

Wellington Regional Council Special Order Resolution

Altering the Differential Rating System for Regional Transport Rate

The Wellington Regional Council hereby resolves, by way of Special Order, pursuant to Sections 34, 80 and 84 of the Rating Powers Act 1988, Section 716B of the Local Government Act 1974, and all other provisions enabling it in that behalf, as follows:

1. That the system of differential rating set out below be introduced with effect from 1 July 2001.
2. That the system of differential rating shall apply to a works and services rate, to be known as the Regional Transport Rate, made and levied by the Wellington Regional Council pursuant to section 34 of the Rating Powers Act 1988 on all rateable property in the Wellington Region determined by the Council to benefit from regional transport services, such that the rate made and levied in respect of any specified category of property shall vary from the rate made and levied in respect of any other specified category of property as set out in this Special Order.
3. The Regional Transport Rate shall be made and levied by the Council pursuant to the Rating Powers Act 1988 on the Capital Value of every separately rateable property in the region (other than those separately rateable properties in the Tararua District).

That in accordance with section 84(1)(c) of the Rating Powers Act 1988, the following statement be made on the creation of the differential basis:

4. **Matters taken into account in preparing the proposed system of differential rating:**
 - (a) the degree to which different parts of the Region are served by regional transport services; and
 - (b) the degree of benefit derived or likely to be derived by any category of property from regional transport services provided in that part of the Region; and
 - (c) the population of that part of the Region; and
 - (d) the value of infrastructural assets to be provided within different parts of the Region.
5. **Proposed groups of property for differential rating**

That for the purposes of this Special Order, properties in the region shall be divided into the following categories in the rating rolls of the territorial authority in whose district the area of benefit is located:

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Area of Benefit	Category	Description
Wellington City	Wellington City Downtown City Centre Business	all separately rateable non-residential properties within the Downtown City Centre, currently shown on Map 32 of the Proposed District Plan of Wellington City, as may be amended from time to time by Wellington City Council (Copy of Map 32 on Page 6).
	Wellington City Business	All separately rateable properties classified Non-residential in the rating roll of Wellington City outside the Downtown City Centre.
	Wellington City Residential	all separately rateable properties classified Residential in the rating roll of Wellington City.
	Wellington City Rural	all separately rateable properties classified Rural and Farm in the rating roll of Wellington City.
Lower Hutt City	Lower Hutt City Business	all separately rateable properties classified Business in the rating roll of Lower Hutt City.
	Lower Hutt City Residential	all separately rateable properties classified Residential in the rating roll of Lower Hutt City
	Lower Hutt City Rural	all separately rateable properties classified Rural in the rating roll of Lower Hutt City.
Porirua City	Porirua City Urban	all separately rateable properties classified Residential and Business in the rating roll of Porirua City.
	Porirua City Rural	all separately rateable properties classified Rural in the rating roll of Porirua City.
Upper Hutt City	Upper Hutt City Urban	all separately rateable properties classified Residential, Commercial and Industrial in the rating roll of Upper Hutt City.
	Upper Hutt City Rural	all separately rateable properties classified Rural in the rating roll of Upper Hutt City.
Kapiti Coast District (Otaki Ward)	Otaki Ward Urban	all separately rateable properties in the Urban rating area of the Otaki Ward of Kapiti Coast District.
	Otaki Ward Rural	all separately rateable properties in the Rural rating area of the Otaki Ward of Kapiti Coast District.

Kapiti Coast District (excluding Otaki Ward)	Kapiti Coast Urban	all separately rateable properties in the Urban rating areas of the Paekakariki/Raumati, Paraparaumu and Waikanae Wards of Kapiti Coast District.
	Kapiti Coast Rural	all separately rateable properties in the Rural rating areas of the Paekakariki/Raumati, Paraparaumu and Waikanae Wards of Kapiti Coast District
Masterton District	Masterton District Urban	all separately rateable properties in the Urban rating areas of Masterton District.
	Masterton District Rural	all separately rateable properties in the Rural rating areas of Masterton District.
Carterton District	Carterton District Urban	all separately rateable properties classified as Residential, Commercial/Industrial and Rural Residential in the rating roll of Carterton District.
	Carterton District Rural	all separately rateable properties classified Rural and Rural/Industrial in the rating roll of Carterton District.
South Wairarapa District	South Wairarapa District Urban	all separately rateable properties classified Urban in the rating roll of South Wairarapa District.
	South Wairarapa District Rural	all separately rateable properties classified Rural in the rating roll of South Wairarapa District.

