Every Queensland community deserves to be a liveable one

Queensland State of the Assets

Summary Report 2025

Local Government Association of Queensland
lgaq.asn.au

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2025 Queensland State of the Assets Report

From roads and bridges to parks, water networks, and community buildings, councils manage an asset base that underpins essential services and daily life in every corner of the state.

They manage this $178 billion asset base as the level of government funded the least – receiving just three cents of every dollar of tax revenue collected in Australia.

I commend Queensland's councils for their work managing this growing asset portfolio with dedication and resources.

However, councils face significant challenges as the scale and complexity of this task continues to grow.

This report highlights an estimated $19 billion in statewide replacement cost of assets in poor condition, function and capacity.

It shows that despite substantial investment from councils, State and Federal funding has not kept pace with the needs of communities.

The seven key recommendations in the Queensland State of the Assets Report offer a vital roadmap forward – to ensure our communities have access to the infrastructure they deserve – now and into the future.

Mayor Matt Burnett

President

Local Government Association of Queensland (LGAQ)

Summary

About the challenge

Queensland's 77 local governments manage an extensive infrastructure portfolio that underpins economic activity, service delivery and the liveability of communities.

This asset portfolio is ageing, with councils facing accelerating renewal demands due to both population growth pressures and climate impacts.

The 2025 Queensland State of the Assets Report provides a comprehensive overview of the condition, function and capacity of these assets – and provides evidence for increased State and Federal grant funding to support local government infrastructure.

There is a critical need for increased State and Federal grant funding to support specific local government asset classes, as councils cannot sustainably manage the ageing asset base within current revenue and grant levels.

It is a funding challenge underpinned by the unique realities of Queensland's geography, decentralisation and growth pressures, factors which place significant and uneven demands on councils.

Over half of Queensland's timber bridges – and just under half of its unsealed roads – are not ranked in good condition.

A substantial portion of infrastructure remains in fair or poor condition, and many councils face a growing backlog in renewals and maintenance.

This is especially acute in regional and remote areas, where councils must manage large asset bases with limited funding and significant engineering workforce shortages.

Many inground assets like water and sewer pipes, built as part of a post-war boom in investment in infrastructure, are due to reach end of life in coming decades – creating a looming infrastructure cliff.

This growing gap has serious and significant cost implications for councils – and their communities.

The estimated replacement cost of all infrastructure assets in poor condition, function and capacity is estimated to be in the order of $19 billion - nearly four times the amount spent on infrastructure in the 2023-24 financial year.

Infrastructure sustainability is not just a technical challenge – it is a policy and funding challenge.

Councils are increasingly delivering infrastructure and services once provided by other levels of government, without commensurate funding.

At the same time, they receive just three cents of every tax dollar while being responsible for a third of all public services. This growing misalignment between responsibility and revenue places long-term asset performance and community outcomes at risk.

Strong asset management, supported by skilled professionals and reliable data, remain essential to ensuring infrastructure continues to meet community needs. However, many councils report greater confidence in condition data than in functional or capacity performance, highlighting the ongoing need for sector-wide capability building.

As Queensland looks ahead to major population growth, climate adaptation, and legacy opportunities such as the Brisbane 2032 Olympic and Paralympic Games, this report calls for sustained infrastructure investment, a stronger funding partnership across all levels of government and clearer accountability for the services and assets delivered at the local level.

Summary

About the report

The Queensland State of the Assets (QSoA) Report complements but differs from existing infrastructure and asset reporting frameworks at national and state levels. The report provides a targeted, local government specific analysis of Queensland's local government infrastructure portfolio.

Methodology

- The data contained within this report is drawn from 54 councils, covering 71% of Queensland's local government areas.
- The report adopts the methodology developed by the Australian Local Government Association's National State of the Assets (NSoA) report, ensuring consistency and comparability.
- The analysis utilises publicly available planning and financial documents prepared by councils and council data supplied to the Institute of Public Works and Engineering Australasia (IPWEA) for the purposes of identifying trends and statewide analysis.
- The report has a specific focus on infrastructure assets essential to service delivery and councils' financial sustainability.
- Data contained within the report underwent a structured validation process designed to confirm internal data consistency and to identify and investigate anomalies and outliers.

Asset categories


Roads


Bridges


Buildings & Facilities


Parks & Recreation


Stormwater


Water & Wastewater


Airports & Aerodromes


Footpaths & Cycleways

Data is collected across three core indicators: condition, function and capacity measured as a proportion of the total replacement cost in each asset category.

- **Condition** → Quality → ...How good is the service?
- **Function** → Suitability → ...Is it the right service?
- **Capacity** → Sufficiency → ...Do we need more or less of these services?

Each is assessed as:

Poor Reflects assets with significant deterioration or performance issues that may need major intervention or replacement.

Fair Asset has moderate wear or limited function requiring more frequent maintenance.

Good Asset is generally sound with only minor defects.

Key Findings

Local government is asset intensive

Local government infrastructure is the backbone of Queensland communities. It underpins the delivery of essential services that support social wellbeing, public health, education, transport and recreation.

At the end of the 2023-24 financial year, Queensland local councils managed an asset portfolio valued at $178 billion. Of this:

- **$141 billion (79%)** was classified as non-financial **infrastructure assets**.
- **$18 billion (10%)** was attributable to **land assets**.
- The remaining **$18 billion (10%)** comprised **other non-financial assets** (e.g., plant and equipment) and **financial assets** (e.g., cash, investments and equity holdings).

The relative written down value of the major infrastructure asset groupings, as a proportion of total council-controlled assets, is shown in Figure 1.

