>1.6</b>	<b>-4.0</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.



# Sydney South West/West

Table 6.3: Financial assessment of Sydney South West/West 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% Change			Road Grants	Infrastructure Deficit/Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Blacktown</b>	38.7	38.9	38.8	40.3	39.2	0.6%	-0.3%	3.9%	6.2	6.3	0.9	-0.6	0.4	-0.2
<b>Camden</b>	5.8	5.6	11.9	6.6	7.5	-3.7%	111.2%	-44.6%	2.6	2.9	0.1	-0.5	-0.1	-0.7
<b>Campbelltown</b>	13.6	14.0	7.0	5.6	10.1	3.1%	-50.2%	-19.4%	3.5	2.8	0.1	2.1	-0.5	0.9
<b>Cumberland</b>	29.2	31.9	30.5	41.2	33.2	9.3%	-4.5%	35.0%	3.7	8.9	-4.7	0.5	-2.6	-2.9
<b>Fairfield</b>	11.8	11.9	15.6	16.6	14.0	0.1%	31.2%	6.9%	3.9	3.6	4.8	4.0	1.8	0.5
<b>Liverpool</b>	32.7	37.4	42.3	43.7	39.0	14.2%	13.3%	3.2%	4.4	8.9	-1.5	-2.2	-2.2	-3.5
<b>Parramatta</b>	10.2	8.5	8.2	7.1	8.5	-16.7%	-3.8%	-13.6%	4.1	2.1	-1.0	-0.5	0.6	-1.2
<b>Penrith</b>	14.4	20.0	19.6	18.5	18.1	39.5%	-2.0%	-6.1%	5.0	3.6	-0.2	0.9	1.0	-3.5
<b>The Hills</b>	0.0	0.0	0.0	0.0	-	0.0%	0.0%	0.0%	4.1	0.0	2.8	2.1	4.5	4.7
<b>Sydney South West/West</b>	<b>156.5</b>	<b>168.3</b>	<b>173.9</b>	<b>179.5</b>	<b>169.6</b>	<b>7.5%</b>	<b>3.4%</b>	<b>3.2%</b>	<b>37.5</b>	<b>4.5</b>	<b>1.2</b>	<b>5.9</b>	<b>2.7</b>	<b>-5.9</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.

# Outer Sydney

Table 6.4: Financial assessment of Outer Sydney 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% Change			Road Grants	Infrastructure Deficit/ Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Blue Mountains</b>	3.0	0.7	3.3	11.3	4.6	-76.0%	366.1%	237.6%	2.7	1.7	-0.1	-0.1	-0.2	-0.9
<b>Central Coast</b>	84.5	84.6	62.4	46.8	69.6	0.1%	-26.2%	-25.1%	11.0	6.3	1.2	1.8	5.8	-0.9
<b>Hawkesbury</b>	1.4	7.3	6.7	19.3	8.7	409.1%	-8.9%	189.6%	3.5	2.4	-0.1	-1.0	-0.5	-0.6
<b>Wollondilly</b>	38.6	35.1	32.5	37.2	35.9	-8.9%	-7.6%	14.6%	4.1	8.6	8.4	7.4	-2.1	-2.5
<b>Outer Sydney</b>	<b>127.5</b>	<b>127.8</b>	<b>104.9</b>	<b>114.5</b>	<b>118.7</b>	<b>0.2%</b>	<b>-17.9%</b>	<b>9.2%</b>	<b>21.4</b>	<b>5.5</b>	<b>9.4</b>	<b>8.1</b>	<b>3.1</b>	<b>-4.9</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.



