Revenue & Financing Policy Discussion

Discussion paper for Council workshop, 13 December 2017

Introduction

Purpose

This paper provides supporting information for discussion on the Revenue and Financing policy workshop on 13 December. It provides further information requested by Councillors at the previous workshop on 29 November, including several scenarios and possible transition approaches for further discussion at the workshop

Context for review

Local Government Act 2002 (LGA)

The Revenue and Financing policy sets out how operational and capital expenditure will be funded from a combination of sources including rates.

Council is developing the policy in two stages in accordance with the Local Government Act. Council has considered the first stage, focused on policy in previous workshops. The second stage focusing on impacts was the subject of the 29 November workshop. This paper:

- Considers the impacts of specific policy options in more detail, and
- Examines the overall impacts of the proposed allocations of liability for rates revenue, by rating category, by territorial areas, and by property values.
- Considers how a transition policy might work.
- Provides responses to some of the questions that Councillors have asked.

Next steps

Draft the policy – Officials will draft the policy.

Check the drafting – Council will get a legal review of the drafting.

Adopt the policy - Council will consider and adopt its draft Revenue and Finance policy, for consultation (Feb 2018).

Consult on the policy - Council will need to consult on the Revenue and Financing policy. If there are any significant proposals for change, these will need to be included in the LTP consultation document.

Public Transport

At the workshop, we need to settle on a preferred rate funding policy for Public Transport, to understand the overall impacts of Council's revenue requirements.

Policy option – Level of benefit

In recent workshops, Councillors signalled that they wish to explore a Level of Benefit funding option for the public good components of Public Transport.

Based on Councillor feedback at the workshop on 29 November, we have modelled two requested sets of differentials below. The graphs are shown in the Overall impacts section on page 5.

CBD 8	**CBD 7**
Wellington CBD................ 8	Wellington CBD.................. 7
Business................ 1.5	Business.................. 1.5
Wairarapa business................ 1	Wairarapa business.................. 1
Residential................ 1	Residential.................. 1
Wairarapa residential................ 0.5	Wairarapa residential.................. 0.5
Rural................ 0.25	Rural.................. 0.25

Flood Protection

Catchment based approach

In recent discussions, Councillors have signalled an interest in exploring a more strongly catchment-based approach to funding for Flood Protection. That approach would lead to treating the region as having six main flood catchments; Wellington city, Hutt city, Porirua City, Upper Hutt city, Kāpiti, Wairarapa

Proposal

Council has been discussing a 70/30 policy, to provide 70% of the rate funding from protected property (individual river schemes) and catchment rates, and 30% from General rates. The current applied policy is approximately 50% general and 50% targeted rates for two activities and 90% General rates for the other activity. In 2017, 59% of the funding was from General rates.

The proposal is to have three targeted rates for Flood Protection, with each one reflecting the different levels of benefit from the activity.

1. **Flood protection - property** – These are the current targeted river management scheme rates that are already in operation. This rate pays for services and assets that protect identifiable properties.

   If the current river management schemes are merged into more comprehensive floodplain management plans, there would still be a rationale for 'Flood protection – property' rates for those Wairarapa properties that are currently within schemes as those properties receive special and identifiable levels of protection.

   In urban areas such as Hutt City, the benefits are much more widely distributed. The Council currently has no mechanism for targeting specific properties in Hutt City.

2. **Flood protection – catchment/community** - A new targeted rate based on ECV to all properties within major river catchments. This rate funds the public good components of protected catchments, so that roads, schools, lifelines are protected.

3. **Flood protection – region.** This would be a new targeted rate based on ECV on all properties within the region. This rate would provide 30% of all Flood Protection expenditure, funding the public good components of a protected region, so that major arterial routes, hospitals, and emergency lifelines are protected.

At the Council workshop on 29 November, Councillors requested a scenario to defer the implementation of the proposed Flood Protection rating policy until after the changes to the Public Transport policy. These scenarios are modelled in the next section.

Overall Impacts

The following graphs show these four different sets of impacts, as requested at the 29 November workshop.

CBD 8, no change to Flood Protection

No changes to Flood Protection funding

These PT differentials

Wellington CBD................................ 8
Business................................ 1.5
Wairarapa business................................ 1
Residential................................ 1
Wairarapa residential................................ 0.5
Rural................................ 0.25

CBD 7, no change to Flood Protection

No changes to Flood Protection funding

These PT differentials

Wellington CBD 7
Business 1.5
Wairarapa business 1
Residential 1
Wairarapa residential 0.5
Rural 0.25

CBD 8, Flood Protection 30/70

Flood Protection

- 30% targeted regional rate for Flood Protection
- 70% targeted rates on properties and catchments/communities

PT differentials as above.

CBD 7, Flood Protection 30/70

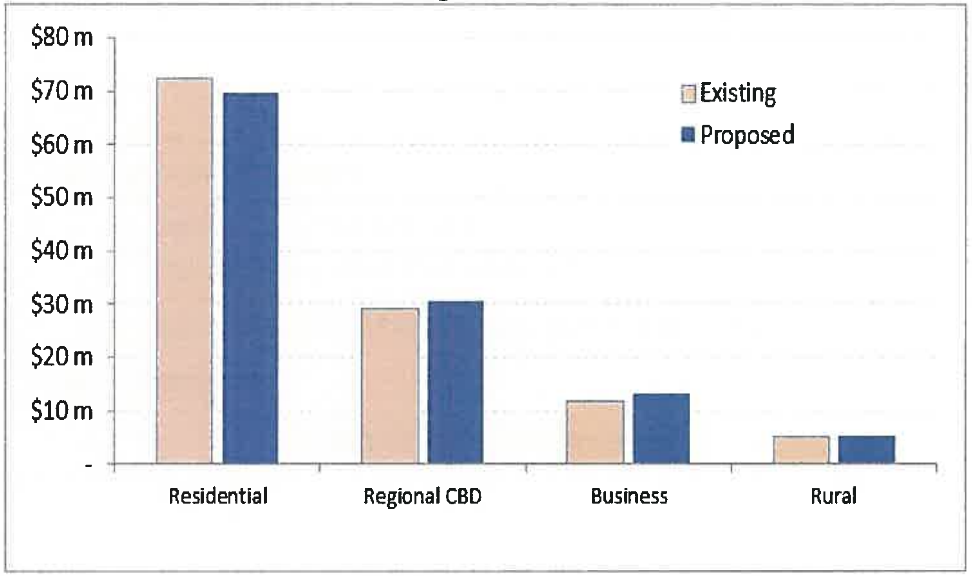
Flood Protection

- 30% targeted regional rate for Flood Protection
- 70% targeted rates on properties and catchments/communities

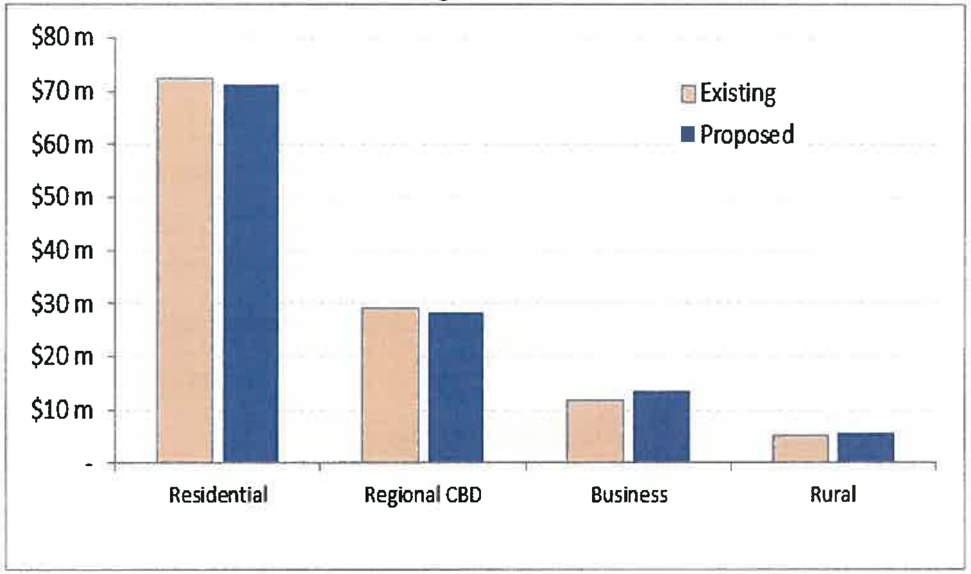
PT differentials as above.