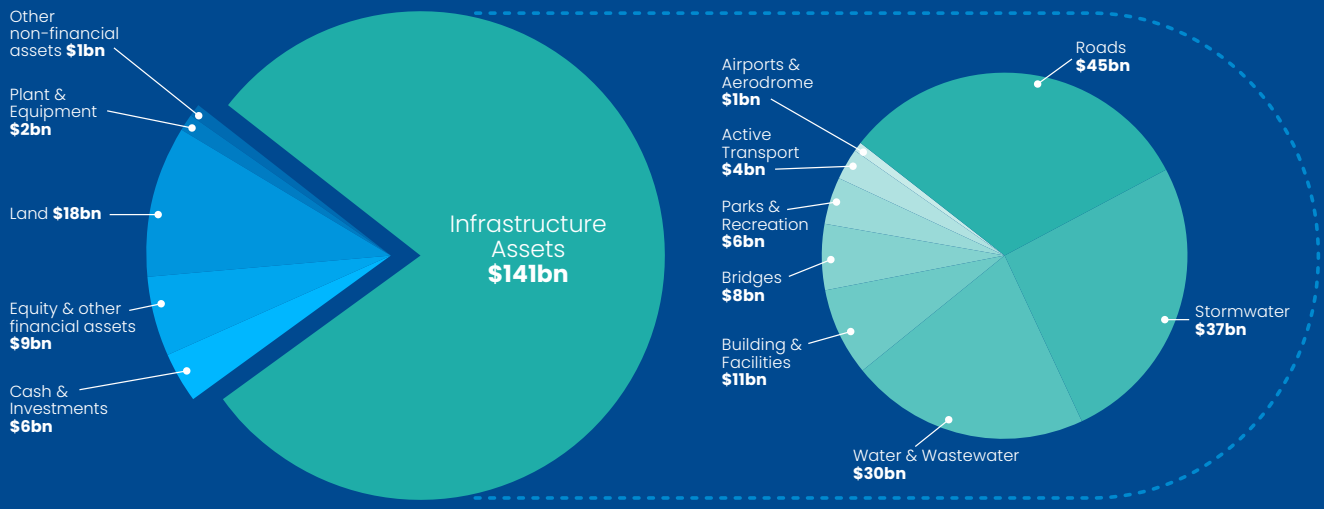


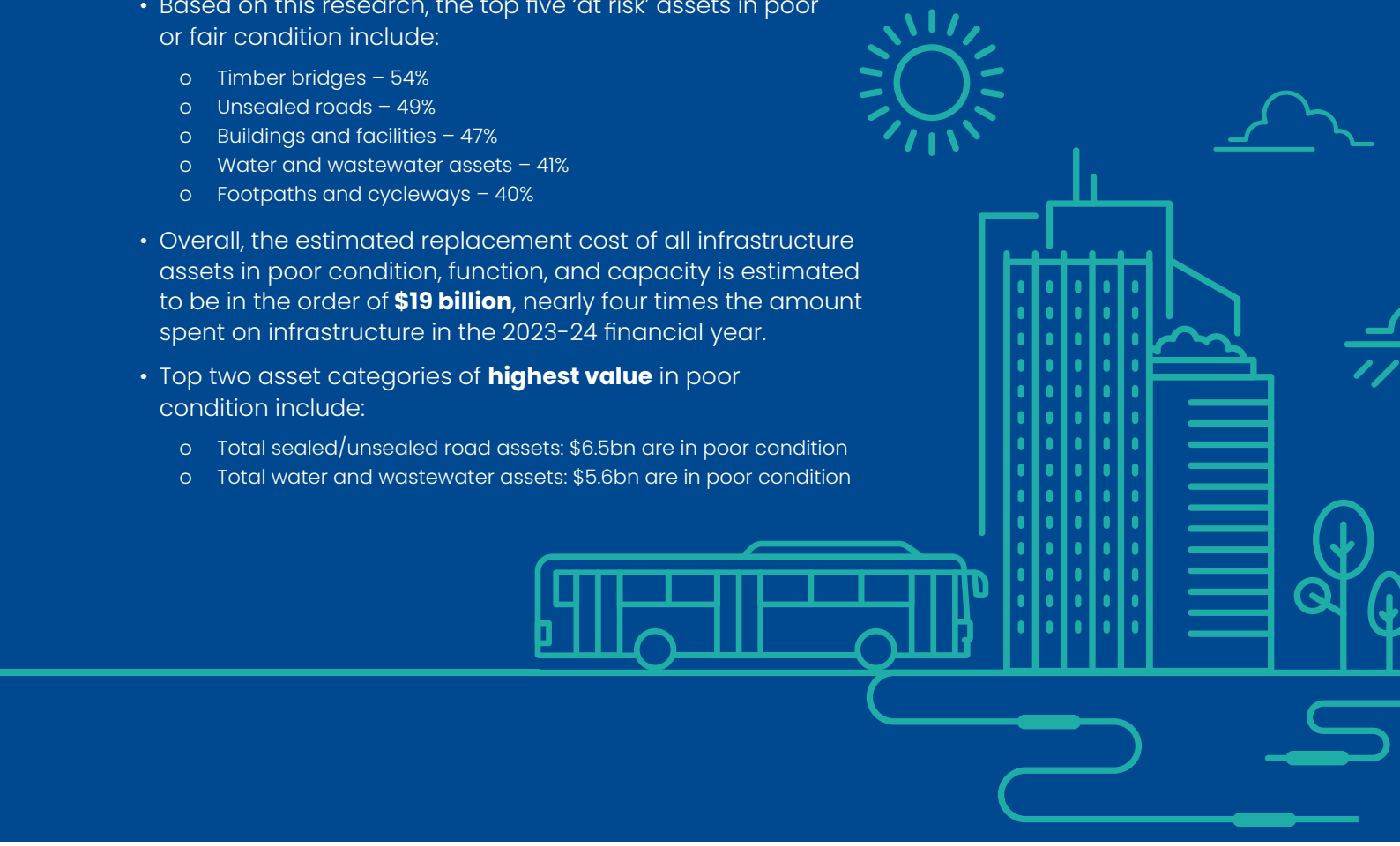
Figure 1: *Comparative value of council owned (as at 30 June 2024)*

[1] 2023-24, ABS cat. 5512.0, TABLE 339, Queensland Local Government Balance Sheet – Total Assets.

Key Findings

In brief

- Local government is asset intensive and the asset base for councils to manage is growing. In 2016, Queensland councils were estimated to manage $76 billion in non-financial assets. In 2022, this combined public asset base had risen to **$112 billion**. At the end of the 2023-24 financial year, Queensland local councils managed an asset portfolio valued at **$178 billion**.
- Councils are managing existing assets well and doing more with less – reflecting the considerable commitment of councils. Collectively, councils invested over **$5.2 billion in infrastructure** in 2023–24.
- However, infrastructure maintenance is costly. Council rates alone cannot cover these costs - especially as Queensland's regions continue to grow and councils are required to provide new infrastructure and services to cater for growing populations.
- Recent assessments, including this report and those from the Queensland Audit Office (QAO), highlight that councils are reliant on State and Federal funding and that significant financial sustainability challenges remain. Councils alone cannot sustainably manage the ageing asset base within current revenue and grant levels.
- The overall condition, function and capacity of local government infrastructure assets on average, is generally good, with only minor defects, reflecting councils' strong track record in maintenance and the extent of infrastructure that is still within its serviceable life.
- However, assets in fair or poor condition are costly, often demanding a disproportionate share of council resourcing due to their high-risk profiles and criticality.
- Based on this research, the top five 'at risk' assets in poor or fair condition include:
    - Timber bridges – 54%
    - Unsealed roads – 49%
    - Buildings and facilities – 47%
    - Water and wastewater assets – 41%
    - Footpaths and cycleways – 40%
- Overall, the estimated replacement cost of all infrastructure assets in poor condition, function, and capacity is estimated to be in the order of **$19 billion**, nearly four times the amount spent on infrastructure in the 2023-24 financial year.
- Top two asset categories of **highest value** in poor condition include:
    - Total sealed/unsealed road assets: $6.5bn are in poor condition
    - Total water and wastewater assets: $5.6bn are in poor condition



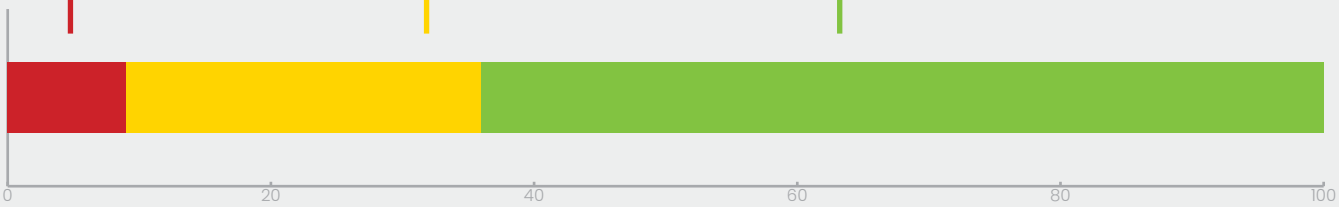
Key Findings

CONDITION → On average:

9% of local government infrastructure assets are in poor condition with significant defects requiring higher order cost and interventions.

27% of local government infrastructure assets are in fair condition with defects requiring regular and/or significant maintenance to reinstate the service.

64% of local government infrastructure assets are in good condition with only minor defects but will require increasing planned maintenance.