# Hunter

Table 6.5: Financial assessment of Hunter 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% change			Road Grants	Infrastructure Deficit/ Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Cessnock</b>	17.8	21.4	15.6	16.1	17.7	20.0%	-27.0%	3.4%	4.3	4.1	0.3	0.4	0.1	0.2
<b>Dungog</b>	14.3	14.3	23.8	33.8	21.6	0.0%	66.7%	41.9%	2.9	7.5	-0.2	-0.2	-0.1	-0.6
<b>Lake Macquarie</b>	44.8	46.6	52.7	51.2	48.9	4.0%	13.1%	-2.9%	6.1	8.0	-1.3	-0.7	-2.9	-1.9
<b>Maitland</b>	67.5	69.5	80.4	78.9	74.1	2.9%	15.8%	-1.8%	2.9	25.3	0.0	-0.2	1.0	2.2
<b>Muswellbrook</b>	8.6	5.9	4.4	1.7	5.2	-31.6%	-25.4%	-61.3%	2.0	2.6	-0.5	-1.4	-0.2	-1.2
<b>Newcastle</b>	40.0	51.7	2.2	2.2	24.0	29.4%	-95.8%	0.0%	4.7	5.1	0.1	-0.2	-1.2	-0.9
<b>Port Stephens</b>	11.2	11.2	11.0	11.3	11.2	0.4%	-2.1%	2.8%	3.0	3.7	0.3	-0.0	-0.2	0.1
<b>Singleton</b>	4.1	8.8	6.7	4.5	6.0	114.4%	-23.8%	-33.3%	3.1	1.9	-1.9	-2.1	-2.5	-0.7
<b>Upper Hunter</b>	2.3	3.3	5.5	6.7	4.4	44.9%	67.2%	20.9%	4.8	0.9	-0.2	-0.1	-0.1	0.5
<b>Hunter</b>	<b>210.6</b>	<b>232.7</b>	<b>202.4</b>	<b>206.4</b>	<b>213.0</b>	<b>10.5%</b>	<b>-13.0%</b>	<b>2.0%</b>	<b>33.8</b>	<b>6.3</b>	<b>-3.4</b>	<b>-4.6</b>	<b>-6.3</b>	<b>-2.2</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.

## Mid North Coast

Table 6.6: Financial assessment of Mid North Coast 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% change			Road Grants	Infrastructure Deficit/ Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Bellingen</b>	21.9	19.7	21.6	21.9	21.3	-9.9%	9.6%	1.2%	1.8	11.6	0.0	0.0	0.0	-0.3
<b>Coffs Harbour</b>	0.0	0.0	2.0	2.0	1.0	0.0%	0.0%	0.0%	4.8	0.2	0.9	-0.1	-0.3	0.4
<b>Kempsey</b>	15.9	48.2	39.6	33.2	34.2	204.0%	-17.7%	-16.3%	5.2	6.6	0.9	0.1	-0.5	-0.4
<b>MidCoast</b>	103.9	105.5	71.3	68.8	87.4	1.5%	-32.4%	-3.6%	13.3	6.5	-7.8	-5.2	0.2	4.1
<b>Nambucca</b>	1.4	0.6	2.5	2.4	1.7	-57.8%	331.1%	-4.4%	2.6	0.7	0.0	0.2	-0.3	1.0
<b>Port Macquarie Hastings</b>	81.8	82.9	52.1	39.1	64.0	1.4%	-37.1%	-25.1%	6.7	9.5	-1.9	0.0	-0.5	-0.7
<b>Mid North Coast</b>	<b>224.8</b>	<b>256.9</b>	<b>189.2</b>	<b>167.3</b>	<b>209.6</b>	<b>14.3%</b>	<b>-26.3%</b>	<b>-11.6%</b>	<b>34.4</b>	<b>6.1</b>	<b>-8.0</b>	<b>-5.1</b>	<b>-1.4</b>	<b>4.2</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.



# Northern Rivers

Table 6.7: Financial assessment of Northern Rivers 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% change			Road Grants	Infrastructure Deficit/ Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Ballina</b>	1.8	1.6	1.6	1.6	1.7	-9.0%	2.2%	-1.7%	3.2	0.5	0.1	0.0	-0.1	0.0
<b>Byron</b>	31.9	94.2	59.7	59.7	61.4	195.4%	-36.6%	0.0%	2.7	23.1	-0.8	0.0	-13.4	-14.0
<b>Clarence Valley</b>	33.3	37.6	35.5	21.8	32.0	13.0%	-5.5%	-38.5%	9.3	3.5	-4.8	-0.1	-0.1	-0.2
<b>Kyogle</b>	12.7	9.5	20.6	34.1	19.2	-25.1%	115.7%	65.3%	3.9	5.0	-0.6	-0.0	-0.4	0.4
<b>Lismore</b>	64.9	58.0	89.7	115.5	82.0	-10.8%	54.8%	28.8%	5.0	16.3	0.2	0.3	0.5	0.4
<b>Richmond Valley</b>	6.3	5.5	7.6	11.1	7.6	-11.6%	37.2%	45.6%	3.5	2.2	0.8	0.4	0.4	1.3
<b>Tweed</b>	8.4	8.2	1.7	1.7	5.0	-1.9%	-79.2%	1.5%	7.0	0.7	0.1	-0.4	3.1	1.8
<b>Northern Rivers</b>	<b>159.2</b>	<b>214.7</b>	<b>216.5</b>	<b>245.6</b>	<b>209.0</b>	<b>34.8%</b>	<b>0.8%</b>	<b>13.4%</b>	<b>34.5</b>	<b>6.05</b>	<b>-5.0</b>	<b>0.1</b>	<b>-9.8</b>	<b>-10.2</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.

