



# Feedback Form

Te Kaunihera-ā-Rohe o Ruapehu  
Ruapehu District Council  
**Draft Long Term Plan 2024/2034**



## Land Transport Forestry Targeted Rate

Proposal to increase the existing targeted rate differential for exotic forestry

Council is proposing to incrementally increase the differential rating factor from 300% of the Land Transport Targeted Rate by 100% for the first four years of the Long Term Plan to a maximum of 700% for exotic forestry properties.

The proposed increase in the Land Transport Targeted Rate differential rating factor for exotic forestry is a necessary measure to address the disproportionate wear and tear on local roads caused by forestry trucks.

Although sheep and beef farming covers approximately 20 times the land area compared to forestry, it generates less freight on average per year.

Among all land use types, exotic forestry is by far the biggest generator of freight and proportionally causes much more road damage to the rural network.

The forestry activity can also cause significant damage to the network through slash mobilised in heavy rains such as occurred on Pipiriki-Raetihi Road in 2015, and as has been seen in other parts of the country.

Many local roads were not designed with the modern demands of forestry in mind and are ill-equipped to handle the heavy and consistent traffic brought by forestry operations.

This mismatch between road capacity and usage has led to accelerated deterioration, necessitating significant maintenance and rehabilitation efforts, which are currently borne disproportionately by the wider community.

The council's proposal to increase Land Transport Targeted Rate differential rating factor for exotic forestry aims to rectify this imbalance, ensuring that those who contribute most to road wear and tear also bear a fair share of the maintenance costs.

This approach is not only equitable but also necessary to sustain our road network for future use. By adjusting the rates to more accurately reflect the impact of different industries on our roads, we can ensure a fairer distribution of costs and promote the long-term viability of our local infrastructure.

<b>Impact on rates</b>	100% increase per year, for the first four years of the Long Term Plan, on the Land Transport rating line for Exotic Forestry properties.
<b>Impact on debt</b>	None.
<b>Impact on Levels of Service</b>	Increased funding available for local road network.

### Wellbeing Framework alignment

The 2024/34 Long Term Plan is informed by Council's Wellbeing Framework which includes the values, purpose, vision, and environmental outcomes we are aiming for on behalf of our communities.

The Land Transport Forestry Targeted Rate proposal supports the following Wellbeing Framework objectives:



#### Our values:

• Kaitiakitanga (Guardianship), • Environmental stewardship, • Accountability.



#### Our outcomes:

• Resilient infrastructure.



#### Our role as:

• Funder, • Regulator



# The options:

## 1. Maintain the status-quo of a 300% differential rating factor of the Land Transport Targeted Rate

Does not cover the cost of road damage caused by forestry traffic every year.

Does not shift the burden of the total cost of road damage caused by forestry traffic every year to forestry property owners.

The burden of the remaining cost of road damage caused by forestry traffic every year is paid for by all ratepayers.

## 2. Incrementally increase the differential rating factor from 300% of the Land Transport Targeted Rate by 100% for the first 4 years of the Long Term Plan to a maximum of 700%

Helps to pay the cost of road damage caused by forestry traffic.

Helps to shift a greater proportion of the burden of the cost of road damage caused by forestry traffic to forestry property owners.

Shifts a proportion of the burden of the cost of road damage caused by forestry traffic to forestry property owners in a staggered fashion, so the increase is more manageable.

Doesn't cover all the costs of road damage caused by forestry traffic.

## 3. Increase the differential rating factor from 300% of the Land Transport Targeted Rate to 700% in the first year of the Long Term Plan

Helps to pay the cost of road damage caused by forestry traffic.

Helps to shift a greater proportion of the burden of the cost of road damage caused by forestry traffic to forestry property owners.

Is a significant increase and may be difficult for the forestry property owners to financially manage.

Doesn't cover all the costs of road damage caused by forestry traffic.

What option do you prefer?

Option 1

Option 2 is our preferred option

Option 2

Option 3

Tell us why or any other option you prefer:

.....  
.....  
.....  
.....

Name:

Organisation (if applicable):

Postal address:

Best daytime contact number:

Email:

Keep me advised of future consultations

Would you like to support your feedback by speaking to Council during the Hearings?

Yes

No

If you ticked 'yes' we will contact you to arrange a speaking date and time.

The Hearings are scheduled for Tue 14<sup>th</sup> May (Ohakune and Raetihi) and Wed 15<sup>th</sup> May (Taumarunui). You can choose to speak at either or online.

A maximum of two speakers and ten (10) minutes of total speaking time per submission is permitted.

**You can bring your feedback form into any Council office or submit via:**



**Mail:**

Freepost 492  
Ruapehu District Council  
Private Bag 1001  
Taumarunui 3946



**Email:**

consultation@ruapehudc.govt.nz



**Please note - you can also provide feedback on-line:**

Use our on-line submission form on our consultation website:

**submissions.ruapehudc.govt.nz** or use your phone and **the QR code**