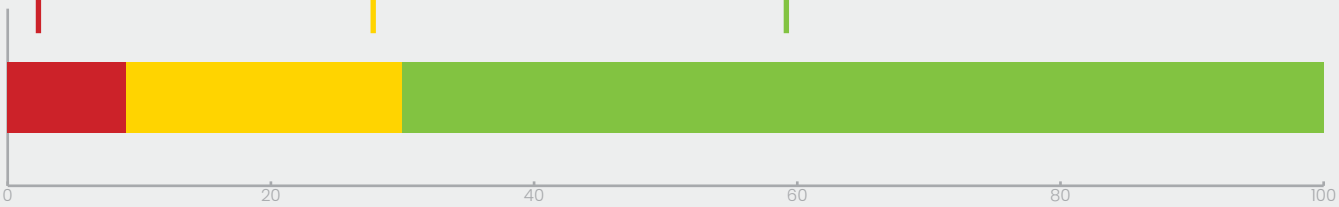


FUNCTION → On average:

9% of local government infrastructure assets have poor function and have limited ability to meet program/service needs.

21% of local government infrastructure assets have fair function with most meeting program/service needs with some inefficiencies and ineffectiveness.

70% of local government infrastructure assets have good function satisfying program/service delivery needs in an acceptable manner.

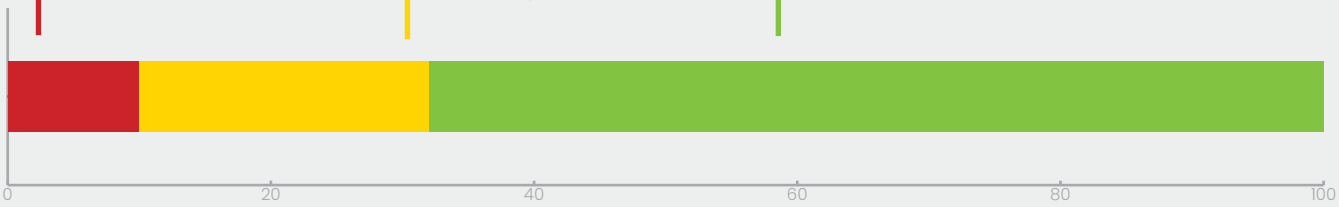


CAPACITY → On average:

10% of local government infrastructure assets have poor capacity with demand exceeding or well below design capacity displaying significant operational issues.

22% of local government infrastructure assets have fair capacity with demand approaching design capacity and operational problems occurring.

68% of local government infrastructure assets have good capacity with utilisation within design capacity and occasional operational problems experienced.



Poor Fair Good

Key Findings

Councils continue to demonstrate resilience and resourcefulness by doing more with less, yet ongoing financial constraints mean that without significant external support, the scale and complexity of infrastructure challenges will increase substantially.

The significant efforts of Queensland councils in maintaining their infrastructure portfolios are evidenced by the approximately 64% to 70% of local government assets in relatively good condition, functioning reasonably well and operating within their original design capacity.

Despite this, a substantial portion – approximately 21 to 27% – are in fair condition, function or capacity, while less than 10% are rated poor to very poor.

These results present serious financial implications – and underscore the ongoing need to prioritise investment and planning to address emerging risks and ensure assets continue to meet the evolving needs of Queensland communities.

Detailed analysis highlights a clear hierarchy of needs among infrastructure asset categories.

The top five asset types with the highest proportion in fair or poor condition, indicating a priority focus for renewal investment are:

1. **Timber bridges**
   54% in poor or fair condition
2. **Unsealed roads**
   49% in poor or fair condition
3. **Buildings and facilities**
   47% in poor or fair condition
4. **Water and wastewater assets**
   41% in poor or fair condition
5. **Footpaths and cycleways**
   40% in poor or fair condition

The estimated replacement cost of all infrastructure assets in poor condition, function and capacity is estimated to be in the order of $19 billion, nearly four times the amount spent on infrastructure in the 2023-24 financial year.

Additionally, the estimated replacement cost of assets in fair condition, function and capacity is estimated to be in the order of $42 billion to $56 billion, reinforcing the scale of the infrastructure renewal challenge ahead.

While not all poor and fair infrastructure needs immediate replacement, ongoing assessment, monitoring and targeted investment is crucial to mitigate serious risks.

The consequences of insufficient investment can be severe, including operational disruptions, compromised community safety, constrained economic activity and vulnerability to climate impacts.

Without increased, sustained and tailored financial support and grant funding, most Queensland councils would not be able to provide essential services or maintain critical assets, ultimately undermining community resilience, economic opportunity and long-term liveability.

ROADS

Roads

Local government roads form the backbone of Queensland's transport network, delivering essential access for essential freight, education, health services, tourism and daily life.

Councils are responsible for approximately 150,000 kilometres of local roads, comprising of 33% sealed roads (approximately 50,000 kilometres) and 67% unsealed (approximately 100,000 kilometres). This represents approximately 77% of the entire road network by length across the state, making it one of the most extensive local road portfolios in Australia.

Roads are the single largest infrastructure asset class for local governments, accounting for approximately 32% of their total infrastructure value. The combined replacement cost of sealed and unsealed local roads is estimated at $61 billion.

In 2023-24, local governments continued to invest significantly in local road infrastructure, supported in part by funding from various State and Federal infrastructure programs.

However, these investments remain insufficient to fully address the condition and functionality challenges across the network.

This reflects the persistent challenges in maintaining road quality across a large, decentralised and often low traffic network, particularly in rural and remote areas of the state.

While sealed roads represent higher investment risks due to replacement costs, unsealed roads dominate the rural and remote landscape, making them critical to regional mobility, service delivery and economic participation.

The consequences of declining road condition are felt across all aspects of community and economic life.

Poor or failing roads increase road safety risks, contribute to vehicle damage, reduce freight efficiency and isolate communities.

Even a short segment of degraded road on a key freight corridor can disrupt regional supply chains and reduce national productivity.

Local governments continue to face compounding challenges in managing their road networks, including ageing road assets with growing renewal backlogs, climate-related damage (flood-prone unsealed roads), escalating material and labour costs, engineering workforce shortages and inadequate long-term funding certainty.

Without increased and sustained investment, the risks of asset failure, service disruption and declining safety will continue to grow.

Inevitably, this places greater pressure on already stretched local government budgets and limits Queensland's ability to meet growth, resilience and productivity goals.

See next page for Key Findings →

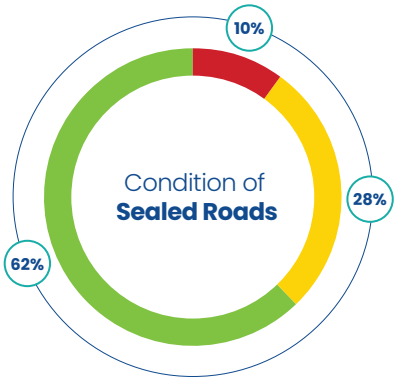
Roads

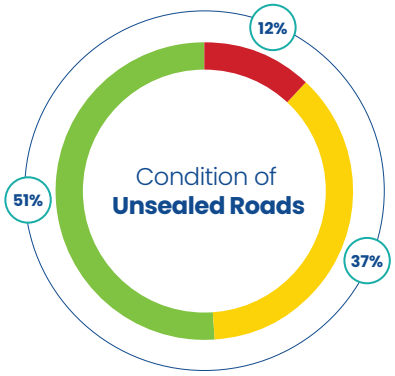
KEY FINDINGS

10% of sealed roads are in poor condition, with a replacement cost of $5.4 billion

12% of unsealed roads are in poor condition, with a replacement cost of 1.1 billion

CONDITION





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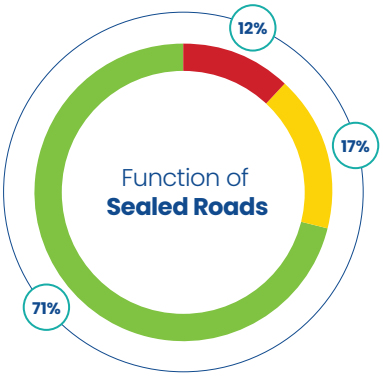

