

Total Mobility Phase Two Improvements

For those local authorities that implement specified recommended changes to the Total Mobility Scheme as negotiated with Land Transport New Zealand, central government (through Land Transport NZ) will increase its share of funding assistance for the Scheme to 60%. This is subject to local authority funding to the Scheme not falling below budgeted 2005/06 levels. The increase in financial assistance rate to 60% will be operative commencing from 1 July 2006.

Phase two consists of the following recommended changes:

1. Local authorities determine maximum subsidised fares for the Total Mobility Scheme in negotiation with Land Transport NZ, taking into account the NZ Travel Survey, and review them annually.
2. Town boundary travel restrictions for the Total Mobility Scheme be removed and replaced with a maximum subsidised fare.
3. The number of allocated subsidised trips for the Total Mobility Scheme take into account the self-assessed needs of individual Scheme members, be adjusted by local authorities to manage their budgets, and negotiated with Land Transport NZ.
4. Land Transport NZ develops guidelines for contracts between local authorities and assessment agencies to ensure high quality and consistent assessments.
5. Local authorities enter into contracts with assessment agencies, aligned with the guidelines produced by Land Transport NZ.
6. Local authorities should make a financial contribution towards the cost of assessments and administration undertaken by assessment agencies.
7. Appropriate training be provided to assessors to assist in the consistent application of the eligibility criteria.
8. A handbook, including best practice guidelines, should be developed and published by Land Transport NZ in conjunction with local authorities, to help assessors in consistently applying the eligibility criteria.
9. The assessment process assists Total Mobility Scheme members estimate how many trips they would use (self assessed needs). This information will be provided to local authorities to assist them determine the appropriate number of allocated subsidised trips.
10. Potential members of the Total Mobility Scheme are not required to become financial members of an assessment agency in order to have an assessment for the Scheme, although they may be asked to pay an application fee. The appropriate amount of any such fee should be negotiated between Land Transport NZ, local authorities and assessment agencies.
11. Potential members of the Total Mobility Scheme have the option to be assessed by a voluntary disability sector agency in every region.

12. Land Transport NZ encourages local authorities to establish systems for data collection, monitoring and evaluation.
13. Land Transport NZ encourages local authorities to improve their administration systems for the allocation and redemption of trip entitlement vouchers.
14. Land Transport NZ 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.
15. Local authorities enter into contracts with transport operators, aligned with the guidelines produced by Land Transport NZ.
16. Land Transport NZ encourages adequate provision of wheelchair accessible taxis by providing a flat payment (in addition to the fare) to the transport operator for each trip taken by a Total Mobility Scheme member using a wheelchair hoist.
17. Land Transport NZ investigates the establishment of an appropriate regime to ensure that wheelchair hoists meet acceptable safety standards.
18. Local authorities are encouraged to investigate the possibility of contracting taxi services operating in areas that are not currently covered by the Total Mobility Scheme, to provide a Scheme service.
19. The possibility of other types of transport providers participating in the Total Mobility Scheme is investigated.

Note:

It is not intended the Scheme be a substitute for transport services that are the responsibility of other government agencies such as the Ministry of Education which is responsible for all school related travel.

It is not intended that the Scheme should be a substitute for transport services that are the responsibility of the rest home provider, or be used by the rest home to provide transport for organised activities.