# New England/North West

Table 6.8: Financial assessment of New England/North West 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% change			Road Grants	Infrastructure Deficit/Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Armidale Regional</b>	24.4	19.3	4.7	5.6	13.5	-20.8%	-75.7%	19.1%	6.0	2.2	-1.7	-2.6	-0.5	-1.8
<b>Glen Innes</b>	12.6	11.9	26.1	19.9	17.6	-5.1%	118.5%	-23.8%	3.2	5.5	0.0	0.0	0.1	0.6
<b>Gunnedah</b>	4.2	4.3	0.7	0.7	2.5	1.8%	-84.3%	1.0%	3.6	0.7	0.7	0.5	0.0	0.2
<b>Gwydir</b>	2.8	2.9	1.1	0.9	1.9	5.1%	-61.2%	-24.5%	5.1	0.4	0.0	0.0	0.0	0.0
<b>Inverell</b>	5.1	5.1	7.1	7.1	6.1	0.0%	40.1%	-0.3%	6.9	0.9	-0.4	-0.2	0.0	-0.2
<b>Liverpool Plains</b>	5.6	5.6	5.6	8.2	6.2	0.0%	0.3%	479%	4.3	1.5	0.3	-0.2	-0.3	2.0
<b>Moree Plains</b>	2.6	2.7	3.5	4.8	3.4	4.7%	279%	39.0%	6.9	0.5	-0.1	0.0	0.0	0.0
<b>Narrabri</b>	5.1	5.9	4.6	11.4	6.8	171%	-21.8%	147.3%	5.3	1.3	0.0	1.7	1.6	-0.2
<b>Tamworth Regional</b>	0.0	0.0	0.0	0.0	-	0.0%	0.0%	0.0%	10.0	0.0	0.5	0.2	0.3	-0.4
<b>Tenterfield</b>	24.6	11.6	13.9	18.2	17.1	-52.8%	19.7%	30.6%	4.8	3.5	0.0	0.0	0.0	0.0
<b>Uralla</b>	0.8	1.7	6.0	6.0	3.6	101.3%	253.2%	0.6%	2.7	1.3	-0.0	-0.2	-0.5	-0.2
<b>Walcha</b>	14.1	16.9	16.0	11.7	14.7	19.7%	-5.4%	-26.8%	2.5	5.8	0.1	-0.0	-1.6	-2.1
<b>New England/North West</b>	<b>101.9</b>	<b>88.0</b>	<b>89.3</b>	<b>94.5</b>	<b>93.4</b>	<b>-13.6%</b>	<b>1.4%</b>	<b>5.9%</b>	<b>61.2</b>	<b>1.5</b>	<b>-0.6</b>	<b>-0.9</b>	<b>-1.0</b>	<b>-2.2</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.