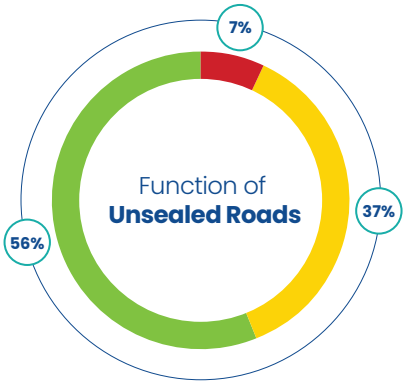

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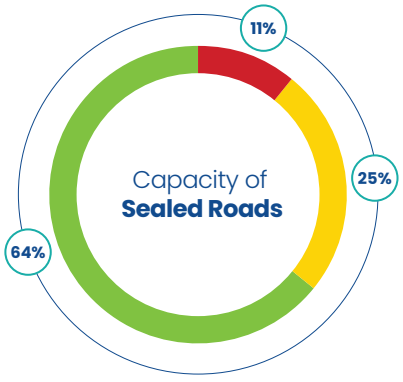
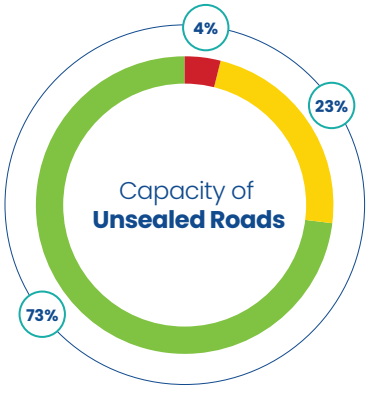




Poor Fair Good

Total sealed/ unsealed road assets:

- $6.5bn are in **poor condition**
- $7.2bn have **poor function**
- $6.2bn have **poor capacity**

BRIDGES

Bridges

Bridges are critical enablers of Queensland's road transport network, ensuring community connectivity, access to services across rivers and floodplains and facilitating freight movement which is fundamental to Queensland's economy.

These structures range from high-capacity concrete bridges and major culverts to single-lane timber bridges, many of which are located on rural and regional roads that serve as vital community access links.

Queensland local governments are responsible for managing over 2,700 bridge structures which together represent approximately 5% of the total local government infrastructure asset base.

These assets are high-cost and high-risk, as failure or degradation can result in safety hazards, forced detours, supply chain delays and major social and economic disruption.

For communities with limited road access, especially in flood-prone areas of the state, the loss of a single bridge can isolate entire regions.

The estimated replacement cost of council-owned bridges is $11 billion.

This includes both concrete and timber structures, with each category presenting distinct maintenance and lifecycle challenges.

Timber bridges are particularly problematic for councils due to their age and outdated design standards. Many of these assets no longer meet the needs of modern vehicles and have well exceeded their intended service life. Despite ongoing maintenance efforts by councils, many of these structures continue to deteriorate, especially on lower order rural roads where agricultural access remains essential.

For more than 70 years, local government has invested in timber bridge maintenance and construction.

This investment is supplemented by programs such as the Transport Infrastructure Development Scheme (TIDS) and the Safer Local Roads and Infrastructure Program (SLRIP).

However, these programs tend to prioritise structures on higher order, regionally significant roads, often overlooking lower order roads which rely on timber bridges for first and last mile connectivity.

This creates a structural funding challenge for councils, particularly in regional, remote and rural areas where bridge access underpins economic activity.

Councils face several persistent issues in managing bridge infrastructure, including the costly renewal backlogs for ageing assets, load restrictions and service limitations due to poor condition and outdated design, high cost of replacement relative to council budgets, lack of funding opportunities and climate exposure from increasingly extreme weather events.

See next page for Key Findings →

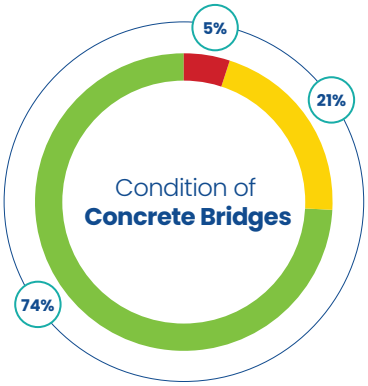
Bridges

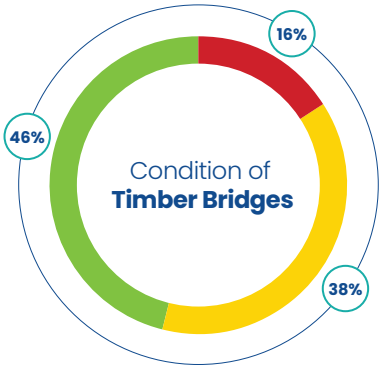
KEY FINDINGS

6% of concrete bridges are in poor condition, with a replacement cost of $577 million

16% of timber bridges are in poor condition, with a replacement cost of $53 million

CONDITION





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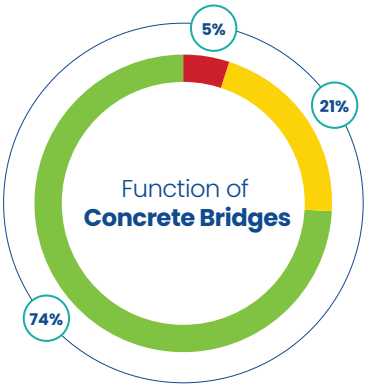

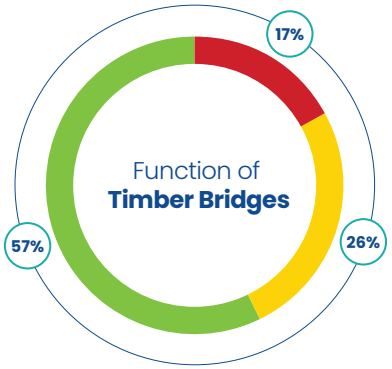

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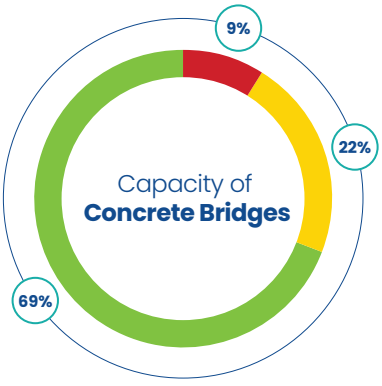
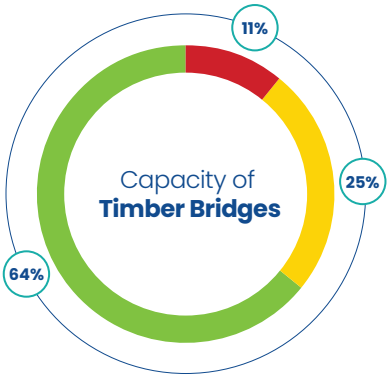




Poor Fair Good

Total concrete/ timber bridges:

- $630m are in **poor condition**
- $1.0bn have **poor function**
- $1.0bn have **poor capacity**

BUILDINGS & FACILITIES

Buildings & Facilities

Council-owned buildings and facilities are essential, multi-functional assets that deliver core services and community value across every Queensland local government area.

Unlike other infrastructure categories with single purpose functions, buildings serve a diverse range of civic, cultural, recreational, operational and service delivery needs.

They are integral to community wellbeing and liveability, hosting everything from council chambers and libraries to youth centres, art galleries, sporting pavilions, aged care facilities and works depots.

These assets form approximately 8% of the total local government infrastructure portfolio, with an estimated replacement cost of $17 billion. Their strategic value lies not only in their physical footprint but in their social function, enabling service access, social inclusion, cultural connection and effective local governance.

In many cases, buildings are also jointly managed or occupied by third parties, such as sporting clubs, community groups and not for profit operators, who use or lease the space.

While day-to-day use may be outsourced, asset ownership and long-term renewal responsibilities remain with councils.

