

Roads Funding Reform

Our Ask

An ongoing source of non-competitive funding, transparently delivered and aligned to councils' asset management programs rather than grant-based criteria. Funding allocations should appropriately recognise:

- Longer road networks
- Heavier freight use
- Increased exposure to severe weather due to geographic location
- Importance of the network for 'one road in' access during emergencies
- Essential connections to state significant assets
- Capacity to fund
- Up front payment of funds rather than reimbursement in arrears

Context

- Regional councils across Australia are struggling to maintain road networks due to insufficient funding, particularly following extreme weather events.
- In May 2025, the NRMA reported that NSW councils are facing an immediate backlog in road repairs valued at \$3.4 billion.
- Recent NSW and Commonwealth Inquiries demonstrate Local Governments are facing mounting financial risks that threaten their long-term sustainability.
- Existing state and federal road maintenance funding programs rely on calculations that fail to account for actual condition, usage, or network scale in regional areas.
- We acknowledge the NSW Governments pledge of \$3 billion over 10 years for road safety and weather-related transport infrastructure in regional NSW. This will be complemented by the Commonwealth's contribution of \$630 million in road funding in 2025/26 to 128 NSW councils through programs such as Roads to Recovery and Safer Local Roads and Infrastructure.
- These funding streams do not recognise the disparity in size and scale of road networks between metropolitan and regional NSW. While the funding support is welcomed, it will not adequately address the backlog in road repairs.

We'd love to continue the conversation

Please contact Kim Carland on 0460 034 614 or kimc@hunterjo.nsw.gov.au

