



Report 06.114
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Committee Passenger Transport
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Total Mobility Phase 2

1. Purpose

To progress with Phase 2 Total Mobility Scheme changes, and in the first instance improvement to the Scheme administration.

2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. Background

Greater Wellington subsidise taxi travel for people with disabilities as part of the Total Mobility Scheme (Scheme).

Report 06.29 to the Passenger Transport Committee on 22 February 2006 discussed the 2005 review of the Scheme and that in August 2005 a three phase series of changes for the scheme was announced by the Ministry of Transport (MoT). Report 06.29 concentrated on Phase 1 adoption and briefly mentioned Phase 2.

4. Comment

Attachment 1 lists the 19 Phase 2 recommended improvements to the Scheme as provided by Land Transport NZ (LTNZ). Many of the recommendation still require detailed work by LTNZ to give clear guidance to Councils. Officers from Greater Wellington intend to work closely with LTNZ to development the guidelines behind the recommended Scheme changes.

A key requirement within Phase 2 is to improve reporting and streamline administration of the Scheme. For Greater Wellington to implement the required changes it will mean a move from the current labour intensive paper based voucher scheme to an electronic swipe card system. It is worth noting that the current system does not provide a source of reliable information about

drivers, user patterns, the client base or travel costs. Reporting capacity is limited and consequently our ability to target client needs is restricted. The new electronic system will address these issues.

Attachment 2 is the draft Project Terms of Reference for implementing the following 4 key recommendations from the Phase 2 review:

- *LTNZ encourages local authorities to establish systems for data collection, monitoring and evaluation.*
- *LTNZ encourages local authorities to improve their administration systems for the allocation and redemption of trip entitlement vouchers.*
- *LTNZ develops guidelines for contracts between local authorities and Total Mobility Scheme transport operators to ensure high quality and adequate service levels, including the provision of wheelchair accessible taxis within the fleets.*
- *LTNZ develops guidelines for contracts between local authorities and assessment agencies to ensure high quality and consistent assessments.*

Current indicative costs for this project are in the range of \$200,000 - \$300,000. Officers will report back to the Committee with greater clarity around the scope, costs and funding from LTNZ following the issue of an Expressions of Interest (EOI). The EOI will give us a clearer idea of the possible delivery options for the system changes and the costs of implementation and on-going system maintenance.

Key to the successful implementation of the phase 2 changes is the buy-in of the Scheme stakeholders. To this end we are recommending that a project reference group is established. Terms of Reference for this group are shown in **attachment 3** as is the list of individuals who have indicated that they are willing to represent the interests of the Stakeholders.

5. Communication

There is nothing further to communicate at this time.

6. Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Notes that Officers will report back to the Committee with greater clarity around the scope, costs and funding from LTNZ following the issue of an Expressions of Interest.*

4. *Endorses the establishment of a Stakeholder Reference Group for the duration of the project.*

Report prepared by:

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Attachment 1: Land Transport New Zealand Total Mobility Phase Two Improvements

Attachment 2: Draft Project Terms of Reference

**Attachment 3: Terms of Reference for Stakeholder Reference Group & List of Individuals
Representing Stakeholders**