Approximately 11% of buildings and facilities are currently in poor condition, and a larger proportion are expected to require significant component renewal in coming years.

Unlike linear assets, buildings are composed of complex systems, structural, mechanical, electrical, and hydraulic, each with different lifespans. This makes performance forecasting and asset management inherently more resource intensive.

Investment in council-owned buildings and facilities is in part funded through State and Federal government grant programs, however these programs are not consistently targeted toward building renewal and typically rely on competitive or short-term allocations.

Many councils, especially in regional and remote areas, face difficulties funding essential upgrades, particularly for ageing assets with outdated layouts, non-compliant access standards or inadequate energy efficiency.

Key challenges in this asset class include ageing infrastructure with outdated building systems and materials, rising community expectations around accessibility and sustainability, regulatory changes for efficiency and safety standards, complex lifecycle planning and funding uncertainty.

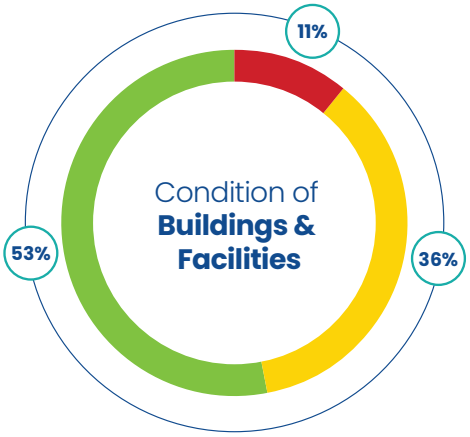
Support from State and Federal governments is critical to ensure that these vital community assets remain safe, accessible and fit for purpose, particularly as communities grow, age and evolve.

See next page for Key Findings →

Buildings & Facilities

KEY FINDINGS

CONDITION



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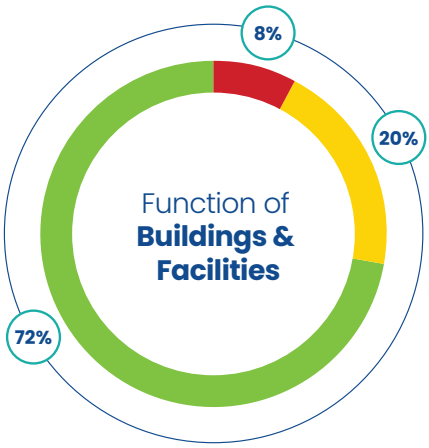

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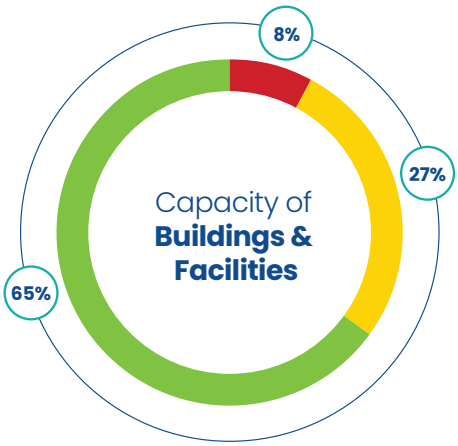


Poor Fair Good

Total buildings & facilities:

- $1.9bn are in **poor condition**
- $1.4bn have **poor function**
- $1.4bn have **poor capacity**

PARKS & RECREATION

Parks & Recreation

Local parks and recreation facilities are at the heart of Queensland's liveability, providing communities with open green spaces, playgrounds, sports infrastructure and opportunities for physical activity, social connection, and environmental wellbeing. Councils manage thousands of these spaces across the state, catering to a diverse population with varied recreational and accessibility needs.

These assets are among the most publicly visible and heavily utilised in a local government's portfolio. A typical park includes landscaping, sports courts and fields, playgrounds, picnic and BBQ areas, shade structures, lighting, public amenities and, increasingly, elements that serve dual purposes, such as water sensitive urban design and integrated flood management.

Parks and recreation infrastructure represents approximately 5% of Queensland's local government infrastructure assets, with a total replacement cost of $11 billion.

Overall, 16% of parks and recreation assets are assessed as being in poor condition, reflecting the cumulative impact of age, weather exposure and intensive use. Unlike some other asset classes, parks and recreation infrastructure requires high levels of ongoing operational expenditure. This includes regular maintenance, servicing of equipment and rapid repair or replacement in response to vandalism, weather events or safety risks.

Whilst few grant programs exist to provide periodic capital support, most operational costs fall to councils. This places pressure on local budgets, particularly in fast-growing urban areas or rural regions managing large, ageing parks networks with a limited rate base.

Councils are required to navigate distinct challenges and pressures in providing high quality parks and recreational infrastructure to their communities. These include the high operating cost ratio, frequent renewal needs, land use constraints (shared flood detention/ public spaces), changing community expectations and inconsistent access to long term funding.

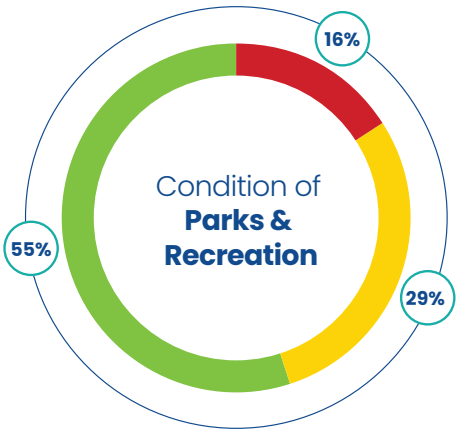
Given the wide-ranging benefits of parks to physical and mental health, climate resilience and social cohesion, continued investment in these assets is essential. Strategic funding, matched to population growth and equitable access goals, will help councils deliver and sustain high-quality open spaces for future generations.

See next page for Key Findings →

Parks & Recreation

KEY FINDINGS

CONDITION



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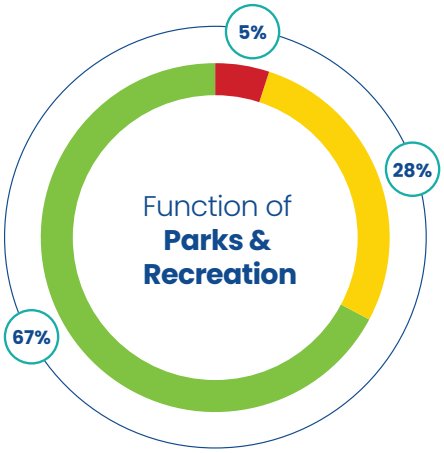

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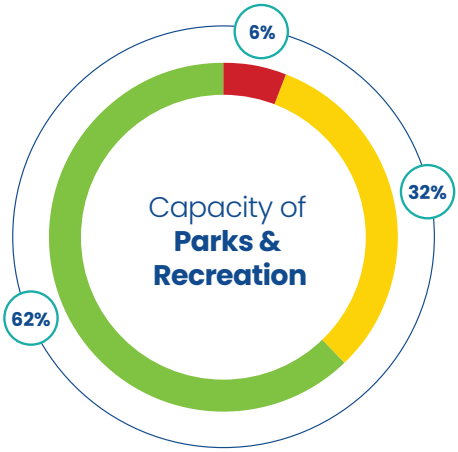


Poor Fair Good

Total parks & recreation:

- $1.7bn are in **poor condition**
- $566m have **poor function**
- $588m have **poor capacity**

STORMWATER

Stormwater

Stormwater infrastructure plays a vital role in protecting Queensland communities from flooding, safeguarding water quality and supporting healthy urban environments. Local governments manage a wide range of stormwater assets, including underground pipes, culverts, open-channel drains, detention basins, gross pollutant traps, levees, water-sensitive urban design (WSUD) features and natural waterways.