Category impacts - Share of district wide rates by category

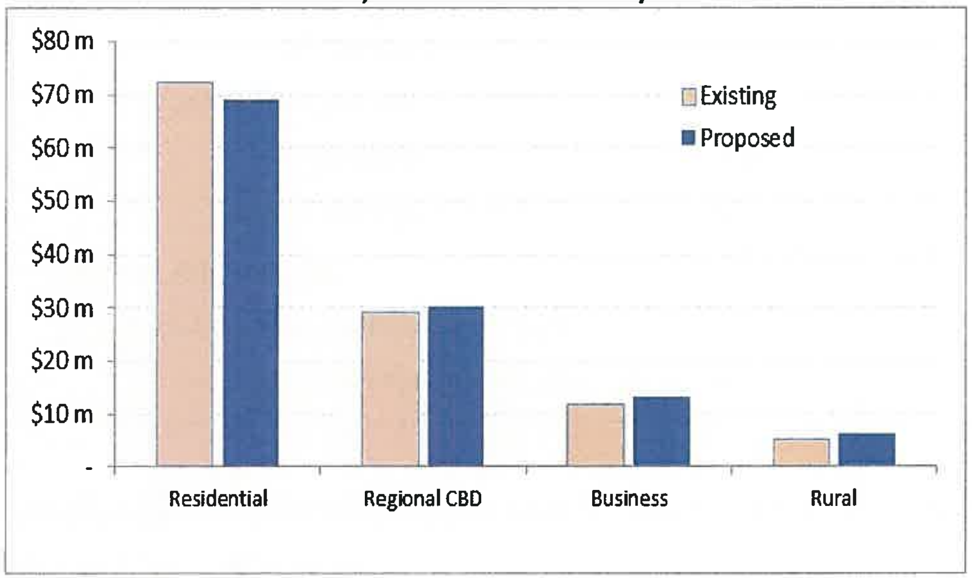
CBD 8, no change to Flood Protection



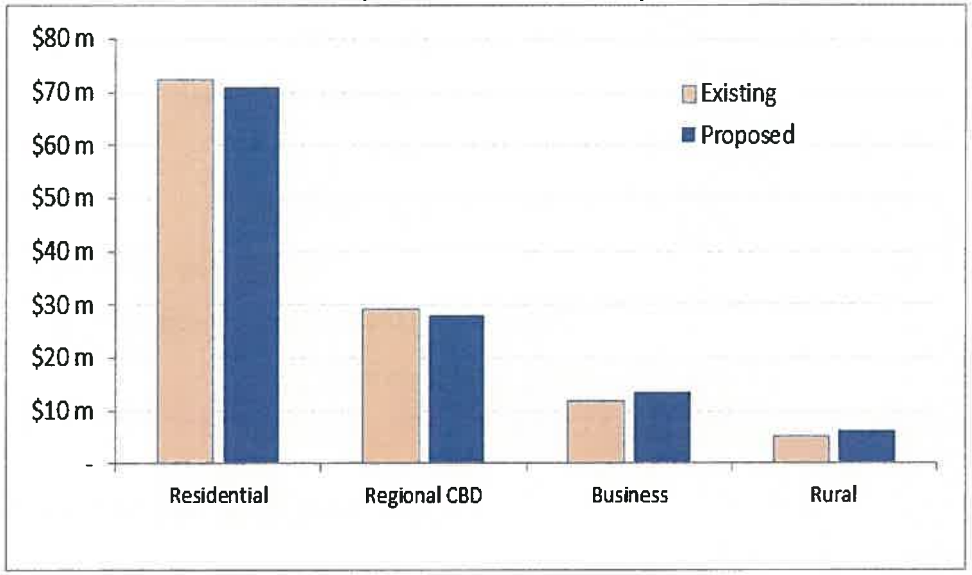
CBD 7, no change to Flood Protection



CBD 8, Flood Protection 30/70

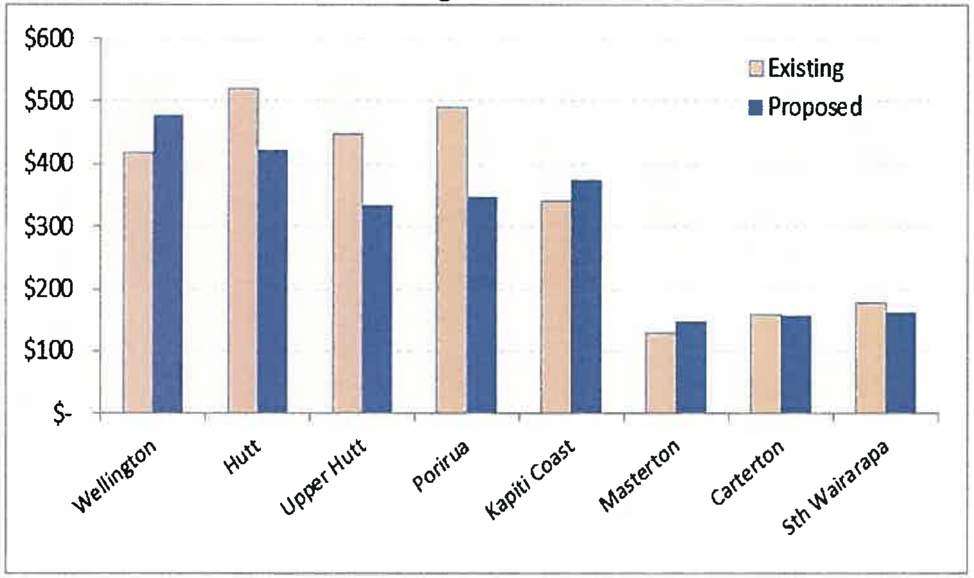


CBD 7, Flood Protection 30/70

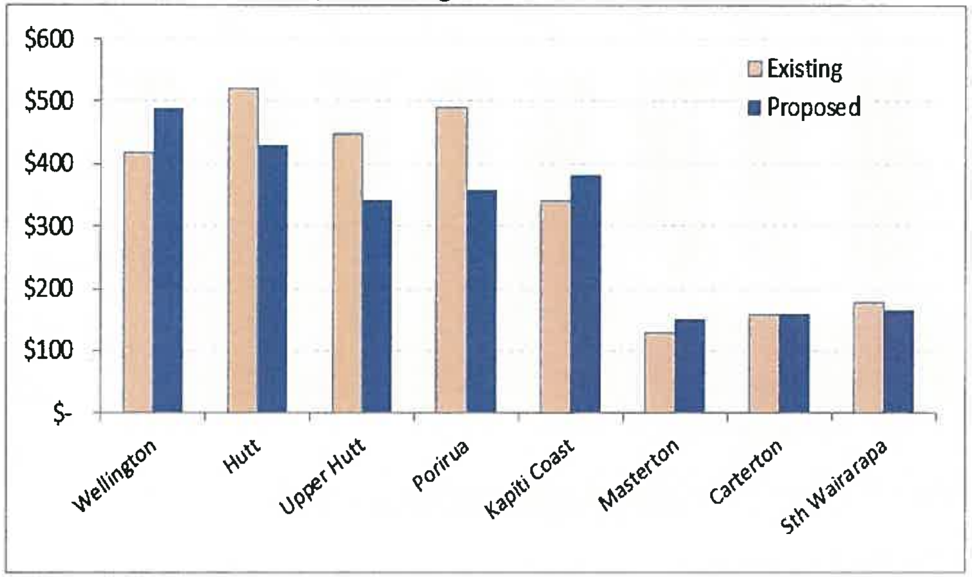


Residential impacts - District wide rates for an average value residential property, by territorial area

