

# NATIONAL LAND TRANSPORT PROGRAMME (NLTP)

## Let's take a look at the options

We prefer this option

### **OPTION 1 - Maximise the increased NZTA subsidy and increase our roading program to create a more resilient roading network (rates are as proposed on p.16)**

Maintenance levels increase on our roading network  
 Increased maintenance investment ensures our roading assets are ready for future adverse weather events  
 Rates increase up to a maximum of 3%

**In this option, if our bid is successful, we use all of the government funding available to us. We think this is good value for money and allows us to build more resilience into our local roads and that's why we are recommending this option. We have already built this option into the proposed rates increase**

#### **What is the cost over 3 years?**

We spend	\$ 18,567,573
NZTA spends	\$ 50,201,216
<b>Total spend</b>	<b>\$ 68,768,789</b>

#### **How does that impact rates?**

See page 16.

#### **Impact on level of service?**

Increased level of service with improved roading network resilience

### **OPTION 2 - Keep our roading program spend at the same level as previously planned while receiving the increased NZTA subsidy – rates reduce by approx. 2%**

Roading spend stays the same, but the condition of our roads is likely to deteriorate  
 Risk that the level of roading network resilience reduces  
 No extra cost, no impact on rates  
 Potential drops in levels of service - this means reduced maintenance for some roads

**Based on community feedback, there's a clear expectation for a well maintained road network. This option would struggle to meet these expectations**

#### **What is the cost over 3 years?**

We spend	\$ 16,171,575
NZTA spends	\$ 43,723,640
<b>Total spend</b>	<b>\$ 59,895,215</b>

#### **How does that impact rates?**

This would reduce the proposed rates by an average of approx. 2%

#### **What is the impact on debt?**

No impact

#### **Impact on the level of service?**

Potential drops in levels of service - this means reduced maintenance for some roads

## **OUR PREFERRED OPTION.**

### **We prefer option 1.**

Not accepting the funding from the NLTP could be disastrous for some of our roads. By accepting the bid, we can move ahead with key maintenance and resilience work to ensure our roading network is strong and ready for the challenges of a changing climate.

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Closing date for submissions is 30 May 2024 at 5pm

## What do you think?

We want to hear your thoughts on the proposed options. Should we:

1. Accept the funding requested and increase rates for this activity to a maximum of 3%.
2. Decline the funding and have no rates increase?

**I choose**

**Option 1 or**

**Option 2**

Name:

Phone:

Email:

Comment:

ending models  
king to do this  
ath forward

Please 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@tararua.govt.nz](mailto:submissions@tararua.govt.nz)