These assets are essential to the functioning of towns and cities, particularly as population growth and climate change increase the pressure on networks originally designed for lower rainfall intensity and smaller catchments. These factors influence design requirements, requiring larger design storms and the incorporation of climate adaptation strategies, crucial not only for flood protection but also for ecosystem stability and compliance with environmental regulations.

Stormwater infrastructure represents approximately 26% of Queensland's total local government infrastructure portfolio and has an estimated replacement cost of $50 billion, the second-largest asset class after roads.

While only 5% of stormwater assets are rated in poor condition, functionality and capacity present more significant concerns. Many networks, particularly in older suburbs and towns, are under-designed for current rainfall patterns and urban densities. Urban infill, higher impervious surface areas and more frequent extreme weather events have led to frequent localised flooding and pollution runoff.

Stormwater assets in urban areas are typically constructed from concrete and designed to last 100–150 years. However, a substantial portion of the network was installed decades ago, using design standards and assumptions which no longer align with contemporary climate or urban development realities.

Whilst small upgrades to stormwater networks may occur as part of larger scale infrastructure projects, investment in these projects is primarily drawn from council capital works programs. There is no dedicated stormwater funding program for local governments, which constrains the ability of councils to proactively renew ageing systems or implement contemporary water-sensitive designs.

With few dedicated funding sources, multi-governance and ownership structures, councils face many challenges, including expansive networks of aging assets, increasingly stringent water quality regulations, rapid urbanisation increasing runoff and concerning climate change projections.

For rural councils, many stormwater systems consist of basic open drains that were never intended to meet urban drainage outcomes. As urban boundaries expand, these systems will need to be replaced or significantly upgraded to manage high-intensity flows.

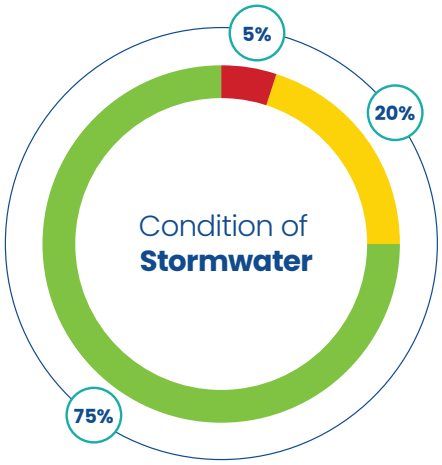
The absence of sustained funding, combined with fragmented ownership and high upgrade costs, leaves many councils unable to act until significant failures occur. Without intervention, the performance of stormwater networks is expected to deteriorate.

See next page for Key Findings →

Stormwater

KEY FINDINGS

CONDITION



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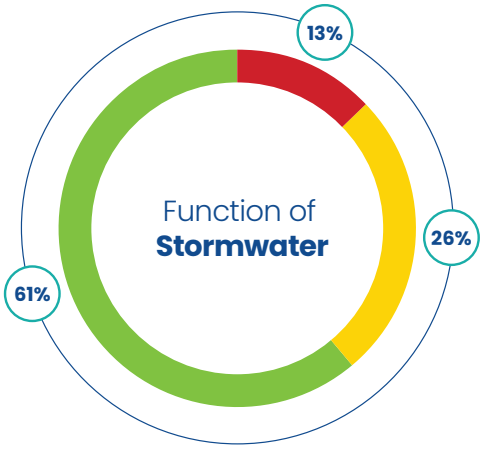

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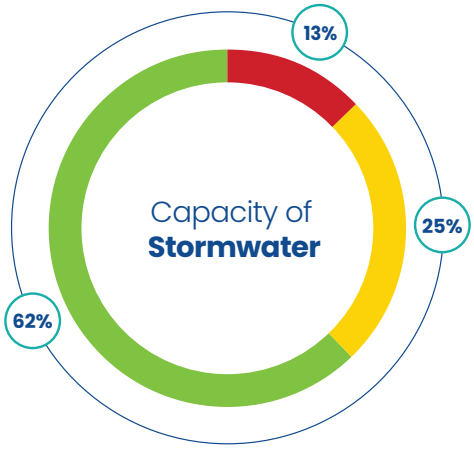


Poor Fair Good

Total stormwater:

- $2.7bn are in **poor condition**
- $6.5bn have **poor function**
- $6.7bn have **poor capacity**

WATER & WASTEWATER

Water & Wastewater

Water and wastewater infrastructure is fundamental to public health, environmental protection and the overall liveability of communities. These networks supply safe drinking water to households, schools, hospitals and businesses, while ensuring wastewater is collected, treated and discharged in ways that minimise harm to ecosystems and public amenity.

Queensland local governments collectively manage a critical network of water and wastewater infrastructure, including more than 82,000 kilometres of water and sewerage mains and around 480 treatment plants. These systems support a vast and often decentralised population across the state, from tropical North Queensland to inland towns and rapidly growing coastal communities.

Responsibility for these assets is primarily held by local councils, with 69 councils directly managing their water and wastewater networks, while the remaining eight councils (in South East Queensland) are serviced by the statutory authorities Urban Utilities and Unitywater.

In South East Queensland, potable water for drinking and domestic use is produced at water treatment plants owned and operated by Seqwater – a State Government-owned corporation. Outside SEQ, councils are responsible for providing potable water and therefore own and operate a large number of water treatment plants for that purpose. These assets are high-value essential infrastructure that must be maintained and operated to meet high regulatory standards. Yet despite this delegation of responsibility in regional Queensland, there is no dedicated funding source for water and wastewater infrastructure projects.

Water and wastewater infrastructure represents approximately 21% of Queensland's total local government infrastructure assets, with a combined replacement cost of $51 billion.

These results reflect the critical pressures faced by councils, particularly in regional areas, as they work to maintain ageing infrastructure while responding to stricter environmental standards, increasing urbanisation and climate variability.

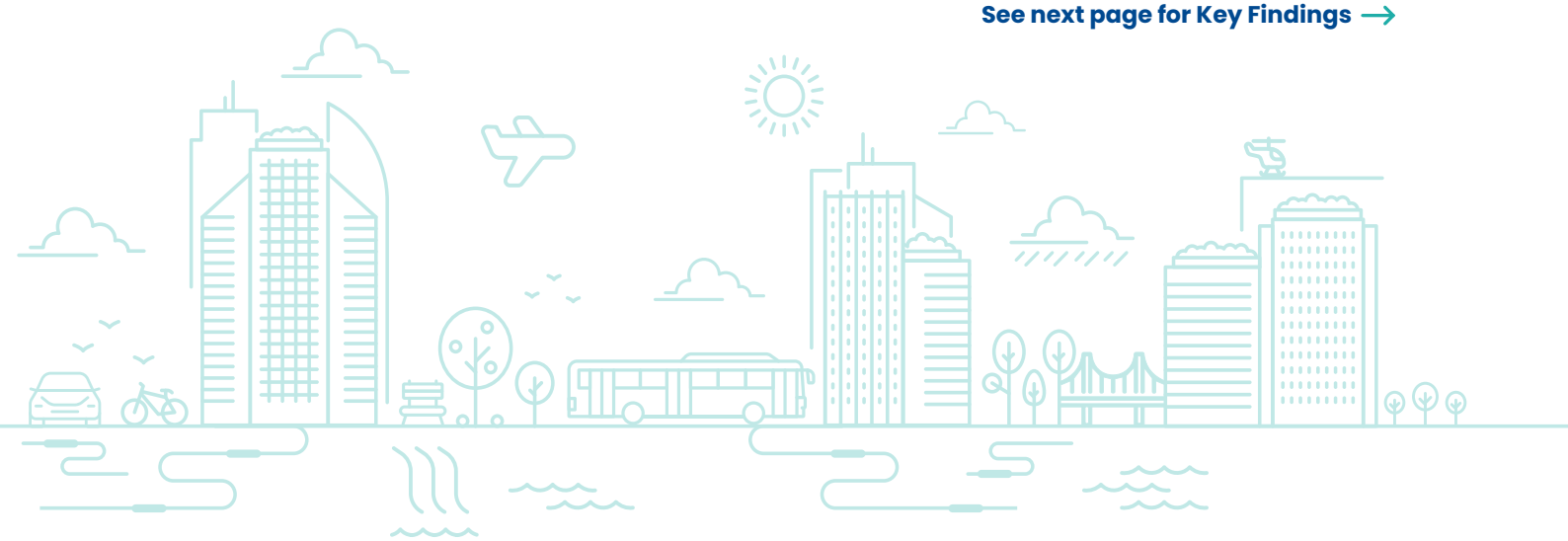
Whilst programs such as the Queensland Water Regional Alliance Program (QWRAP) provide important support for collaborative planning and regional service delivery models, this does not include capital funding. Councils continue to fund the majority of water and wastewater infrastructure through own source funding.

