



Subject **Implementation of Phase 1 of the Total Mobility Scheme**

Circulation Land Transport NZ staff and Partnership Managers

Passenger Transport Advisory Group

Regional Authority Transport Officers

Local Government New Zealand

Auditor General

Taxi Federation

Bus and Coach Association

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Purpose

To provide information on:

- changes to specific Total Mobility work categories for 2006/07 and 2007/08; and
- changes to Total Mobility financial assistance rates upon signing up to the scheme.

Background

At the start of the 2006/07 financial year, 10 of the 15 approved organisations responsible for administrating Total Mobility had signed up to Phase one improvements to the Total Mobility scheme.

To implement the improved scheme, changes to work category and to financial assistance rates are required. These are discussed in detail below.

Work category changes

Changes to work categories associated with Total Mobility will follow a two-step process from the 2005/06 categories to the work categories set up for 2007/08.

2006/07 changes

For 2006/07 we have already implemented the following work category change:

- **“Bus and ferry administration”**, which was part of “Bus and ferry services” (Work category 69), has been given its own work category (note for 2006/07 this work category includes any Total Mobility administration and has a financial assistance rate of 50%);

2007/08 changes

To make Total Mobility funding more transparent, further work category changes will occur for 2007/08. These have recently been advised in the 2007/08 Land Transport programmes guidelines. They include:

- **“Total mobility services” (Work category 517)** supersedes the “Paratransit” work category and provides for contracted discount taxi fare schemes for the disabled;
- **“Total mobility facilities maintenance” (Work category 518)** is a new work category which provides for the maintenance and operation of facilities associated with the Total Mobility scheme, including new wheelchair hoists and smartcard ticketing;
- **“Total mobility administration” (Work category 633)**, is another new work category to allow for the separation of all Total Mobility related administration from standard passenger transport administration; i.e. such administration is captured in the Bus and ferry administration work category in 2006/07 and the Bus and ferry services work category in 2005/06.

The above changes are explained further in Chapter Two of the new Programme and Funding Manual (third edition).

As in 2006/07 there are no changes to the replacement wheelchair hoist work category for 2007/08.

Financial assistance for Phase one improvements

The key change is in the Total Mobility services (Paratransit) work category with financial assistance having the potential to move up to 50% upon signing up to Phase one.

In addition, the introduction and approval of any Total Mobility facilities maintenance (including new wheelchair hoists) will receive a corresponding financial assistance rate to match the one assigned to Total Mobility services.

Financial assistance for Total Mobility administration will remain at 50%, and for replacement wheelchair hoists it will remain at 60%.

In order to get the higher financial assistance for Total Mobility services under Phase one, there are two requirements:

- the approved organisation must be signed up to the scheme;
- the approved organisation's total expenditure in Total Mobility services (Paratransit) must be more than the base 2005/06 allocation by the end of the financial year in question.
Note, any additional expenditure from funding Total Mobility facilities maintenance can be included as part of this amount.

If the approved organisation does not meet either of these requirements then the financial assistance rate will remain at 40% for any given year.

Our expectation and experience from 2005/06 is that, should an approved organisation sign up to Phase one improvements, expenditure will not go beyond the 2005/06 base allocation until towards the end of the financial year. No change to the financial assistance rate or the allocation level will be actioned until this occurs. The change will be actioned by way of a NLTP review request. This will result in a final change to both the financial assistance rate and the allocation to allow for payment of the increase in expenditure on the end of year supplementary claim.

An example of how this works is attached to this memorandum on the following page.

Enquiries

For further information, contact the Partnership Manager at your Land Transport NZ Regional Office.



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PHASE ONE EXAMPLE 1: (\$20K overspend of 2005/06 base allocation)

	TOTAL (\$)	NLTP (\$)	COUNCIL (\$)	NLTP (%)	COUNCIL (%)
2005/06 allocation :	500,000	200,000	300,000	40%	60%
2006/07 allocation (as currently shown in LTP online):	520,000	208,000	312,000	40%	60%
2006/07 actual end of year total expenditure:	520,000	220,000	300,000	42.3%	57.7%
actual expenditure beyond 2005/06 allocation:	20,000	20,000	0	100.0%	0.0%
NLTP review change made at the end of the year:	0	12,000	-12,000		

PHASE ONE EXAMPLE 2: (\$80K overspend of 2005/06 base allocation)

	TOTAL (\$)	NLTP (\$)	COUNCIL (\$)	NLTP (%)	COUNCIL (%)
2005/06 allocation :	500,000	200,000	300,000	40%	60%
2006/07 allocation (as currently shown in LTP online):	520,000	208,000	312,000	40%	60%
2006/07 actual end of year total expenditure:	580,000	280,000	300,000	48.3%	51.7%
actual expenditure beyond 2005/06 allocation:	80,000	80,000	0	100.0%	0.0%
NLTP review change made at the end of the year:	60,000	72,000	-12,000		

PHASE ONE EXAMPLE 3: (\$140K overspend of 2005/06 base allocation)

	TOTAL (\$)	NLTP (\$)	COUNCIL (\$)	NLTP (%)	COUNCIL (%)
2005/06 allocation :	500,000	200,000	300,000	40%	60%
2006/07 allocation (as currently shown in LTP online):	520,000	208,000	312,000	40%	60%
2006/07 actual end of year total expenditure:	640,000	320,000	320,000	50.0%	50.0%
actual expenditure beyond 2005/06 allocation:	140,000	120,000	20,000	85.7%	14.3%
NLTP review change made at the end of the year:	120,000	112,000	8,000		