# Central West

Table 6.9: Financial assessment of Central West 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% change			Road Grants	Infrastructure Deficit/ Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
Bathurst	60.9	61.1	67.6	72.7	65.6	0.4%	10.5%	7.6%	3.9	16.7	-3.4	9.7	5.2	-4.7
Blayney	11.8	12.4	9.6	8.5	10.6	5.2%	-22.7%	-11.0%	1.9	5.6	-0.2	-0.3	-0.3	0.2
Cabonne	18.2	18.2	24.1	19.2	20.0	0.0%	32.6%	-20.3%	5.1	3.9	-0.1	-0.1	0.0	0.1
Cowra	-	-	-	-	-	-	-	-	3.3	0.0	0.7	0.5	0.2	-0.3
Forbes	3.3	3.3	3.6	3.6	3.5	0.0%	8.6%	0.0%	5.0	0.7	-0.1	1.1	-0.6	-0.4
Lachlan	3.9	3.9	4.0	1.5	3.3	1.6%	1.3%	-63.5%	9.8	0.3	-0.9	3.6	-0.1	0.1
Lithgow	10.8	9.3	2.1	2.1	6.1	-13.6%	-77.5%	1.7%	2.8	2.2	-0.5	0.3	-0.8	0.4
Mid-Western	30.0	33.0	19.1	24.4	26.6	9.8%	-42.0%	27.4%	7.1	3.8	-0.2	0.2	0.1	0.2
Oberon	2.7	2.7	0.5	5.8	2.9	0.0%	-83.2%	1165.5%	2.6	1.1	-0.5	-0.0	0.7	1.0
Orange	1.7	9.9	9.9	3.3	6.2	470.9%	0.1%	-66.1%	2.3	2.7	-0.1	0.0	0.0	0.2
Parkes	1.5	2.0	2.2	4.2	2.5	33.9%	8.9%	91.7%	5.1	0.5	0.5	0.4	0.2	0.4
Weddin	1.7	1.7	3.5	0.9	1.9	0.0%	112.1%	-75.1%	2.6	0.8	0.0	1.2	0.2	0.4
<b>Central West</b>	<b>146.6</b>	<b>157.7</b>	<b>146.2</b>	<b>146.4</b>	<b>149.2</b>	<b>7.5%</b>	<b>-7.2%</b>	<b>0.1%</b>	<b>51.5</b>	<b>2.9</b>	<b>-4.9</b>	<b>16.6</b>	<b>4.7</b>	<b>-2.4</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.

## Far West

Table 6.10: Financial assessment of Far West 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% change			Road Grants	Infrastructure Deficit/ Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Bogan</b>	2.1	2.3	2.3	2.1	2.2	9.6%	0.0%	-7.5%	3.6	0.6	0.3	0.0	0.2	0.1
<b>Bourke</b>	3.0	3.1	3.1	3.1	3.1	0.2%	0.0%	2.0%	5.5	0.6	-0.8	-0.4	-0.4	-1.3
<b>Brewarrina</b>	1.9	2.0	2.0	2.0	2.0	2.7%	2.7%	-0.9%	3.6	0.5	-0.1	-0.1	-0.8	-0.8
<b>Broken Hill</b>	33.7	1.0	1.3	1.3	9.3	-97.0%	26.5%	1.7%	1.2	79	0.3	0.2	-0.1	0.4
<b>Central Darling</b>	7.3	7.3	9.5	9.5	8.4	0.0%	29.9%	0.0%	5.6	1.5	-0.3	-0.8	-1.1	3.2
<b>Cobar</b>	3.1	4.8	4.9	5.0	4.4	54.6%	2.4%	1.6%	4.9	0.9	0.2	-1.0	-0.2	1.8
<b>Walgett</b>	3.5	3.5	4.0	3.5	3.6	0.0%	13.6%	-12.5%	6.0	0.6	-1.3	0.7	0.6	0.6
<b>Far West</b>	<b>54.6</b>	<b>23.9</b>	<b>26.9</b>	<b>26.4</b>	<b>33.0</b>	<b>-56.3%</b>	<b>12.9%</b>	<b>-2.0%</b>	<b>30.4</b>	<b>1.1</b>	<b>-1.6</b>	<b>-1.4</b>	<b>-1.8</b>	<b>4.0</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.

Table 6.11: Financial assessment of Orana 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% change			Road Grants	Infrastructure Deficit/ Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Coonamble</b>	1.4	6.3	5.7	7.2	5.2	336.5%	-9.5%	26.3%	4.1	1.3	1.4	0.1	0.8	0.4
<b>Dubbo Regional</b>	0.6	4.8	12.3	6.2	6.0	658.4%	158.0%	-49.5%	7.8	0.8	0.0	0.0	0.0	0.0
<b>Gilgandra</b>	5.1	2.2	2.5	4.4	3.5	-57.3%	13.4%	75.1%	2.8	1.3	0.5	-0.7	-0.9	-0.1
<b>Narromine</b>	-	3.7	2.9	4.2	2.7	0.0%	-19.8%	43.4%	3.9	0.7	-0.1	-0.8	-0.9	-0.7
<b>Warren</b>	0.7	0.9	0.9	0.9	0.8	26.9%	1.8%	5.8%	3.5	0.2	0.9	0.9	-0.1	0.4
<b>Warrumbungle</b>	1.0	1.0	1.0	1.0	1.0	2.5%	0.0%	2.4%	7.6	0.1	0.1	0.1	0.0	-1.2
<b>Orana</b>	<b>8.8</b>	<b>18.8</b>	<b>25.3</b>	<b>23.9</b>	<b>19.2</b>	<b>112.1%</b>	<b>34.7%</b>	<b>-5.4%</b>	<b>29.6</b>	<b>0.6</b>	<b>2.8</b>	<b>-0.3</b>	<b>-1.0</b>	<b>-1.2</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.