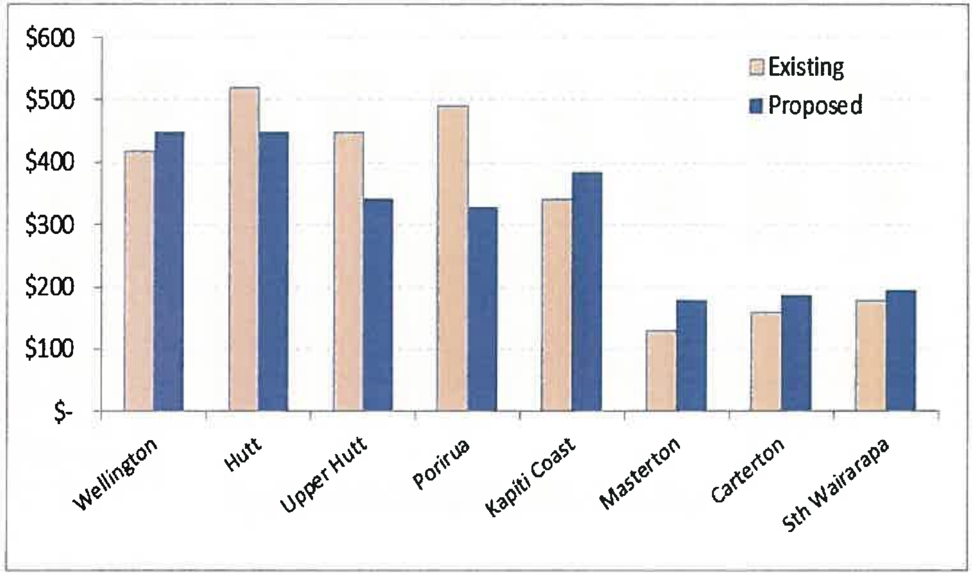
CBD 8, no change to Flood Protection



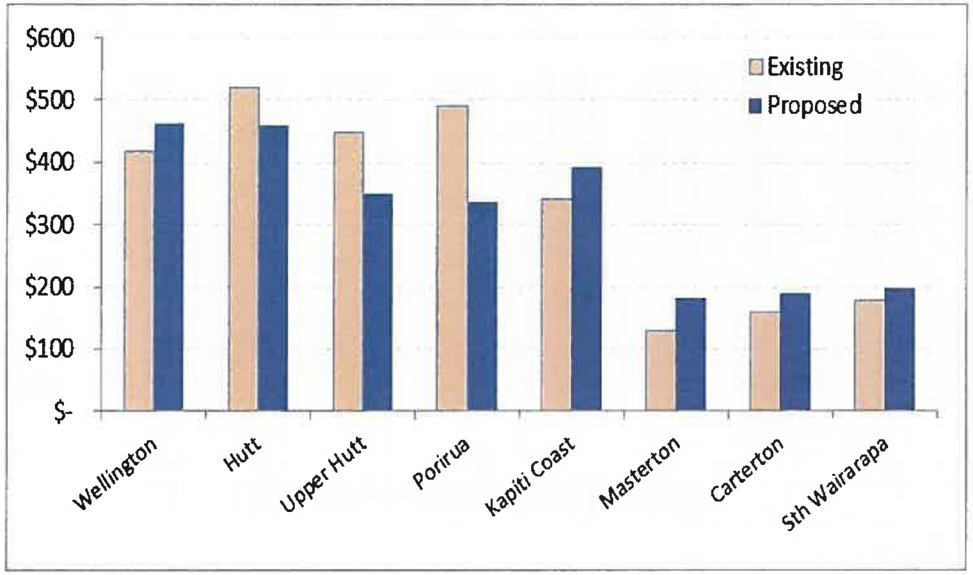
CBD 7, no change to Flood Protection



CBD 8, Flood Protection 30/70

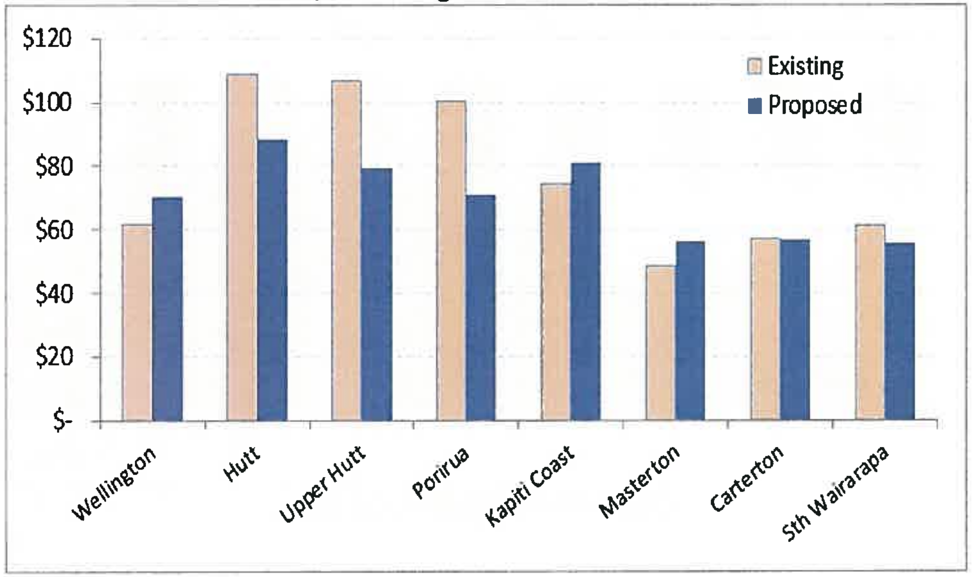


CBD 7, Flood Protection 30/70

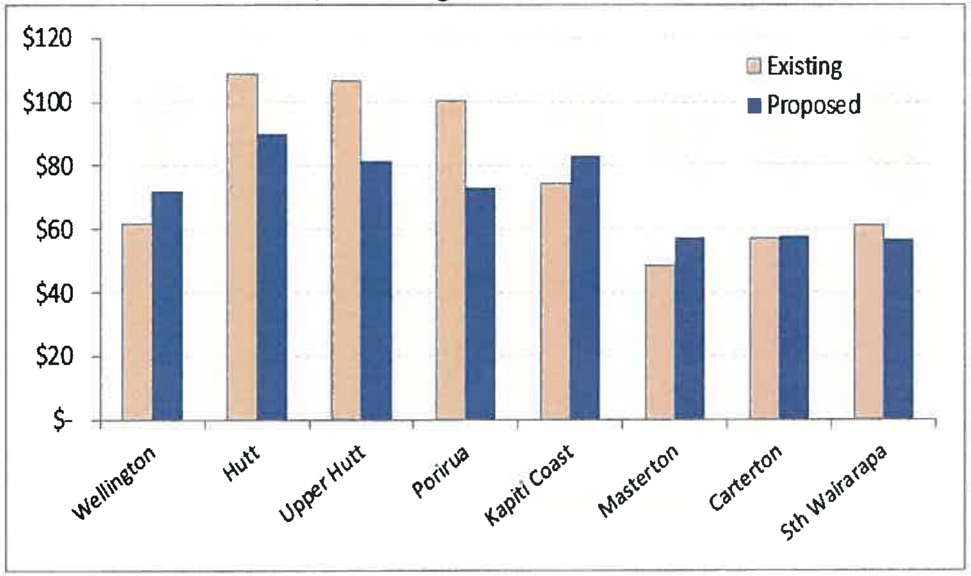


Residential impacts - District wide residential_rates, per $100,000 equalised capital value

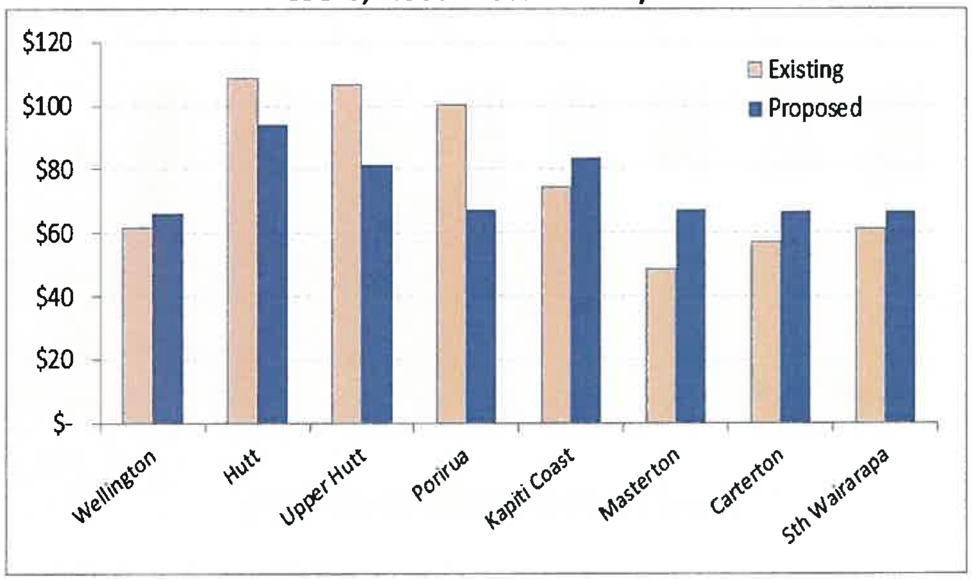
CBD 8, no change to Flood Protection



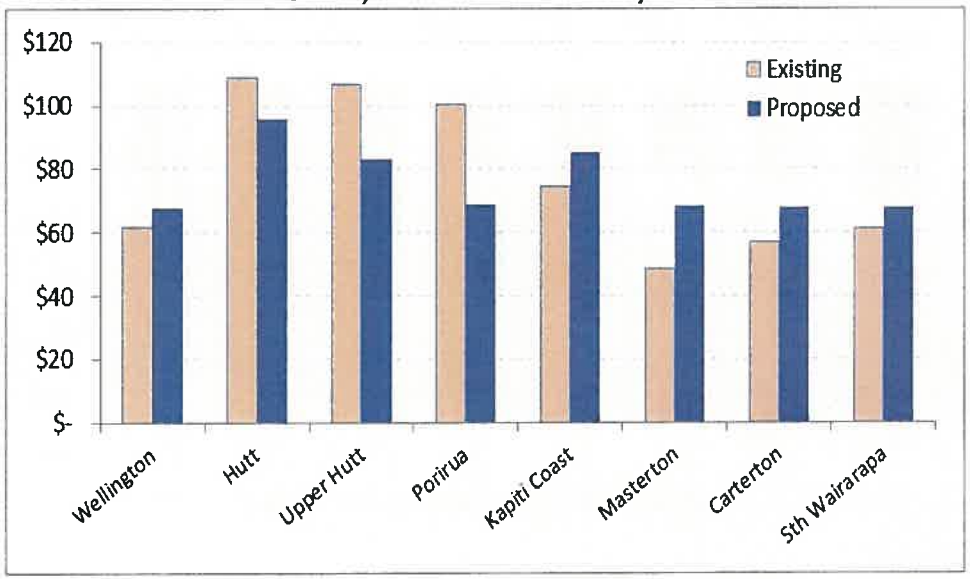
CBD 7, no change to Flood Protection



CBD 8, Flood Protection 30/70

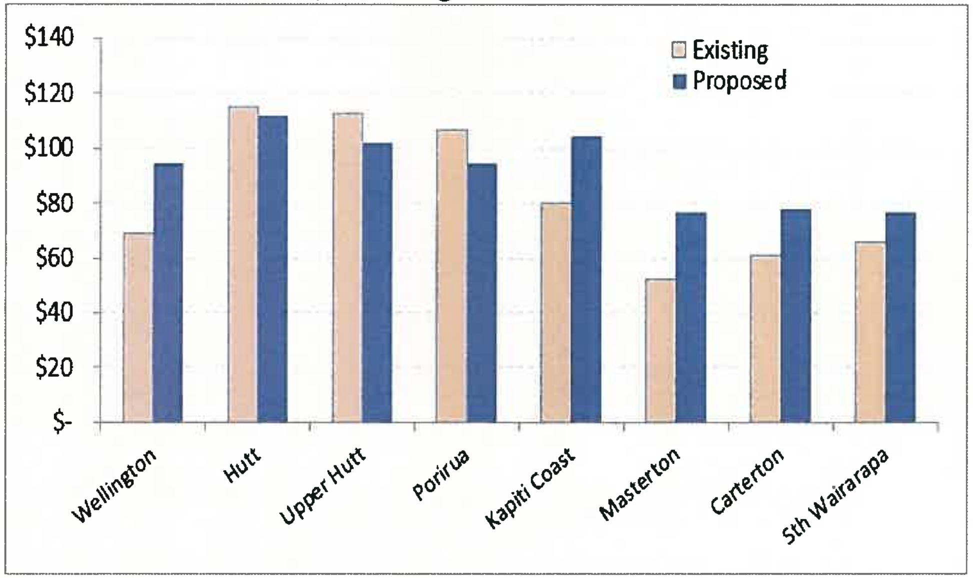


CBD 7, Flood Protection 30/70

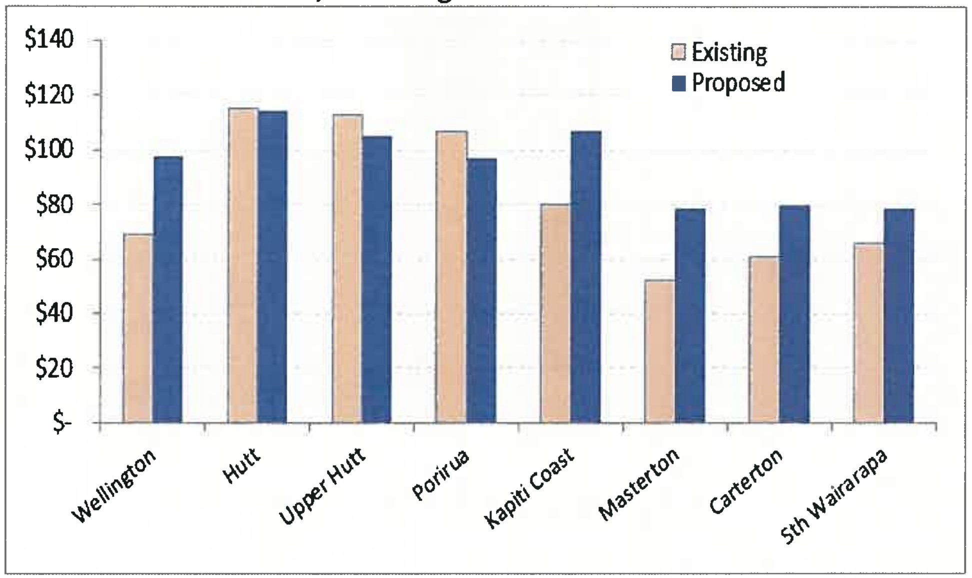


Business impacts District wide business rates, per $100,000 equalised capital value

