

Review of the Graduated Driver Licensing System

Co-hosts: Matthew Gifford (Principal Advisor Māori, Te Manatū Waka) and Adrienne Duffy (Pou Ārahi Matua, Waka Kotahi)

Time	Item	Lead
10.00 am	Mihi / welcome / panel intro	Adrienne & Matt
10.05 am	Scope of the GDLS review	Marilyn Stephens, Manatū Waka
10.20 am	Engagement feedback and key issues under consideration	Alex McMinn, Waka Kotahi
10.45 am – 11.00am	Perspectives from Te Puea Marae	Huri Dennis
11.00am – 11.30am	Questions and discussions (open)	All

Graduated Driver Licensing System Regulatory Review



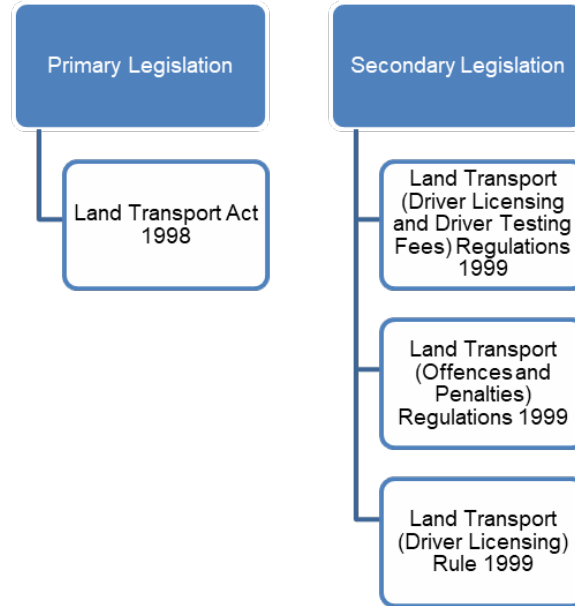
- **A systematic regulatory review of the licensing system, led by the Ministry of Transport and Waka Kotahi NZ Transport Agency (Waka Kotahi), was named as a priority action in *Road to Zero* action plan for 2020-2022**
- **The GDLS Regulatory Review aims to increase access to driver licensing and training and smooth the progression pathway**
- **The focus is on Class 1 (car) driver licensing**
- **We are in Phase 1 of the Review and will provide advice to Ministers late June 2021**

Phase 1 of the Review will



- ▶ assess the extent to which the graduated driver licensing system is achieving road safety, access and equity outcomes
- ▶ determine whether any regulatory, operational and/or funding changes need to be made to improve entry into and progression through the system while still maintaining road safety outcomes
- ▶ provide advice on how proposed changes could be progressed and implemented.

The driver licensing legislative framework



The Ministry of Transport is responsible for administering this legislation

Challenges



- **Balancing access and safety issues:** How effective have key interventions to the GDLS been in relation to improved safety, access and equity outcomes? What could we get rid of and what could we add?
- **Testing:** How could we make the testing regime more equitable, accessible and fit for purpose?
- **Driver training:** what's required to ensure those teaching young people to drive have the knowledge, skills and competence to teach them well?
- **Funding:** What alternatives are there to the current cost recovery model to support access and equity?

Some things we are looking at: The detail

- Licensing stages – are 3 stages necessary or could we do with two?
- Licensing conditions – does the evidence continue to support the current conditions at each stage? What improvements could we make?
- Testing regime – is the current testing model flexible enough? Are there improvements we could make?
- Education and training system – How could this better support safe competent drivers?
- What would encourage and support young and other novice drivers to progress through the GDLS to full licence status?

What needs to happen?

Te ao Māori Transport Knowledge Hub

WAKA KOTAHI GDLS REGULATORY REVIEW ENGAGEMENT FEEDBACK AND REVIEW OPTIONS

External engagement

Given the short timeframe for the review, we've taken a targeted approach to our internal and external engagement

- 19 April 2021 - cross-agency and non-government workshop hosted by the Ministry of Transport held in Wellington
- 18 May 2021 - iwi and hapū hui for Te Tairāwhiti held in Wharekahika
- 20 May 2021 - Presentation and panel discussion at the Driving Change Network conference held in Wellington
- 26 May 2021 - iwi and hapū hui for Tāmaki Makaurau held at Te Puea Memorial Marae in Māngere
- Today - Te Ao Māori transport knowledge hub held online
- There has also been smaller detailed conversations held with stakeholders, such as AA and VTNZ.

Feedback from external engagement

Some of the feedback is not new and reinforces the importance of the driver licensing system and the barriers that exist. Such as:

- The current cost of the GDLS acts as a barrier to entry to and progression through the system, which disproportionately affects Māori whānau.
- Investing in driver licensing, although a relatively small component has the potential for a big impact, including on social and economic wellbeing.
- Some changes to the GDLS have been based on a solid body of evidence, other changes have not had such a strong evidence base. Most importantly, previous changes have not been followed up with monitoring and reporting to track their impacts or policy intent.
- Measures to assess the GDLS have to date focused solely on standard road safety measures: crash rates and associated deaths and injuries. If the measures of the GDLS are to be broadened by Waka Kotahi to include access and equity outcomes, other measures will need to be developed and included.
- The driver testing system needs more flexibility to meet community and whanau needs.
- The user pays funding model doesn't always work, particularly with a community approach to driver licensing.
- Better coordination across central and local government in driver licensing investment and funding.
- Better working conditions and soft skills training for testing officers
- For vulnerable Māori and Pasifika service delivery is better at the marae, churches and community centres
- A driver licence is the gateway to life.
- Safe drivers are important and don't want to see a drop in safety standards.



REVIEW OPTIONS/RECOMMENDATIONS

While we are in the process of refining recommendations and are yet to report to the Minister of Transport., we're unable to give specifics on indicative recommended changes. However, the recommendations focus on three specific areas where changes to the GDLS could be made to improve access and equity outcomes without compromising safety outcomes. These are:

- Remove barriers to progression through the GDLS.
- Remove components of the GDLS that may create perverse safety outcomes, or have a neutral effect.
- Ease some conditions within the restricted licence stage.

The indicative recommendations have utilised an evidence based framework and taken into consideration the likely impact on Māori. In general the impacts are expected to be positive by not only contributing to improved access, equity and safety outcomes. We acknowledge that more needs to be done across the wider driver licensing system, which falls outside the scope of the GDLS review.

Thankfully, the wider driver licensing system issues do form part of the MSD lead cross-agency review currently underway with 11 other government agencies contributing.