Table 6.12: Financial assessment of Murray 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% change			Road Grants	Infrastructure Deficit/ Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Albury</b>	8.5	9.9	6.0	7.6	8.0	173%	-39.2%	26.5%	2.8	2.9	-1.4	-0.3	-2.0	0.0
<b>Balranald</b>	1.6	2.1	2.1	2.1	2.0	31.4%	4.3%	0.0%	3.6	0.6	0.3	0.4	0.8	0.3
<b>Berrigan</b>	0.0	0.0	0.0	0.0	-	0.0%	0.0%	0.0%	3.5	0.0	0.1	0.1	0.1	0.2
<b>Edward River</b>	1.9	5.7	6.1	4.9	4.6	203.1%	7.6%	-19.7%	4.0	1.2	0.2	-0.4	0.0	-0.4
<b>Federation</b>	11.1	5.4	8.7	11.6	9.2	-51.2%	60.9%	33.7%	5.9	1.5	-1.3	-0.9	-0.3	-1.1
<b>Greater Hume</b>	0.2	0.2	0.2	0.3	0.2	0.0%	0.0%	66.7%	5.9	0.0	0.1	0.4	0.2	0.2
<b>Murray River</b>	3.3	11.8	14.2	28.6	14.5	253.7%	20.0%	101.9%	8.1	1.8	0.0	0.0	0.0	0.9
<b>Wentworth</b>	7.0	6.6	5.2	5.2	6.0	-5.9%	-20.9%	-0.6%	6.6	1.8	-1.1	-0.0	-0.5	-0.7
<b>Murray</b>	<b>33.4</b>	<b>41.6</b>	<b>42.5</b>	<b>60.3</b>	<b>44.4</b>	<b>24.4%</b>	<b>2.1%</b>	<b>42.0%</b>	<b>40.4</b>	<b>1.1</b>	<b>-3.1</b>	<b>-0.7</b>	<b>-1.8</b>	<b>-0.5</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.

# Riverina

Table 6.13: Financial assessment of Riverina 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% change			Road Grants	Infrastructure Deficit/ Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Bland</b>	12.7	26.4	0.0	9.1	12.1	108.7%	-100.0%	0.0%	6.6	1.8	1.8	0.7	0.0	-0.5
<b>Carrathool</b>	1.0	0.8	0.7	0.5	0.7	-23.5%	-6.5%	-31.5%	6.9	0.1	1.4	0.6	-0.0	0.4
<b>Coolamon</b>	0.6	0.0	0.0	0.0	0.1	-100.0%	0.0%	0.0%	3.5	0.0	0.2	0.1	0.1	-0.1
<b>Cootamundra Gundagai</b>	9.1	3.5	3.6	3.4	4.9	-61.8%	2.9%	-3.2%	3.7	1.3	5.8	4.4	3.8	4.2
<b>Griffith</b>	4.7	4.7	1.3	0.9	2.9	-1.4%	-73.1%	-31.1%	3.0	1.0	0.0	-0.5	-0.6	-0.6
<b>Hay</b>	0.0	4.0	7.0	0.0	2.8	0.0%	75.0%	-100.0%	2.2	1.3	-0.5	-0.7	-0.4	-0.4
<b>June</b>	0.8	0.5	1.0	1.7	1.0	-34.9%	92.8%	66.7%	2.0	0.5	0.2	1.3	0.8	-0.6
<b>Leeton</b>	1.2	1.3	5.7	6.2	3.6	6.3%	350.4%	79%	2.2	1.6	0.0	0.0	-0.2	2.0
<b>Lockhart</b>	0.0	0.0	0.0	0.0	0.0	0.0%	0.0%	0.0%	3.6	0.0	0.2	0.1	0.0	0.3
<b>Murrumbidgee</b>	0.0	0.0	0.0	0.0	0.0	0.0%	0.0%	0.0%	3.8	0.0	0.4	0.1	-0.1	0.1
<b>Narrandera</b>	0.0	0.0	17.1	16.2	0.0	0.0%	0.0%	-5.2%	3.5	0.0	1.6	1.8	-0.9	0.9
<b>Temora</b>	4.2	6.4	6.5	6.7	5.9	52.2%	2.5%	3.3%	3.0	2.0	0.5	1.4	-0.1	0.4
<b>Wagga Wagga</b>	239.4	190.9	183.1	180.4	198.4	-20.3%	-4.1%	-1.5%	7.3	27.1	-6.1	-5.4	-4.5	-5.8
<b>Riverina</b>	<b>273.6</b>	<b>238.4</b>	<b>226.0</b>	<b>225.2</b>	<b>240.8</b>	<b>-12.9%</b>	<b>-5.2%</b>	<b>-0.4%</b>	<b>51.2</b>	<b>4.7</b>	<b>5.6</b>	<b>3.8</b>	<b>-2.2</b>	<b>0.3</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.