6. In each rating year the amount of the Regional Transport Rate shall be calculated as follows:

- 6.1 The Region is divided into the following areas of benefit - Wellington, Lower Hutt, Upper Hutt, Porirua, Kapiti Coast (excluding Otaki Ward), Otaki Ward of Kapiti Coast District, Masterton, South Wairarapa and Carterton.
- 6.2 The cost of public transport services and public transport infrastructure provided in each area of benefit is allocated on the following basis:
- 42.5% (access to jobs) to the area of benefit of origin and charged to residential properties in that district),
 - 42.5% (increased sales) to the area of benefit of destination (to be charged to the commercial properties in that district),
 - 10% (less congestion) to be divided equally between the residential ratepayers in the area of benefit of origin and the commercial ratepayers in the area of benefit of destination,
 - 5% (social) to all ratepayers in the Region, with a 50% discount in Kapiti Coast District (including Otaki), and a 75% discount in Masterton , Carterton and South Wairarapa.

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- 6.3 The cost of the total mobility programme is allocated between each area of benefit according to the actual expenditure in those areas of benefit where that information is available. Otherwise it is allocated on the basis of weighted population. A 50% discount is applied to rural properties to reflect their reduced access to the service.
- 6.4 The cost of regional transport planning is allocated between each area of benefit according to equalised capital value, a 75% discount to Masterton, Carterton and South Wairarapa, and a further 50% discount applied to rural properties to reflect that metropolitan areas are the major beneficiaries of transport planning.
7. The Regional Transport Rate shall be made and levied on the Capital Value of all separately rateable properties in the Region, (other than those in Tararua District) at such rates in the dollar as are required to yield (as nearly as practicable) the following proportions of the total revenue required for the rate from each differential category in each area of benefit:
- 7.1 **Wellington City**
- | | |
|---|--------|
| Wellington City Downtown City Centre Business | 57.23% |
| Wellington City Business | 1.92% |
| Wellington City Residential | 40.70% |
| Wellington City Rural | 0.15% |
- 7.2 **Lower Hutt City**
- | | |
|-----------------------------|--------|
| Lower Hutt City Business | 78.55% |
| Lower Hutt City Residential | 21.04% |
| Lower Hutt City Rural | 0.41% |
- 7.3 **Upper Hutt City**
- | | |
|-----------------------|--------|
| Upper Hutt City Urban | 96.85% |
| Upper Hutt City Rural | 3.15% |
- 7.4 **Porirua City**
- | | |
|--------------------|--------|
| Porirua City Urban | 98.60% |
| Porirua City Rural | 1.40% |
- 7.5 **Otaki Ward**
- | | |
|------------------|--------|
| Otaki Ward Urban | 68.16% |
| Otaki Ward Rural | 31.84% |
- 7.6 **Kapiti Coast District (excluding Otaki Ward)**
- | | |
|--------------------|--------|
| Kapiti Coast Urban | 98.42% |
| Kapiti Coast Rural | 1.58% |

7.7 Masterton District	
Masterton District Urban	80.24%
Masterton District Rural	19.76%
7.8 Carterton District	
Carterton District Urban	64.43%
Carterton District Rural	35.57%
7.9 South Wairarapa District	
South Wairarapa District Urban	69.98%
South Wairarapa District Rural	30.02%

8. Effect on the incidence of rates

The approximate changes to the incidence of rates for 2001/02 for each class of ratepayer will be as follows:

Constituent City/District	Residential	Business	Rural
Wellington	+\$748,749	(CBD) +\$653,676	+\$2,967
Lower Hutt	+\$192,115	(Suburban) +\$25,698	+\$1,032
		Urban	
Upper Hutt	+\$49,672		+\$2,038
Porirua	+\$172,923		+\$2,140
Kapiti Coast (Otaki Ward)	+\$3,513		+\$1,654
(Rest of Kapiti)	+\$297,583		+\$3,467
Masterton	+\$18,812		+\$3,989
Carterton	+\$3,386		+\$2,527
South Wairarapa	+\$9,377		+\$3,673

The impact of the Transport Rate on an individual property will vary depending on the movement of that property's capital value, overall movements in the capital value experienced by that rating category, changes in the level of service as well as changes in the number of properties being rated.

9. After due public notice has been given, this Special Order shall be submitted for confirmation at a meeting of the Wellington Regional Council to be held on 29 June 2001.

Down Town City Centre