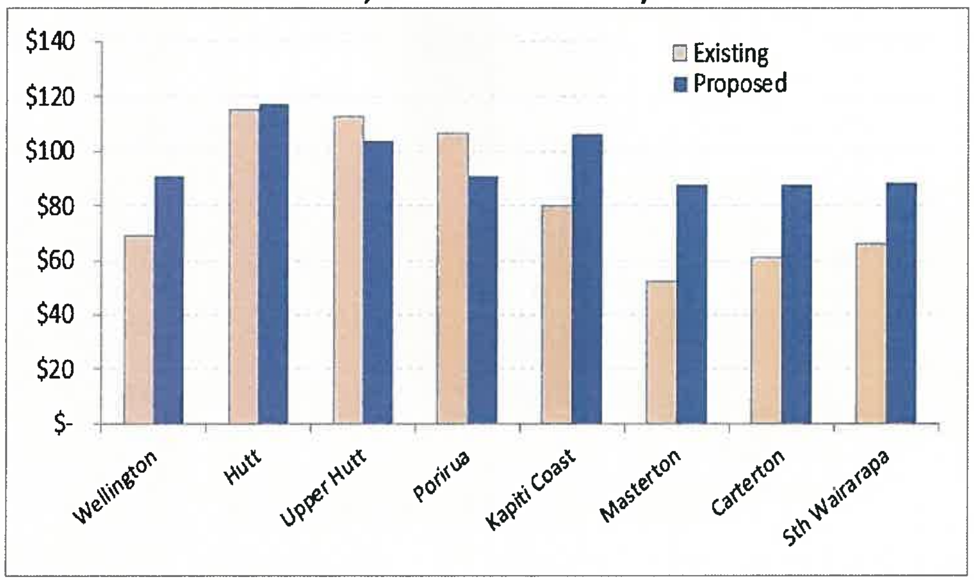
CBD 8, no change to Flood Protection



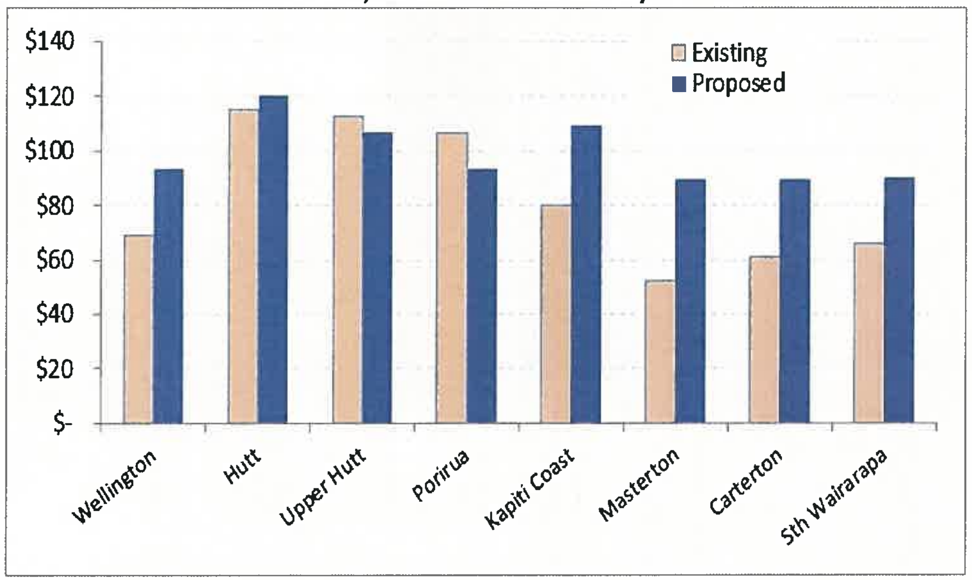
CBD 7, no change to Flood Protection



CBD 8, Flood Protection 30/70



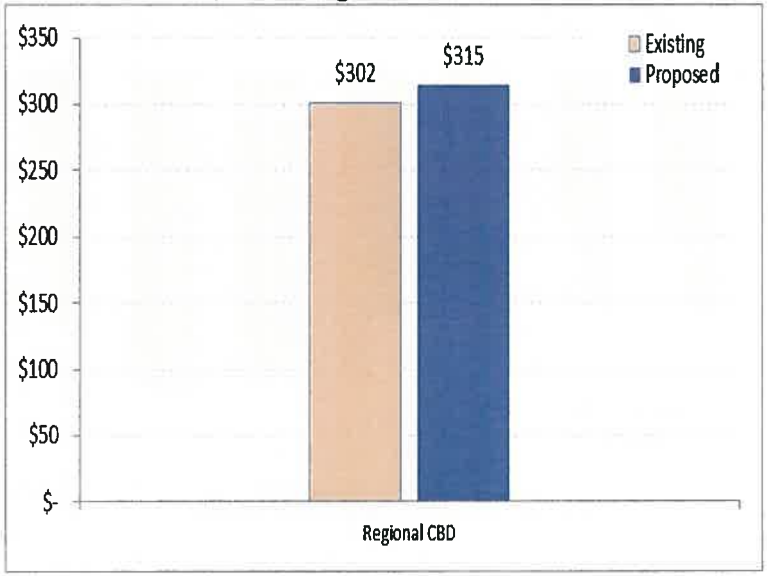
CBD 7, Flood Protection 30/70



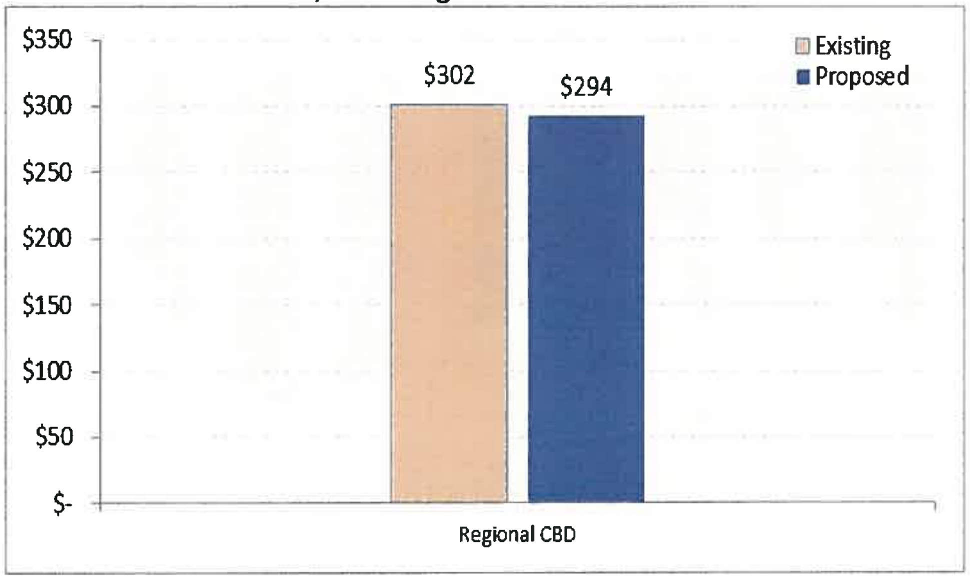
Regional CBD impacts

Regional CBD rates, per $100,000 equalised capital value

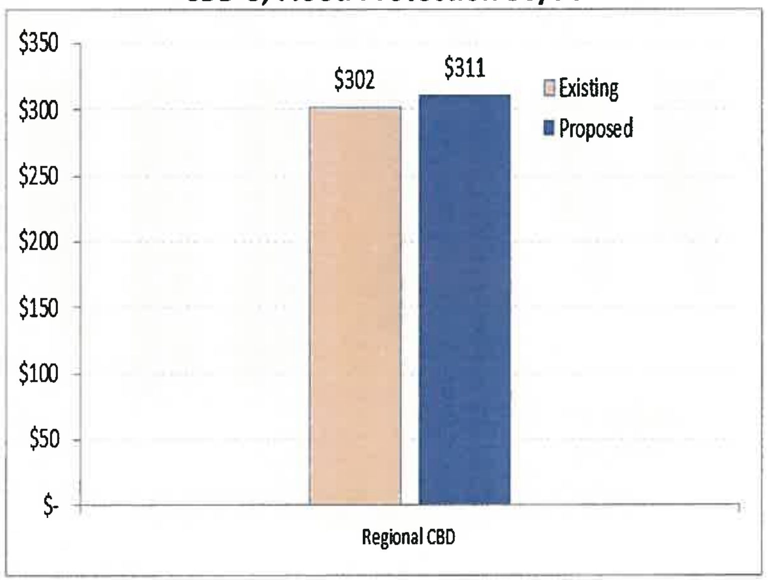
CBD 8, no change to Flood Protection



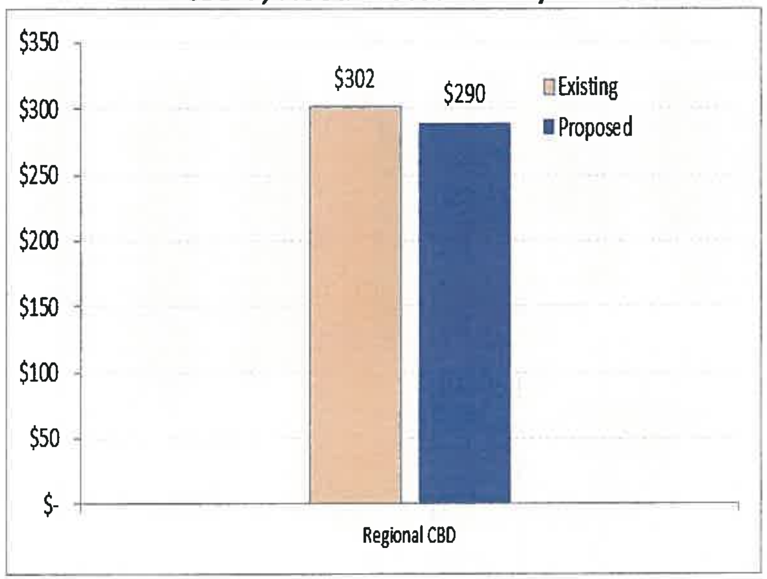
CBD 7, no change to Flood Protection



CBD 8, Flood Protection 30/70

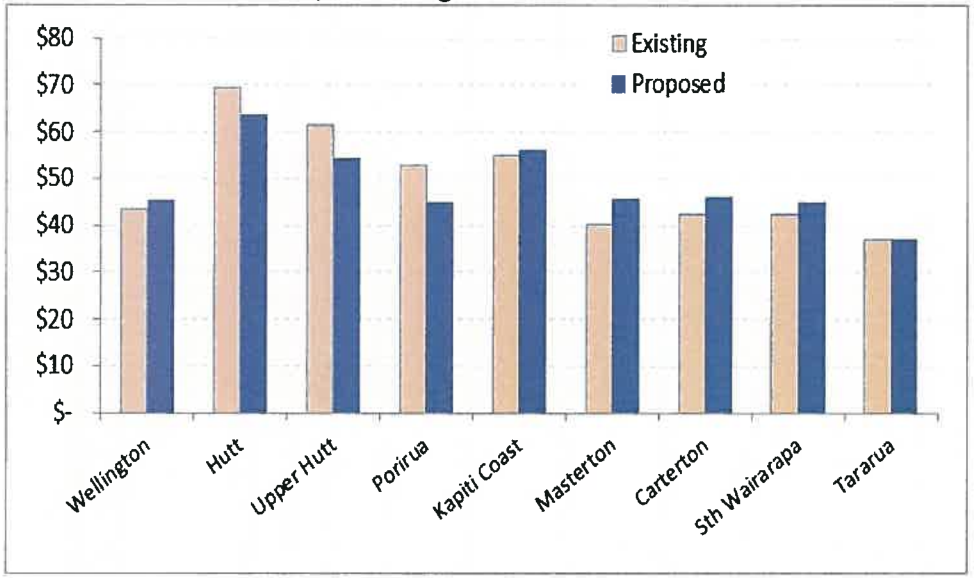


CBD 7, Flood Protection 30/70

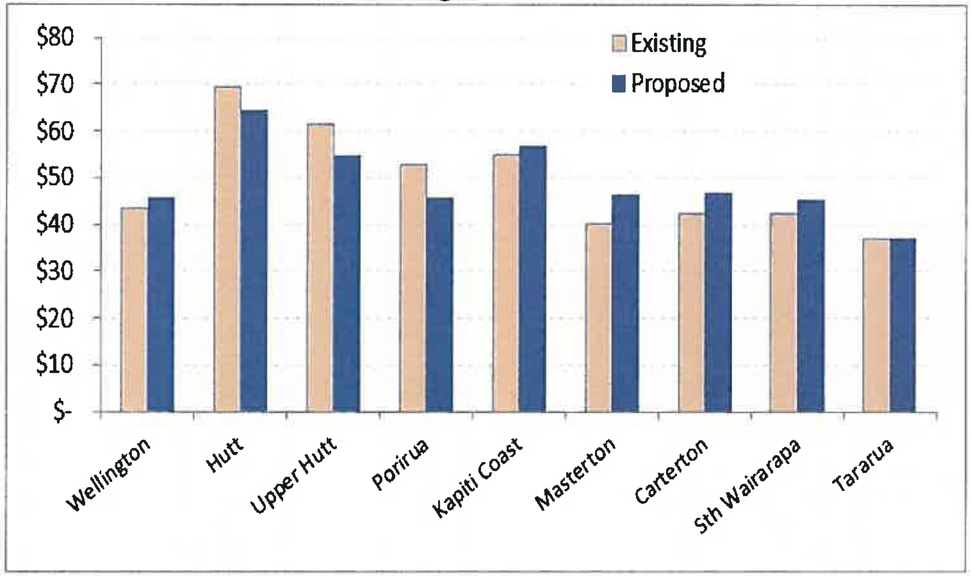


Rural impacts District wide rural rates, per $100,000 equalised capital value

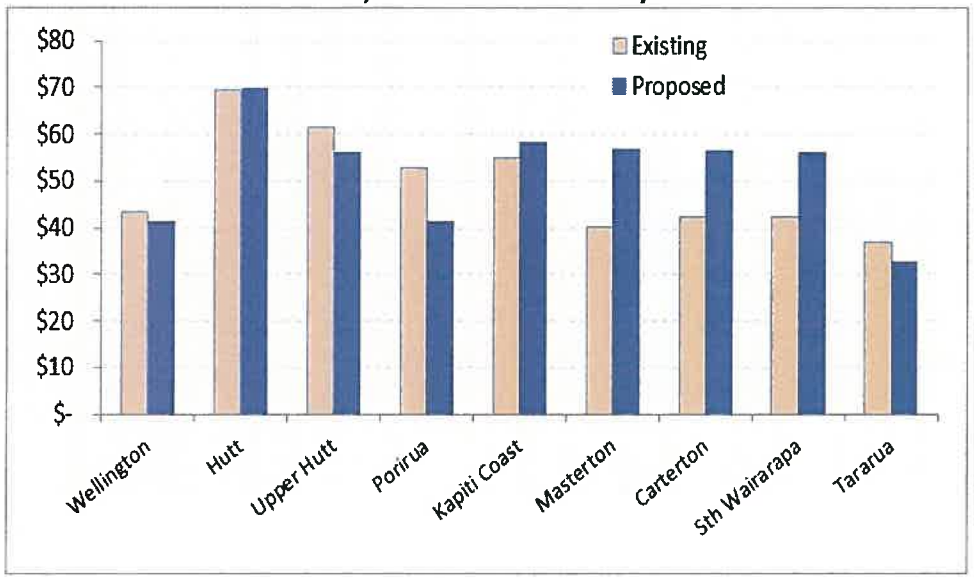
CBD 8, no change to Flood Protection



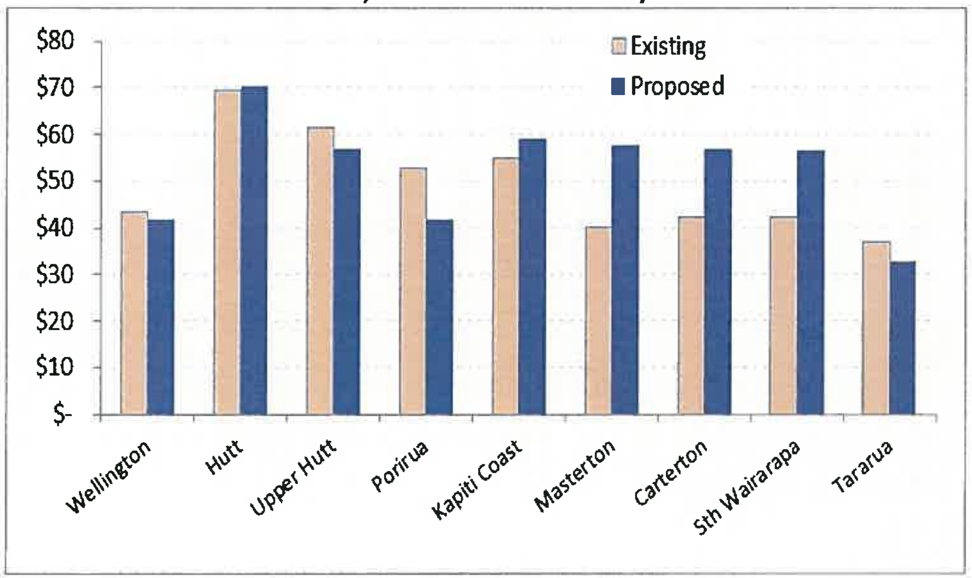
CBD 7, no change to Flood Protection



CBD 8, Flood Protection 30/70



CBD 7, Flood Protection 30/70



Transition policy

Some properties will potentially incur large rate rises if the proposed Public Transport and/or Flood Protection rating policies are adopted. A transition policy enables Council to move to the new policy in a measured way, so that ratepayers can progressively adapt to the new policy.

Normally, there are six main factors that affect how rates change from one year to the next.

- Changes in expenditure
- Changes in funding requirements
- Changes in the number of rating units
- Changes in the type (category) of rating units
- Changes in actual property valuations (some properties are worth more)
- Changes in the relativities of property valuations (when your property is worth more, and mine is worth less)

None of these factors can be predicted for more than one year with any real accuracy.

- Council estimates its future expenditure and funding requirements as part of the Long Term Plan, but then, the figures may be changed in the Annual Plan process.
- In the long term Plan, Council estimates the number of rating units that are expected to contribute to funding, but those figures are revised annually.
- The valuations of individual properties can change daily.
- Council cannot predict changes in relative property valuations.

Taken together, these factors mean that while Council can model the relative shifts in rate funding requirements for groups of ratepayers, highly detailed modelling of the transition may be more misleading more than informative.

In the long term, Council can specify with some confidence the rate funding requirements for ratepayers in each category or area.

A term that balances the issues for those who pay more and those who pay less.

The Revenue and Financing Policy discussed a maximum three-year transition because it balances the tension between-

- A longer period, which favours groups whose total share of rates will increase, and
- A shorter period, which favours groups whose total share of rates will fall.