Table 6.14: Financial assessment of Illawarra 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% change			Road Grants	Infrastructure Deficit/ Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Kiama</b>	1.6	3.4	1.7	n/a	1.7	118.8%	-51.9%	n/a	1.4	1.2	-0.1	0.1	0.0	n/a
<b>Shellharbour</b>	4.5	4.1	4.0	3.8	4.1	-7.3%	-2.6%	-5.4%	1.8	2.2	0.4	0.1	-0.1	0.3
<b>Wingecarribee</b>	3.3	3.3	9.5	9.4	6.4	0.3%	184.0%	-0.8%	4.5	1.4	-0.9	0.4	1.3	5.1
<b>Wollongong</b>	81.4	71.2	50.5	45.6	62.2	-12.6%	-29.1%	-9.7%	5.6	11.1	-1.2	-0.8	0.8	-4.4
<b>Illawarra</b>	<b>90.8</b>	<b>82.1</b>	<b>65.6</b>	<b>58.8</b>	<b>74.3</b>	<b>-9.6%</b>	<b>-20.0%</b>	<b>-10.5%</b>	<b>13.3</b>	<b>5.6</b>	<b>-1.8</b>	<b>-0.2</b>	<b>2.0</b>	<b>1.0</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.  
n/a - denotes data not available



## South Coast

Table 6.15: Financial assessment of South Coast 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% change			Road Grants	Infrastructure Deficit/ Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Bega Valley</b>	0.0	5.0	20.5	16.7	10.5	15421.9%	312.5%	-18.6%	6.2	1.7	-0.5	0.0	-0.2	8.3
<b>Eurobodalla</b>	35.1	33.1	40.1	48.3	39.2	-5.8%	21.4%	20.4%	3.6	11.0	0.0	0.0	-0.1	-0.4
<b>Shoalhaven</b>	32.3	36.3	28.8	47.3	36.2	12.2%	-20.7%	64.3%	8.0	4.5	-2.0	-2.2	-1.8	-2.2
<b>South Coast</b>	<b>67.5</b>	<b>74.3</b>	<b>89.4</b>	<b>112.3</b>	<b>85.8</b>	<b>10.1%</b>	<b>20.3%</b>	<b>25.6%</b>	<b>17.7</b>	<b>4.8</b>	<b>-2.5</b>	<b>-2.2</b>	<b>-2.2</b>	<b>5.7</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.