The absence of a dedicated, consistent and long-term funding stream for local government water and wastewater infrastructure presents a significant barrier to effective planning, renewal and service delivery, particularly for smaller rural and remote councils with limited revenue bases and ageing assets. These councils often face some of the most pressing infrastructure challenges, yet have the least resources to address them.

These challenges are supported by the 2021 Infrastructure Australia Audit which confirmed the urban water sector faces persistent challenges, including ageing assets, growing demand and climate risk. The lack of secure funding not only places a strain on council budgets, but risks service reliability, public health and environmental outcomes in the face of climate change, population growth and stricter regulatory standards.

There is an urgent need for targeted and sustained investment to ensure communities do not need to face increasing water insecurity, declining service reliability and rising costs to meet basic health and environmental standards. This must remain a policy priority to ensure long term resilience, equity and sustainability for Queensland communities.

See next page for Key Findings →



Water & Wastewater

KEY FINDINGS

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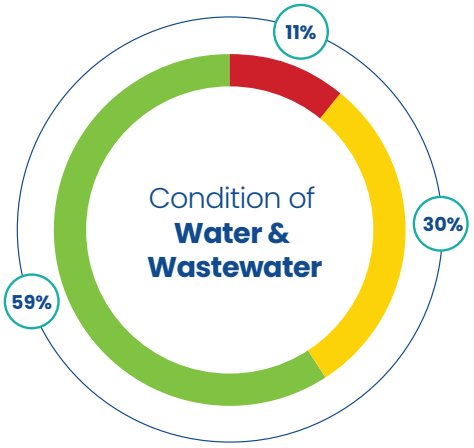

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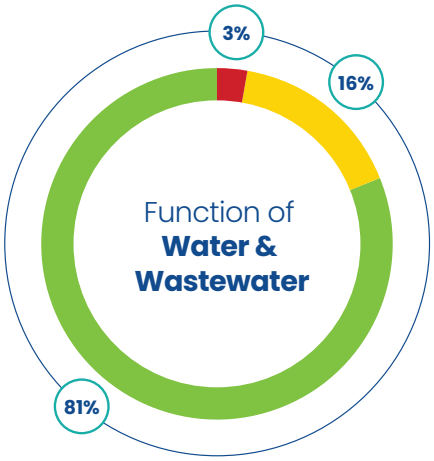

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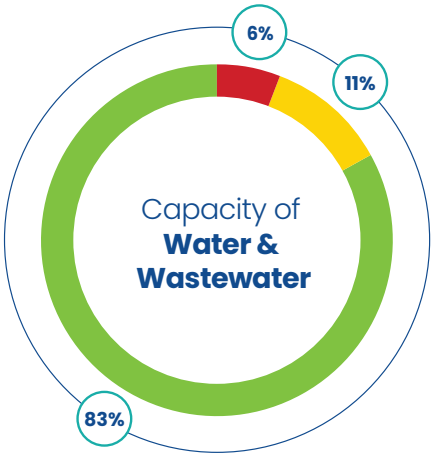


Poor Fair Good

Total water & wastewater:

- $5.6bn are in **poor condition**
- $1.5bn have **poor function**
- $3.1bn have **poor capacity**

AIRPORTS & AERODROMES

Airports & Aerodromes

Airports and aerodromes play a critical role in ensuring accessibility, connectivity and emergency preparedness across Queensland's vast geography. There are approximately 70 airports and aerodromes in Queensland that are certified or registered by the Civil Aviation Safety Authority (CASA). All of these are located within regional, rural and remote communities, forming the backbone of regional aviation and serving both local populations and broader state and national economic interests.

Local government ownership of these facilities stems from Federal Government divestment from the 1950s to the early 1990s, with full financial and operational responsibility transferred to councils between 1989 and 1993. Under the transfer deeds, councils are obliged to maintain and operate these assets unless formal Federal permission is granted for closure or divestment.

Despite their size, these facilities are often critical for passenger transport, tourism, postal services, air ambulances, emergency services, crop dusting, surveying and flight training. In some cases, the airport is the only means of passenger access to and from the local community.

These facilities typically include land, runways, taxiways, aprons, lighting systems, terminal and administration buildings, parking, control towers, fuel and maintenance infrastructure, and supporting utilities (power, water, sewer, stormwater, access roads).

Airports and aerodromes make up less than 1% of Queensland's total local government infrastructure portfolio and have a replacement cost of approximately $939 million.

This reflects relatively modest overall proportions, but, given the criticality and consequence of failure, even small degradations in performance can have serious impacts on safety, service continuity and regional resilience.

While some funding is available through competitive grant programs such as the Federal Government's Regional Airports Program, the Growing Regions Program or the State Government's TIDS program, most airports rely heavily on council cross-subsidisation from other revenue sources to remain operational, despite those sources already being under pressure.

Many councils report that their airports operate at an annual financial loss, with rising operational costs, regulatory compliance obligations and ageing infrastructure creating increasing risk and financial strain.

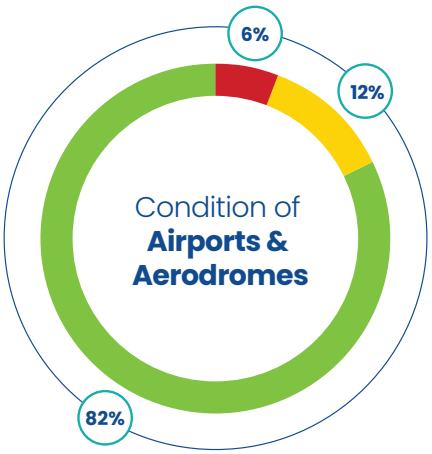
Given the strategic importance for community resilience, health services and emergency response, councils face ongoing high compliance costs, limited funding pathways, and ageing infrastructure which requires upgrades to accommodate a changing fleet of critical services, such as the Royal Flying Doctor Service (RFDS).

See next page for Key Findings →

Airports & Aerodromes

KEY FINDINGS

CONDITION



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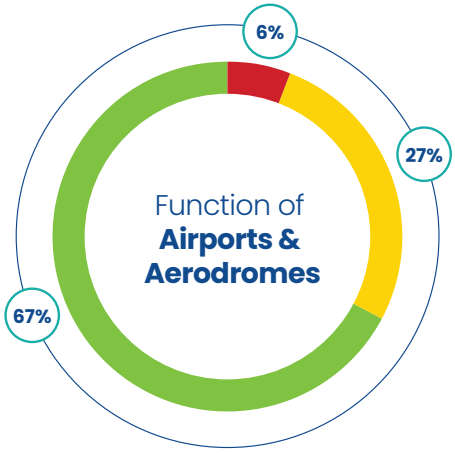

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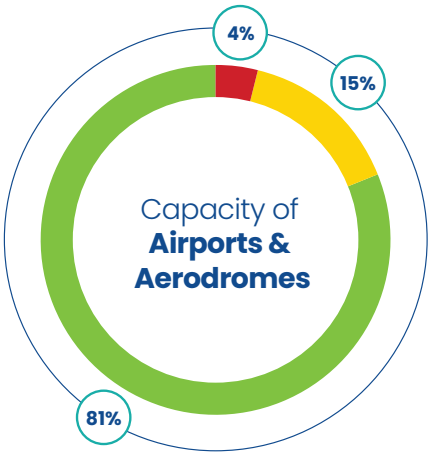


Poor Fair Good

Total airports & aerodromes:

- $56m are in **poor condition**
- $42m have **poor function**
- $55m have **poor capacity**

FOOTPATHS & CYCLEWAYS

Footpaths & Cycleways

Footpaths and cycleways are essential to creating connected, liveable communities that prioritise safety, inclusivity and sustainability. These assets support walking, cycling, mobility devices and, increasingly, micro-mobility options such as e-scooters, enhancing accessibility while reducing traffic congestion and emissions.