A longer transition would add administrative complexity, and has the potential to compound community frustration. A three-year transition period balances the issues for those groups who will pay more, and those who will pay proportionately less.

How it would work

Each year, the rates for each rating category would be changed by about one third of the new rates, so that after three years, all properties had completed the transition.

Appendix 1 Q & A

This appendix provides high level answers to possible questions during the consultation process.

Why do we pay rates for Public Transport?

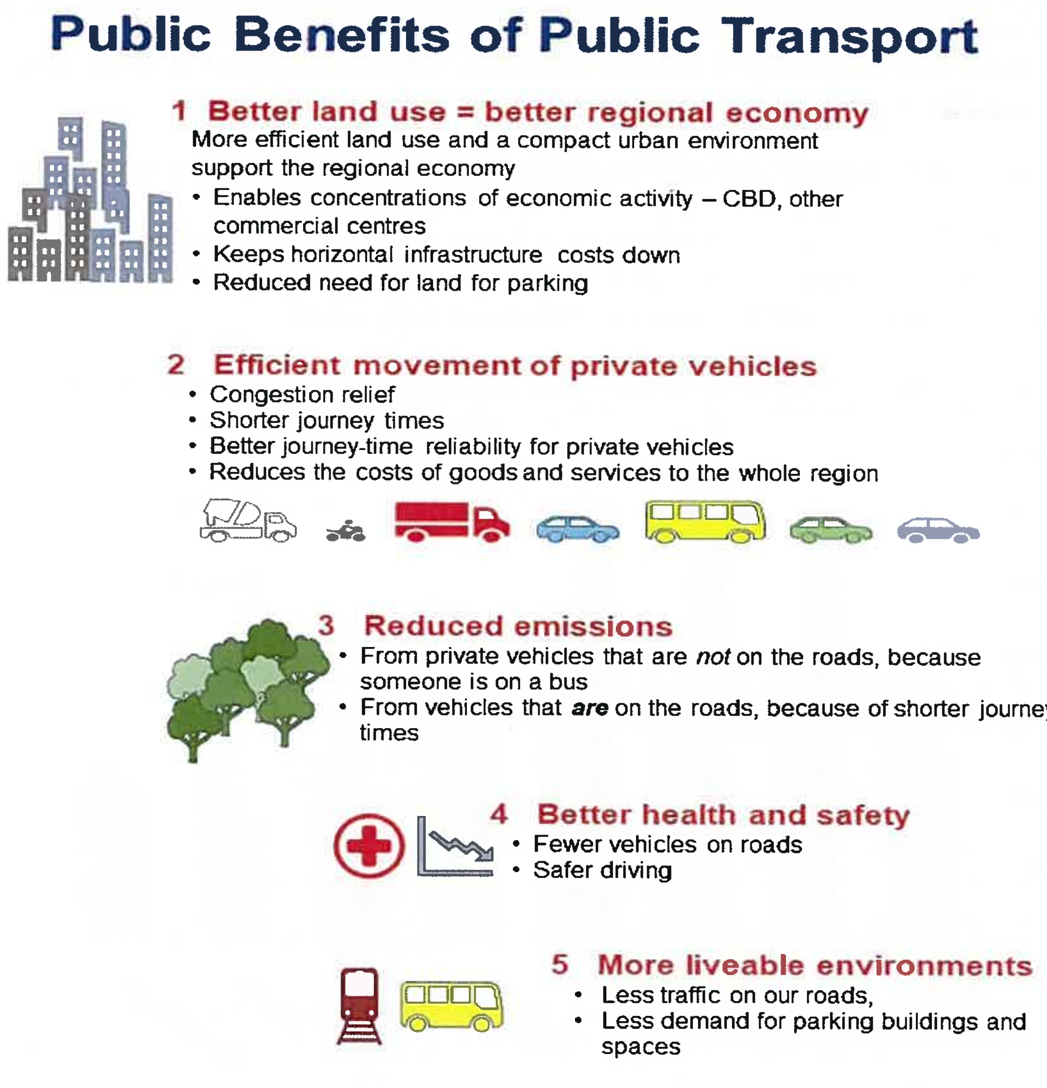
Someone who rides a bus or train gets a transport benefit. On top of that, public transport provides the whole region with

- Better land use = better regional economy
- Efficient movement of private vehicles (including freight movements\
- Reduced emissions
- Better health and safety
- More liveable environments

Everyone in the region gets these benefits, so all properties are rated for Public Transport.

The private benefits of PT are for the individuals and households whose members catch a bus, ride a train, or ferry.

The public benefits are for the entire regional community.



All communities within the region receive these benefits.

What makes this new rating model better than the previous one?

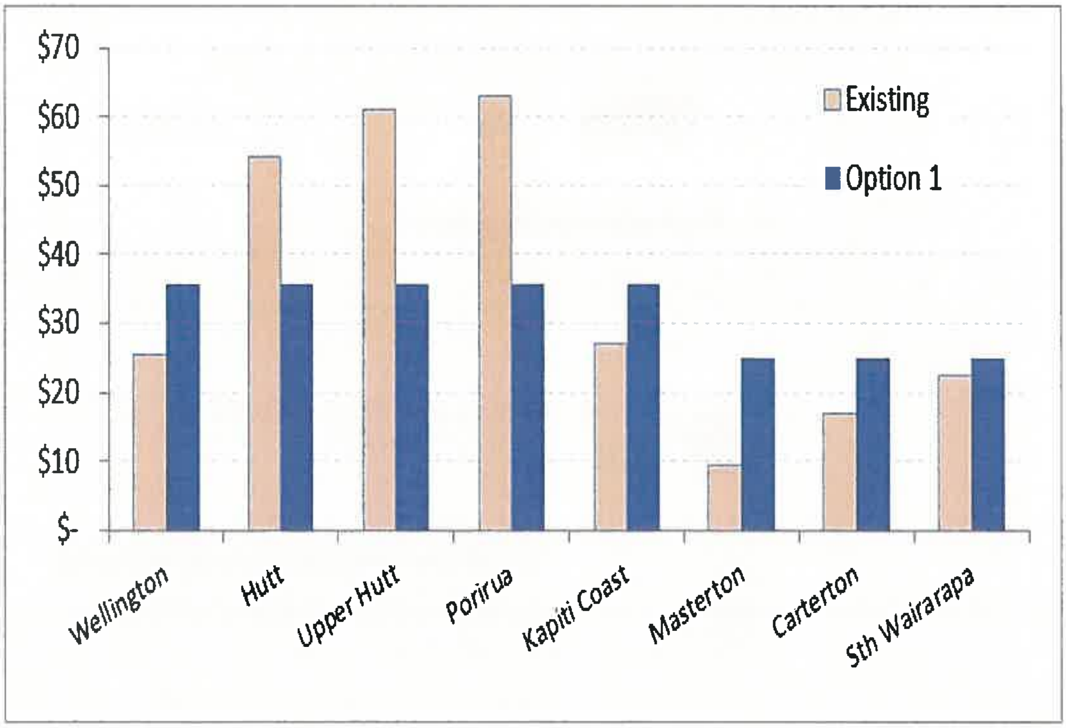
Features of this option

- **One region, one network -** The region is treated as one geographic entity, served by a single network of public transport services (the Metlink network).
- Cost are allocated at a **network level**. We do not distinguish bus or rail costs because the public benefits are region-wide, and are not specific to the type of public transport that is provided in a particular area.
- Differential rating is introduced to recognise that different categories (residential, business, CBD, rural) derive **different levels of benefit** from the network.

Strengths of this option

- Funding allocations **are broadly consistent with the public benefits** of public transport.
- **Recognises the benefits** provided by public transport to the regional CBD.
- Increases the shares of targeted rates paid by Business community in line with the significant levels of benefits that the business community receives from public transport.
- **Equitable treatment of all residential ratepayers** – all ratepayers will pay the same rate per $100,000 of equalised CV.
- Ratepayers in **higher value properties will be expected to pay higher levels** of rates.
- Ratepayers within each territorial area will pay **rates that are consistent** with the relative property wealth within that area. The graph below shows the current and proposed impact of Public Transport on residential properties.

Figure 1 Public transport residential rates, per $100,000 Equalised Capital Value



Does that mean the old / current PR rates policy is wrong?

Not quite. There are two drivers for changing the policy.

1. Recent changes to the PT Operating model mean that some of the data we need to calculate the PT rate is no longer available. (Council now funds bundles of services rather than individual routes.)

2. The economic evidence on the benefits of public transport has developed since the current rating model and policy was developed in the 1990s. Technology improvements have enabled economists to model and test massively more complex computations. Using the power of complex data, they have been able to demonstrate the public benefits of public transport more clearly.

   While the current model is focused on the benefits of congestion relief, we now also know that-

   - **Cities are more dynamic and more competitive** through the provision of an adequate public transport network. Public transport forms the backbone of any efficient urban mobility system - and efficient mobility in cities creates economic opportunities, enables trade, facilitates access to markets and services and makes efficient use of resources.
   - **Global appeal** - Public transport networks and infrastructure also play an essential role in the 'global appeal' of a city, as cities that are easy to move about in are more appealing to businesses and to tourists.
   - **Efficient land use** – An effective public transport network enables high density business centres, and significantly reduces the demand parking spaces. Public transport is also a more efficient use of land than any other mode of travel for moving large numbers of people to and from, and within major urban areas.
   - **City and district councils** within the region benefit substantially from reduced wear and tear on roading networks, which reduces their costs. The New Zealand Transport Agency also benefits from being able to delay investment in new road construction.
   - **Employment -** The public transport system itself creates jobs.
   - **More liveable environments** – Public transport improves amenity values and access for those living in dense urban areas as less space is needed for roading and parking. People who choose to live further from their work to enjoy suburban and rural lifestyles benefit from the economic opportunities enabled by proximity to and/or access to a thriving regional central business district.
   - **Sustainable environment** – Public transport means that the transport network generates lower $CO2$ and other harmful emissions than if all transport was by private vehicles; reduced road runoff and reduced noise pollution.
   - **Health and safety benefits** - Journeys by public transport are safer than journeys in private vehicles, resulting in fewer deaths and serious injuries, and reducing the demand for accident, emergency, and health services. The additional walking associated with public transport also measurable health benefits.