# Capital Country

Table 6.16: Financial assessment of Capital Country 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% change			Road Grants	Infrastructure Deficit/ Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Goulburn Mulwaree</b>	17.0	7.9	8.0	8.6	10.4	-53.8%	2.2%	71%	3.3	3.2	0.4	-1.2	0.7	0.4
<b>Hilltops</b>	10.8	10.8	10.8	5.5	9.5	0.6%	0.2%	-49.5%	7.9	1.2	0.2	0.5	0.5	1.1
<b>Queanbeyan-Palerang</b>	7.9	8.0	4.7	2.6	5.8	1.0%	-41.0%	-44.6%	6.2	0.9	1.0	-0.7	5.2	5.3
<b>Upper Lachlan</b>	1.1	1.1	9.3	26.2	9.4	5.6%	720.2%	180.5%	5.2	1.8	0.7	-0.1	1.1	-1.8
<b>Yass Valley</b>	5.2	3.0	1.9	4.5	3.6	-42.8%	-36.1%	138.7%	3.5	1.0	-0.1	-0.0	0.0	0.0
<b>Capital Country</b>	<b>42.0</b>	<b>30.8</b>	<b>34.8</b>	<b>47.4</b>	<b>38.7</b>	<b>-26.6%</b>	<b>13.1%</b>	<b>36.1%</b>	<b>26.2</b>	<b>1.5</b>	<b>2.2</b>	<b>-1.5</b>	<b>7.5</b>	<b>5.0</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.

# Snowy Mountains

Table 6.17: Financial assessment of Snowy Mountains 2017-18 to 2020-21: Infrastructure, Funding and Maintenance Profile (\$ millions)

Area	Infrastructure Deficit (status)								Local Road Funding	RATIOS	Maintenance Profile			
	Infrastructure Backlog					% change			Road Grants	Infrastructure Deficit/Road Grant Funding	Maintenance Surplus/Shortfall (-)			
	2017-18	2018-19	2019-20	2020-21	4 Year Average	2018-19	2019-20	2020-21	4 Year Average	4 Year Average	2017-18	2018-19	2019-20	2020-21
<b>Snowy Monaro Regional</b>	30.7	28.5	29.2	4.2	23.1	-7.4%	2.5%	-85.5%	6.7	3.5	-2.5	-1.7	-2.2	-0.3
<b>Snowy Valleys</b>	0.0	0.0	1.0	1.0	0.5	0.0%	0.0%	0.0%	3.8	0.1	0.0	0.0	0.0	0.0
<b>Snowy Mountains</b>	<b>30.7</b>	<b>28.5</b>	<b>30.2</b>	<b>5.3</b>	<b>23.7</b>	<b>-7.4%</b>	<b>6.2%</b>	<b>-82.6%</b>	<b>10.4</b>	<b>2.3</b>	<b>-2.5</b>	<b>-1.7</b>	<b>-2.2</b>	<b>-0.3</b>

Note: All infrastructure backlog amounts have been rounded. Percentage calculations reflected in the table may therefore vary slightly.



# Methodology

## Financial information - council annual financial statutory returns

The financial information used in this report is sourced from the annual financial returns of each council in NSW.<sup>5</sup> As part of financial statutory reporting, each council is required to submit a report on the condition of its public infrastructure assets known as Special Schedule No: 7.

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

1. Estimated cost to lift road assets to a satisfactory standard.
2. Required funding level for maintenance for existing road assets.
3. Actual funding expended on maintenance for existing road assets.

<sup>5</sup> The returns are delivered as part of the annual statutory reporting which includes both the annual report and financial statements for each council assubmitted to the NSW Office of Local Government



## Council financial returns for 2017-18 to 2020-21

Financial returns are publicly available for all councils with the exception of Kiama Council.

The road infrastructure backlog figure for the 2020-21 financial year for Kiama Council is yet to be publicly reported and is therefore not included in this report.

## Annual Australian and NSW Government road grants

Road grants used in this report comprises grant monies that are provided to each council in NSW on an annual basis:

1. Roads to Recovery.
2. Financial Assistance Grants (local road component).
3. Non State Road Assistance Grants (Block grants, REPAIR program and Traffic Route Lighting subsidy).

The allocations used in this report are taken from the Australian Government and NSW Government.<sup>6,7</sup>

## Ratio Calculation - Infrastructure Deficit to Roads Grants Funding

The four-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.

<sup>6</sup> Roads to Recovery and Financial Assistance Grants are sourced from the Department of Infrastructure and Regional Development website

<sup>7</sup> NSW Road Grants numbers sourced from the Roads and Maritime website and other sources <http://www.rms.nsw.gov.au/business-industry/partnerssuppliers/lgr/grant-programs/regional-road-block-grant.html>. Note 2017/18 and 2020/21 data is estimated using historical trends



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