

## 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 relevant enabling provisions, as follows:

1. That alterations be made to the system of differential rating applying to the works and services rate known as the Regional Transport Rate.
2. That the alteration to that system of differential rating, as set out below, be introduced with effect from 1 July 2002.
3. That in accordance with section 84(1)(c) of the Rating Powers Act 1988, the following statement be made on the alteration of the differential basis:
  - 3.1 Matters taken into account in altering 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.
    - (e) The addition of utilities' distribution networks within the region as rateable property and the consequent requirement to consider making and levying rates in respect of such property.
  - 3.2 Proposed groups of property for differential rating

For the purposes of this Special Order properties in the region shall be divided into the following categories, defined by reference to the rating roll of the territorial authority in whose district those properties are located:

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<b>Area of Benefit</b>	<b>Category</b>	<b>Description</b>
	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 not classified Residential or Rural 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 not classified Rural 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 not classified Rural 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 not in the Rural 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 not in the Rural 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 not in the Rural 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 not classified Rural and Rural/Industrial 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 not classified Rural 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.

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

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.

The cost of public transport services and public transport infrastructure provided in each area of benefit is allocated on the following basis:

- 42.5% (congestion relief) to the area of benefit of origin (to be charged to residential properties in that district),
- 42.5% (congestion relief) to the area of benefit of destination (to be charged to the commercial properties in that district),
- 10% (concessionary) 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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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.

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.

#### 3.4 Differentials

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:

##### **Wellington City**

Wellington City Downtown City Centre Business	57.08%
Wellington City Business	1.92%
Wellington City Residential	40.85%
Wellington City Rural	0.15%

##### **Lower Hutt City**

Lower Hutt City Business	21.65%
Lower Hutt City Residential	77.94%
Lower Hutt City Rural	0.41%

##### **Upper Hutt City**

Upper Hutt City Urban	96.87%
Upper Hutt City Rural	3.13%

##### **Porirua City**

Porirua City Urban	98.62%
Porirua City Rural	1.38%

##### **Otaki Ward**

Otaki Ward Urban	67.44%
Otaki Ward Rural	32.56%

<b>Kapiti Coast District (excluding Otaki Ward)</b>		
Kapiti Coast Urban		98.33%
Kapiti Coast Rural		1.67%
<b>Masterton District</b>		
Masterton District Urban		80.52%
Masterton District Rural		19.48%
<b>Carterton District</b>		
Carterton District Urban		64.86%
Carterton District Rural		35.14%
<b>South Wairarapa District</b>		
South Wairarapa District Urban		69.53%
South Wairarapa District Rural		30.47%

3.5 Effect on the incidence of rates

The approximate changes to the incidence of rates for each class of ratepayer in 2002/03 will be as follows:

Constituent City/District	Residential	Business	Rural
Wellington	+\$323,000	(CBD) +\$432,000 (Suburban) +\$14,000	+\$800
Lower Hutt	+\$117,000	+\$64,000	+\$700
	<b>Urban</b>		
Upper Hutt	+\$48,000		+\$1,500
Porirua	+\$134,000		+\$1,000
Kapiti Coast (Otaki Ward)	+\$2,000		+\$900
(Rest of Kapiti)	+\$68,000		+\$1,200
Masterton	+\$4,000		+\$450
Carterton	+\$1,200		+\$350
South Wairarapa	+\$2,000		+\$500

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.

4. This Special Order shall be submitted for confirmation at a meeting of the Wellington Regional Council, to be held on 27 June 2002, after due public notice has been given.

Down Town City Centre

