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**Committee** Passenger Transport  
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## Total Mobility Phase 1 Improvements

### 1. Purpose

To propose the adoption of Phase One of the Total Mobility policy recommendations made by the Ministry of Transport (MoT) in its review of the Total Mobility scheme (the Scheme).

### 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 subsidises taxi travel for people with disabilities as part of the Total Mobility Scheme.

During 2005 the MoT undertook a review of the Scheme. The aim of the review was to improve the Scheme's *adequacy, consistency, portability, sustainability* and *coverage*. The government also undertook to increase the amount of funding available to the Scheme. The review was undertaken in partnership with Land Transport New Zealand (LTNZ). In August 2005 a three phase series of changes for the scheme was announced by the MoT. Those councils that implement the specific changes will receive an increased funding rate from LTNZ.

### 4. Comment

#### Phase One

Officers met with representatives of LTNZ on the 2 February 2006 to discuss the Phase One Scheme changes which are outlined in a series of 11 improvements. Please refer to **attachment 1** for details of the 11 improvements.

The required 11 improvements are already in operation within the Greater Wellington Total Mobility Scheme. However, LTNZ sought clarification on Recommendations 5 and 6.

- **Recommendation 5**

People with impairments who meet the criteria for the Total Mobility scheme, and are able to use bus, train or ferry services some of the time, but not all of the time, should be eligible for the Scheme (for example, people with impairments such as epilepsy or arthritis).

#### Greater Wellington Total Mobility Current Policy

The Wellington Scheme includes people with partial impairment (for example epilepsy, arthritis, some sight deprivations and cardio-respiratory conditions).

#### LTNZ Response

LTNZ indicated that it was satisfied with our present policy of acceptance of part time clients.

- **Recommendation 6**

People who meet the criteria for the Total Mobility scheme and have an impairment that has lasted, or is expected to last, for six months or more, should be eligible for the scheme.

#### Greater Wellington Total Mobility Current Policy

The Wellington Scheme registers people who have suffered strokes where their mobility may improve, and a number of other clients who have impairments which may not be permanent. Current procedure is to consider each application on an individual basis (including consideration of age, frailty, and contributing illness). However people who are temporarily disabled because of illness, surgery, or accident are not eligible for the Scheme.

#### LTNZ Response

LTNZ indicated that it was satisfied with our present policy of acceptance. If the Committee resolves to adopt Phase One of the Scheme the Officers will incorporate the six month criteria to our policy. This will bring greater clarity to eligibility.

As a result of the meeting with LTNZ they have now requested that GWRC agrees to sign up to and implement Phase One of the Total Mobility improvements in order to qualify for additional funding (**attachment 2**). The current financial assistance rate (FAR) from LTNZ is 40%, Phase One implementation would increase the FAR to 50%.

## Phase Two

Phase Two improvements were also discussed at the February meeting with LTNZ. This is the area that the Officers are currently working on as this Phase will have both policy and financial impacts for the Council. LTNZ would ideally like the Council to sign up to Phase Two in 2006/07. The improvements would not have to be in place within a year but the Council would agree to begin and work towards full implementation of this Phase. Agreement to implement this phase would enable the Council to receive increased funding to a 60% FAR as elements of the phase are put into place.

The key elements of Phase Two for the Wellington Scheme are as follows:

- Entering into contracts with assessment agencies
- Entering into contracts with Scheme transport operators e.g. taxi companies
- Streamlining and improving: administration systems, data collection, monitoring and evaluation e.g. introduction of an electronic voucher system.

**Attachment 3** lists recommended changes for Phase Two.

The Officers are currently working on a Terms of Reference for Phase Two which we intend to bring to the April Passenger Transport Committee.

## 5. Cost implications

Increased funding received as a result of increase financial assistant rates will cover all of the Council's additional costs of implementing Phases One and Two. Implementation will therefore be cost neutral to the ratepayers.

## 6. Communication

There is nothing further to communicate at this time.

## 7. Recommendations

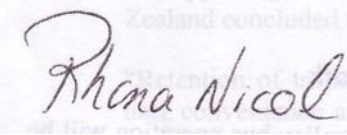
*That the Committee:*

1. **Receives** the report.
2. **Notes** the content of the report.
3. **Adopt** Phase One of the Total Mobility policy recommendations made by the Ministry of Transport (MoT) and allow Officers to sign the National Land Transport Programme (NLTP) Agreement 2005/06 Schedule 2: Conditions of Funding Greater Wellington Regional Council (**attachment 2**).

Report prepared by:

**Chrissy Dowland**  
Total Mobility Manager

Report prepared by:

A handwritten signature in black ink that reads "Rhona Nicol". The signature is written in a cursive style. Above the signature, the text "Zealand concluded" is faintly visible, suggesting the signature is on a document or stamp.

**Rhona Nicol**  
Manager - Transport  
Procurement

Report approved by:

**Wayne Hastie**  
Divisional Manager Transport  
Infrastructure & Procurement

**Attachment 1: Information Sheet - Total Mobility Scheme Review Phase One Changes**

**Attachment 2: National Land Transport Programme (NLTP) Agreement 2005/06**

**Attachment 3: Lists Recommended Changes for Phase 2**