There are no buses near my house, so why do I have to pay for Public Transport? /

I've never caught a train, so why do I have to pay for Public Transport.

Public transport provides the whole region with

- Better land use = better regional economy
- Efficient movement of private vehicles (including freight movements\
- Reduced emissions
- Better health and safety
- More liveable environments

Everyone in the region gets these benefits, which is why all properties must contribute to funding Public Transport.

I live in the country so why do I have to pay for Public Transport?

Council recognises that people in rural areas get less benefit from Public Transport than people in urban areas, and has set a Rural differential of 0.25. That means rural properties pay 25% of the rates that a residential property of the same value would pay.

Plus, we are all citizens within the region so we all contribute to most activities. People in urban areas fund services to rural areas like flood protection, clean rivers, pest control, erosion control, and more, even though they don't get a direct personal or private benefit from many of these services.

What benefits do property owners get from Flood Protection?

Lives are protected	
Land and assets are protected Information about flood hazards supports land use planning	
Flood warnings and Information about flood hazards means people and property can be protected	 

What benefits do local communities get from Flood Protection?

Lives are protected	
Local services are protected, including- - food supplies - energy supplies - jobs and employment Information about flood hazards supports land use planning – so that communities limit their development in flood prone areas.	 
Utilities can be protected or built in safer places Information about flood hazards supports land use planning – so that utilities limit their development in flood prone areas.	
Local infrastructure is protected. For example, - schools, hospitals, roads and emergency lifelines, parks and reserves. Information about flood hazards supports land use planning – so that communities limit their development in flood prone areas.	

What benefits does the whole region get from Flood Protection?

Regional infrastructure can be protected. For example, - regional hospitals - roads and emergency lifelines - parks and reserves.	
The region benefits from any environmental protection that flood protection provides.	

I'm a hill country farmer, so why do I have to pay for Flood Protection?

Flood Protection rates are for much more than just the impact on your private property.

They also fund information and protection for regional infrastructure – state highways, hospitals, and other lifelines. We all pay a share of the regional rate.

Everyone also pays a catchment / community rate because we all benefit from the protection to our local schools, local roads, local services, supermarkets, and local infrastructure.

How do other Regional Councils fund Flood Protection?

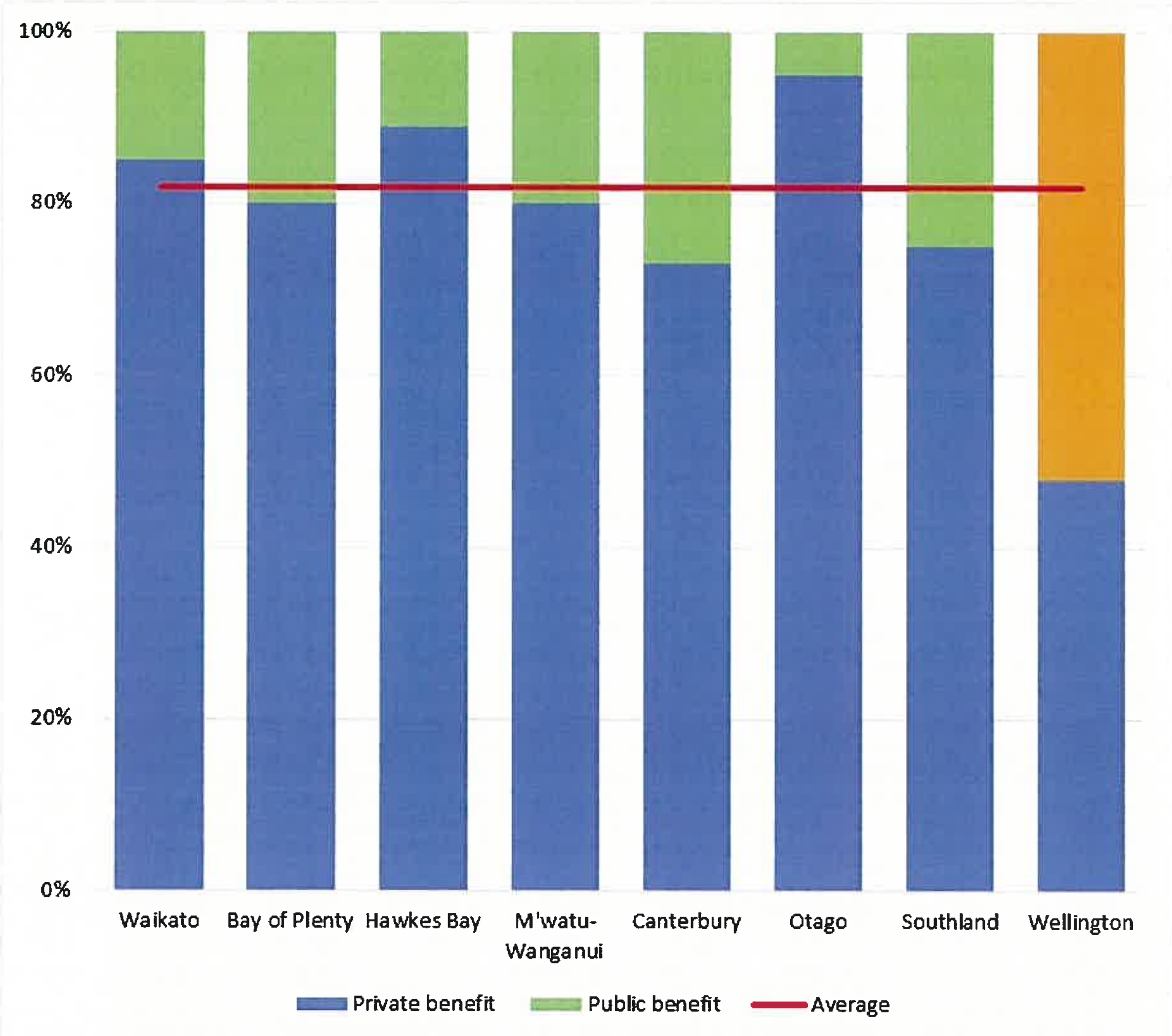
Overall, in 2017/18, at GWRC, -

- General rates provided 59% of the total funding
- Targeted rates provided 35% of the total funding, and
- The balance came from user charges of various sorts.

At other regional Councils-

- General rates provide 5% - 27% of Flood Protection.
- Private beneficiaries are expected to provide at least 73% - 95% of the funding
- The average private benefit funding target is 82%.

Figure 2 Flood Protection and River Management funding, selected regional Councils



Unitary Councils were not included in this desktop analysis because it was not at all clear that we would be comparing the same activity.

Why have different policies for Public Transport and Flood Protection?

Good question. There are some similarities as well as some differences

1 Public Transport gets a 25% subsidy from central government that Council cannot get for Flood Protection – so we must find that funding from elsewhere (mainly rates).

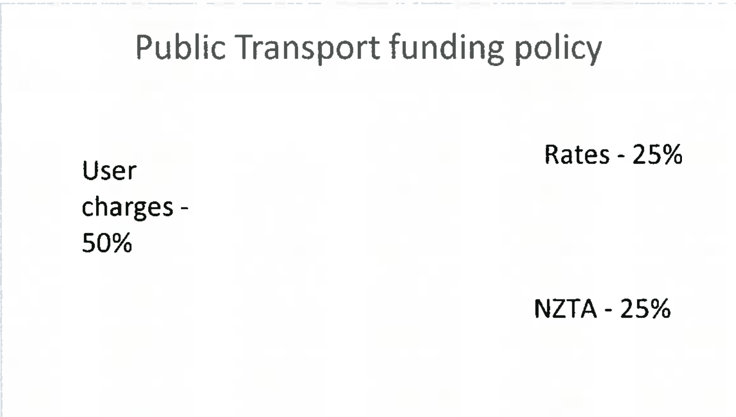
2 25% of the funding for PT comes from regional rates and 30% of the funding for Flood Protection would be from regional rates – so that component is pretty similar.

3 You can't buy $3.50 of Flood Protection the way you might buy a bus ticket - so we have to collect rates and charges for the private benefits.

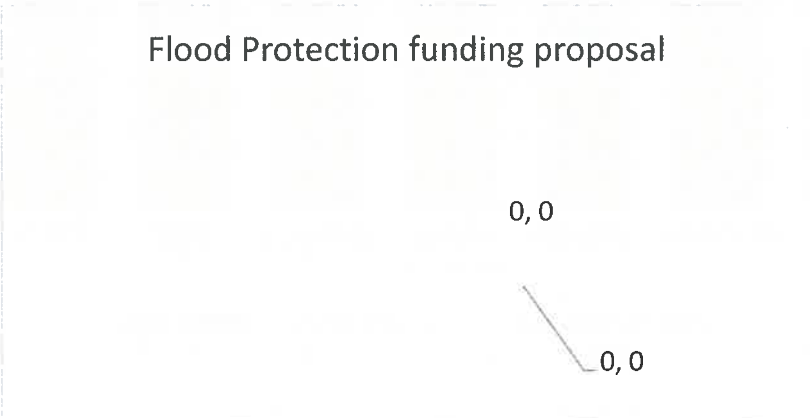
4 Flood Protection is a different kind of activity to Public Transport, and it does a different kind of job. A lot of Flood Protection work is done in case there could be a flood – it doesn't provide an obvious benefit every single day.

5 We provide Public Transport as a network service, whereas Flood Protection is a catchment based activity - so we have different kinds of funding for them. Here's the comparison.

Public transport is funded from user charges (50%), subsidy (25%) and rates (25%).



Under the proposal, Flood Protection would be funded 70% from user charges + catchment/community rates, and regional rates (30).



Appendix 2 Average impact tables

This impact analysis uses 2017/18 data so that we can compare how a change in the policy affects the rate funding requirement for each category of ratepayers. The tables show the impact of the policy for the average value property within each category.

