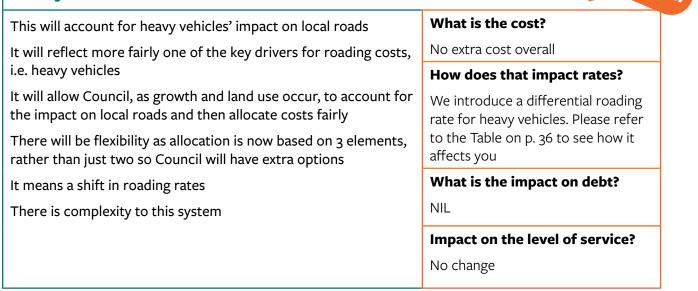
DIFFERENTIAL ROADING RATES

Let's take a look at the options

A simple, easy to understand system based on only two components No significant shift in roading rates The system does not take into account heavy vehicle impacts on our roads	No extra cost overall How does that impact rates? There is no differential heavy vehicle rate
No significant shift in roading rates The system does not take into account heavy vehicle impacts on	There is no differential heavy vehicle
The system does not take into account heavy vehicle impacts on	5
5	rate
our roads	Tale
our roads	What is the impact on debt?
Allocation is based on land values and does not reflect the real drivers of roading costs	NIL
	Impact on level of service?
	No change



OUR PREFERRED OPTION.

We prefer option 2.

We think the benefits of introducing a 'Heavy Vehicle' rate means those contributing most to our roading repairs costs will be paying their fair share.

DIFFERENTIAL ROADING RATES

Closing date for submissions is 30 May 2024 at 5pm

What do you think?

We want to hear your thoughts on the proposed options.

- 1. Stick with what we currently have?
- 2 Create a 'Heavy Vehicle' rate which is applied.

7	I choose Option 1 Or Option 2	
Name:)
Phone:)
Email:		
Comment: (
D Ple	ease tick if would you like to make your submission in person at a council meeting	

Fill out this form, and send it to us at: FREEPOST 69367 PO Box 115, Dannevirke 4942. Or, you can scan and email this form to: submissions@tararuadc.govt.nz

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