Local governments across Queensland are primarily responsible for the delivery, maintenance and renewal of these networks. Infrastructure types vary across localities, from urban separated cycleways and shared use paths to informal pedestrian links in rural towns.

While detailed statewide linear lengths are not consistently reported, these assets form a significant part of the public realm, connecting homes to workplaces, shops, parks, transport nodes and other key destinations.

Footpaths and cycleways represent 3% of Queensland's total local government infrastructure portfolio, with an estimated replacement cost of $5.1 billion.

Overall, 6% of footpaths and cycleways were found to be in poor condition, though this varies significantly by region, particularly in areas with legacy infrastructure or high pedestrian volumes.

Local governments continue to invest in footpath and cycleway upgrades and renewals through a mix of own source funding and targeted State and Federal government grant programs, including the State Government's Active Transport Investment Program (ATIP) and TIDS program and the Federal Government's Active Transport Fund.

However, demand for walking and cycling infrastructure consistently outpaces available funding, with many councils reporting difficulty securing multi-year funding to build coherent, accessible networks.

Councils face a range of challenges in managing diverse user needs, including mixed-use pathways, increased wear and tear from high utilisation, emerging safety risks at road crossings and mixed-use areas, and community demand for safer and climate resilient infrastructure (shaded and flood-resistant).

The slow pace of investment has led to fragmented and disconnected networks in many towns and cities, undermining the full potential of active transport as a viable and inclusive transport mode. Additionally, councils must respond to evolving design requirements, accessibility standards and broader expectations for urban design and health equity. Planning and delivering these assets requires interdisciplinary capacity, effective community consultation and stable funding streams that match population growth and evolving transport behaviours.

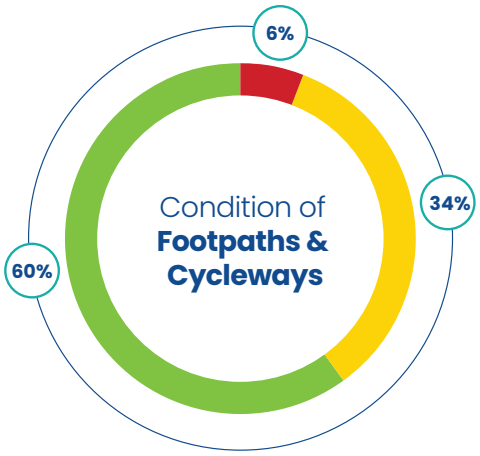
To meet these expectations, ongoing collaboration with State and Federal governments is essential, particularly for achieving Queensland's broader targets for emissions reduction, road safety and urban mobility.

See next page for Key Findings →

Footpaths & Cycleways

KEY FINDINGS

CONDITION



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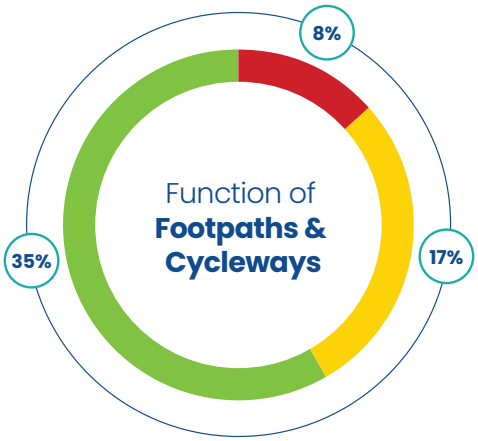

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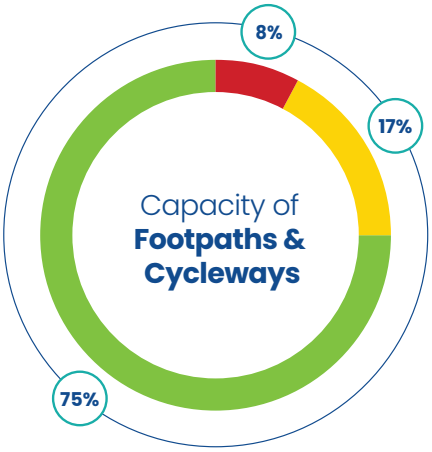

Poor Fair Good

Total footpath & cycleway assets:

- $308m are in **poor condition**
- $420m have **poor function**
- $420m have **poor capacity**

Recommendations

The Queensland State of the Assets Report highlights the strengths and challenges of local government infrastructure stewardship across the state.

Councils are managing significant and growing asset portfolios with dedication and resourcefulness, but the scale and complexity of the task continues to grow.

Through the LGAQ, Queensland councils are calling for increased, guaranteed and non-competitive funding at State and Federal levels for the renewal of end-of-life and at-risk assets that provide essential services to Queensland communities.

Targeted renewal framework for 'at-risk' assets:

1. Establish an infrastructure renewal framework, co-designed with Queensland councils, to guide reinvestment into 'at-risk' asset categories, such as timber bridges, unsealed roads, water and wastewater infrastructure, as well as community and active transport infrastructure.

Dedicated, increased and allocative funding for 'at-risk' infrastructure:

2. Recognise the top two asset categories of highest value that are in poor existing condition statewide - being sealed and unsealed roads ($6.5 billion in value), and water and wastewater assets ($5.6 billion in value) - by:
   - Committing to a permanent funding boost of $100 million per year, plus CPI indexation, for the Transport Infrastructure Development Scheme.
   - Establishing a dedicated, long-term and allocative water and wastewater infrastructure upgrade and renewal funding model for local government, co-designed with Queensland councils.
3. Develop a dedicated timber bridge renewal program with councils to progressively replace or modernise ageing timber bridge assets statewide.
4. Provide increased, untied funding for the renewal and expansion of active transport infrastructure across Queensland.

Infrastructure pipeline planning and support:

5. Enhance project delivery and support Queensland councils in preparing shovel-ready projects, by reintroducing a standalone infrastructure pipeline planning program for local governments.

Council sustainability and asset management initiatives:

6. Support council sustainability through policy, program and reform initiatives that address and reduce the impacts of depreciation, provide support for asset management and remove financial impediments to grant funding, such as co-contribution requirements.

Permanent national funding for LRCI Program:

7. Restore the successful Local Roads and Community Infrastructure (LRCI) Program through permanent Federal funding of $500 million per year (indexed annually) to support councils in delivering priority local road and community infrastructure projects in their regions, creating jobs and long-lasting benefits for communities.


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Every Queensland community deserves to be a liveable one

CONTACT US

MEMBERS HOTLINE:
1300 542 700

EMAIL:
ask@lgaq.asn.au

ADDRESS:
LOCAL GOVERNMENT HOUSE
25 EVELYN STREET
NEWSTEAD, QLD 4006

YOUTUBE	@LGAQld
X	@LGAQ
INSTAGRAM	@localgovqld
FACEBOOK	/localgovqld
LINKEDIN	local-government-association-of-queensland/