Summary of average impacts by (combined) TA

CBD 8, no change to Flood Protection

(Combined) TA summary	Rates for average CV			
	2017/18	Scenario	Variance $	Variance %
Wellington	$813	$899	$86	11%
Wellington excl CBD	$453	$525	$73	16%
Hutt	$601	$506	-$95	-16%
Kāpiti Coast	$377	$419	$42	11%
Wairarapa combined	$219	$241	$22	10%
Porirua	$534	$392	-$142	-27%
Upper Hutt	$506	$395	-$112	-22%
Average	$596	$596	$0	0%

CBD 7, no change to Flood Protection

(Combined) TA summary	Rates for average CV			
	2017/18	Scenario	Variance $	Variance %
Wellington	$813	$885	$72	9%
Wellington excl CBD	$453	$539	$86	19%
Hutt	$601	$517	-$84	-14%
Kāpiti Coast	$377	$428	$51	14%
Wairarapa combined	$219	$244	$25	11%
Porirua	$534	$402	-$132	-25%
Upper Hutt	$506	$403	-$103	-20%
Average	**$596**	**$596**	**$0**	**0%**

CBD 8, Flood Protection 30/70

(Combined) TA summary	Rates for average CV			
	2017/18	Scenario	Variance $	Variance %
Wellington	$813	$866	$53	6%
Wellington excl CBD	$453	$496	$43	10%
Hutt	$601	$539	-$62	-10%
Kāpiti Coast	$377	$430	$54	14%
Wairarapa combined	$219	$293	$74	34%
Porirua	$534	$371	-$163	-30%
Upper Hutt	$506	$404	-$103	-20%

CBD 7, Flood Protection 30/70

(Combined) TA summary	Rates for average CV			
	2017/18	Scenario	Variance $	Variance %
Wellington	$813	$852	$39	5%
Wellington excl CBD	$453	$510	$57	13%
Hutt	$601	$550	-$51	-8%
Kāpiti Coast	$377	$439	$63	17%
Wairarapa combined	$219	$296	$77	35%
Porirua	$534	$381	-$153	-29%
Upper Hutt	$506	$412	-$94	-19%

Average	**$596**	**$596**	**$0**	**0%**

Average	**$596**	**$596**	**$0**	**0%**

Summary of average **Residential** impacts

CBD 8, no change to Flood Protection

Residential summary	Rates for average CV			
	2017/18	Scenario	Variance $	Variance %
Wellington City	$419	$478	$58	14%
Lower Hutt City	$519	$421	-$98	-19%
Upper Hutt City	$449	$334	-$114	-25%
Porirua City	$491	$348	-$143	-29%
Kāpiti Coast District	$342	$374	$32	9%
Masterton District	$130	$150	$20	15%
Carterton District	$159	$159	-$0	-0%
S. Wairarapa District	$178	$162	-$16	-9%
Average	**$420**	**$404**	**-$16**	**-4%**

CBD 7, no change to Flood Protection

Residential summary	Rates for average CV			
	2017/18	Scenario	Variance $	Variance %
Wellington City	$419	$490	$71	17%
Lower Hutt City	$519	$430	-$89	-17%
Upper Hutt City	$449	$342	-$107	-24%
Porirua City	$491	$357	-$134	-27%
Kāpiti Coast District	$342	$382	$40	12%
Masterton District	$130	$152	$22	17%
Carterton District	$159	$161	$2	1%
S. Wairarapa District	$178	$165	-$14	-8%
Average	**$420**	**$413**	**-$6**	**-2%**

CBD 8, Flood Protection 30/70

Residential summary	Rates for average CV			
	2017/18	Scenario	Variance $	Variance %
Wellington City	$419	$450	$31	7%
Lower Hutt City	$519	$450	-$69	-13%
Upper Hutt City	$449	$342	-$107	-24%
Porirua City	$491	$329	-$162	-33%
Kāpiti Coast District	$342	$384	$42	12%
Masterton District	$130	$180	$50	38%
Carterton District	$159	$187	$28	18%
S. Wairarapa District	$178	$195	$16	9%
Average	**$420**	**$401**	**-$19**	**-4%**

CBD 7, Flood Protection 30/70

Residential summary	Rates for average CV			
	2017/18	Scenario	Variance $	Variance %
Wellington City	$419	$463	$43	10%
Lower Hutt City	$519	$459	-$61	-12%
Upper Hutt City	$449	$350	-$99	-22%
Porirua City	$491	$338	-$153	-31%
Kāpiti Coast District	$342	$392	$50	15%
Masterton District	$130	$182	$52	40%
Carterton District	$159	$190	$31	19%
S. Wairarapa District	$178	$197	$19	11%
Average	**$420**	**$410**	**-$9**	**-2%**

Summary of average **CBD and Business** impacts

CBD 8, no change to Flood Protection

Business summary	Rates for average CV			
	2017/18	**Scenario**	**Variance $**	**Variance %**
Regional CBD	$8,606	$8,975	$369	4%
Wellington City	$1,709	$2,340	$631	37%
Lower Hutt City	$1,881	$1,823	-$58	-3%
Upper Hutt City	$1,849	$1,680	-$169	-9%
Porirua City	$1,473	$1,304	-$169	-11%
Kāpiti Coast District	$865	$1,122	$257	30%
Masterton District	$388	$569	$180	46%
Carterton District	$267	$340	$73	28%
S. Wairarapa District	$413	$484	$71	17%
Average	**$3,524**	**$3,744**	**$220**	**6%**

CBD 7, no change to Flood Protection

Business summary	Rates for average CV			
	2017/18	**Scenario**	**Variance $**	**Variance %**
Regional CBD	$8,606	$8,371	-$235	-3%
Wellington City	$1,709	$2,407	$698	41%
Lower Hutt City	$1,881	$1,868	-$13	-1%
Upper Hutt City	$1,849	$1,725	-$125	-7%
Porirua City	$1,473	$1,341	-$131	-9%
Kāpiti Coast District	$865	$1,151	$286	33%
Masterton District	$388	$582	$194	50%
Carterton District	$267	$348	$81	30%
S. Wairarapa District	$413	$495	$82	20%
Average	**$3,524**	**$3,597**	**$73**	**2%**

CBD 8, Flood Protection 30/70

Business summary	Rates for average CV			
	2017/18	**Scenario**	**Variance $**	**Variance %**
Regional CBD	$8,606	$8,861	$254	3%
Wellington City	$1,709	$2,241	$531	31%
Lower Hutt City	$1,881	$1,921	$40	2%
Upper Hutt City	$1,849	$1,710	-$139	-8%
Porirua City	$1,473	$1,250	-$222	-15%
Kāpiti Coast District	$865	$1,146	$281	32%
Masterton District	$388	$652	$263	68%
Carterton District	$267	$385	$118	44%
S. Wairarapa District	$413	$554	$142	34%
Average	**$3,524**	**$3,721**	**$197**	**6%**

CBD 7, Flood Protection 30/70

Business summary	Rates for average CV			
	2017/18	**Scenario**	**Variance $**	**Variance %**
Regional CBD	$8,606	$8,257	-$349	-4%
Wellington City	$1,709	$2,308	$599	35%
Lower Hutt City	$1,881	$1,966	$84	4%
Upper Hutt City	$1,849	$1,755	-$94	-5%
Porirua City	$1,473	$1,288	-$185	-13%
Kāpiti Coast District	$865	$1,175	$310	36%
Masterton District	$388	$665	$277	71%
Carterton District	$267	$393	$126	47%
S. Wairarapa District	$413	$566	$153	37%
Average	**$3,524**	**$3,575**	**$51**	**1%**

Summary of average **Rural** impacts

CBD 8, no change to Flood Protection

Rural summary	Rates for average CV			
	2017/18	**Scenario**	**Variance $**	**Variance %**
Wellington City	$401	$419	$18	5%
Lower Hutt City	$457	$421	-$35	-8%
Upper Hutt City	$402	$356	-$46	-12%
Porirua City	$520	$445	-$75	-14%
Kāpiti Coast District	$391	$401	$11	3%
Masterton District	$258	$295	$37	14%
Carterton District	$328	$358	$30	9%
S. Wairarapa District	$353	$375	$22	6%
Tararua	$217	$217	$0	0%
Average	**$349**	**$362**	**$13**	**4%**

CBD 7, no change to Flood Protection

Rural summary	Rates for average CV			
	2017/18	**Scenario**	**Variance $**	**Variance %**
Wellington City	$401	$423	$22	6%
Lower Hutt City	$457	$424	-$32	-7%
Upper Hutt City	$402	$359	-$43	-11%
Porirua City	$520	$450	-$70	-14%
Kāpiti Coast District	$391	$405	$14	4%
Masterton District	$258	$298	$40	15%
Carterton District	$328	$362	$34	10%
S. Wairarapa District	$353	$378	$25	7%
Tararua	$217	$217	$0	0%
Average	**$349**	**$365**	**$16**	5%

CBD 8, Flood Protection 30/70

Rural summary	Rates for average CV			
	2017/18	**Scenario**	**Variance $**	**Variance %**
Wellington City	$401	$382	-$19	-5%
Lower Hutt City	$457	$461	$4	1%
Upper Hutt City	$402	$368	-$34	-9%
Porirua City	$520	$407	-$113	-22%
Kāpiti Coast District	$391	$417	$26	7%
Masterton District	$258	$367	$109	42%
Carterton District	$328	$437	$109	33%
S. Wairarapa District	$353	$468	$115	33%
Tararua	$217	$193	-$24	-11%
Average	**$349**	**$413**	**$64**	**18%**

CBD 7, Flood Protection 30/70

Rural summary	Rates for average CV			
	2017/18	**Scenario**	**Variance $**	**Variance %**
Wellington City	$401	$386	-$15	-4%
Lower Hutt City	$457	$464	$7	2%
Upper Hutt City	$402	$371	-$31	-8%
Porirua City	$520	$412	-$108	-21%
Kāpiti Coast District	$391	$420	$30	8%
Masterton District	$258	$370	$112	43%
Carterton District	$328	$441	$113	34%
S. Wairarapa District	$353	$472	$119	34%
Tararua	$217	$193	-$24	-11%
Average	**$349**	**$416**	**$67**	**19%**