



DrivingChange

NETWORK

QUARTERLY NEWSLETTER

**Register for
DCN 2023 HUI
TODAY**



MONTHLY PROVIDER WORKGROUPS

If you are currently working in a community programme and would like to contribute in one of the relevant groups below, please join us.

- **By Māori for Māori**
First Thursday of each month at 9.30am
[BM4M Teams Link](#)
- **Best Practise Guidelines**
Second Wednesday of each month at 8.30am
[BPG Teams Link](#)
- **Employment & Education**
Third Wednesday of each month at 1.30pm
[EEG Teams Link](#)
- **Advocacy & Comms**
Third Thursday of each month at 9.30am
[GAC Teams Link](#)
- **Multicultural**
Fourth Thursday of each month at 9.30am
[MWG Teams Link](#)

Contact Us:

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Welcome to 2023

It is hard to believe that we are three months into 2023 already, seems like just last week that we were rushing to complete everything prior to breaking for Christmas.

Already 2023 has been a busy year for the DCN team of staff and volunteers, with much happening in the driver licensing sector.

On the back of the work we are involved in through the Waka Kotahi [DLIP group](#) proposing the future state of driver licensing in Aotearoa, we collectively wondered how NZ compared to our colleagues across the ditch. At the time it was not something our government agencies had looked at, so we travelled to three states to find out.

We continue to regularly meet with the MSD contracting team ahead of the close of the Budget 22 funding tender, highlighting on behalf of providers concerns and issues with what is being proposed.

We are also looking to the October election and have proposed some key election positions that we would like to see parties support. These will be conveyed to the parties over the coming months, through personal visits and media articles highlighting issues with the status quo. If any of you have stories that can promote our cause, please contact us and let us know.

We also will give all members a chance to ask their driving sector related questions to the transport spokespeople for each party at our conference on the 8th and 9th June this year.

Finally we are excited to announce that as our membership grows, and we are more and more involved in the development of the sector, we to have had to grow. We are very lucky to have welcomed Sheree Ellis to the team. Sheree has been a police officer and also council road safety coordinator in past roles, so has a passion for helping to ensure everyone has the access to becoming safe, competent fully licensed drivers. You will get to see her in some of the workgroups and also at our conference this year.



2023 Annual Hui & Community Awards

As usual we hope that this hui will be an enjoyable break for our hardworking members, but that you will also all return to your community programmes with valuable information and hints that you can use to make your jobs easier.

Our theme for this year is **'In the Drivers Seat'**. We will focus on the amazing work that you as providers do to help participants to get in the drivers seat, and want to highlight this at our Thursday night awards dinner, with video clips of your success stories.

Speakers and segments confirmed for this year are;

• Back in the Driver's Seat



Driving is a skill and activity that most of us take for granted in everyday life. However, for some people even the thought of driving and being 'in the driver's seat' can be terrifying, triggering anxiety symptoms such as pounding heart, sweating, shakiness and feeling sick.

The Back in the Driver's Seat programme was developed by and is facilitated by Dr Jacqui Triffitt. A CBT based programme that helps participant's understand driving-related anxiety and develop and apply practical skills and strategies to manage anxiety and improve driving confidence.

• Political Panel



TBC



TBC

This election year we have invited every major party to send a representative to our hui to explain how their party will support New Zealanders to get 'In the drivers seat', and how they will support community providers to assist them.

We are limited to one hour, so in preparation for this event and to assist the parties to consider how they will support the driving sector, we would like to know **What questions would you like to ask our politicians?** [Please submit your questions here](#)

What topics would you like to see at our hui?

[Comment Here](#)

2023
Community
Provider
Awards



[Download award details and entry forms here](#)

2023 National Hui & Community Awards

Prepare to network, be informed, inspired and upskilled at this years annual hui. Numbers are limited so book now.

THURSDAY & FRIDAY, JUNE 8-9 2023

Movenpick Hotel, 8 Customs Street, Auckland

CONFERENCE REGISTRATION HERE

ACCOMODATION BOOKING DISCOUNT CODE: "BGRE"



DCN Research Trip to Australia



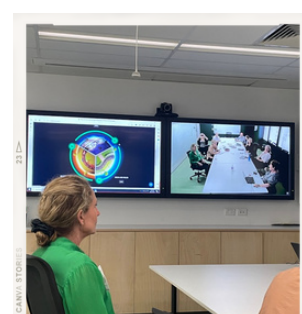
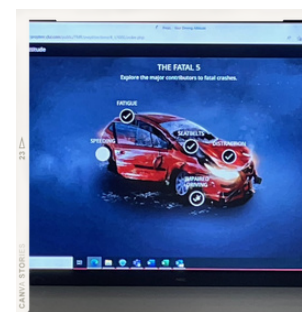
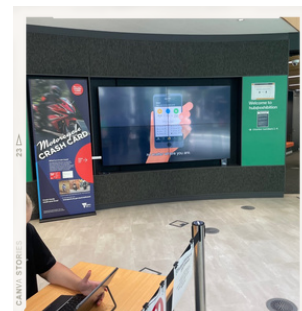
New Zealand adopted the three phase graduated licensing system comprising of Learners, Restricted and Full stages in 1987. Since that time other than strengthening the restricted licence practical test in 2012, it has largely remained the same. Around the same time, NZTA staff looked at the Victorian community programmes designed to overcome the barriers that their tougher system caused for some, and introduced this model to New Zealand. The Community Driver Mentor programme was trialled in NZ in 2014 and made freely available in 2015. Unlike Australia who have made regular updates to the community programmes and the GDL system, New Zealand has seen no changes.

This year, through our involvement with the Waka Kotahi Driver Licence Improvement Programme, looking at the future state of driver licensing in NZ, we looked at what is happening across the ditch and wanted to find out more about what they are doing. In January this year Wendy and Keran travelled to Australia to visit three states: Tasmania, Victoria and Queensland, to study their Graduated Licence System and Community Driver Mentoring programmes.

We travelled as representatives of the network, looking for improvements to what we have here, but not wanting to encourage actions that would place burdens on our already overload community providers or additional barriers for those already struggling to access a licence. It quickly became apparent however after talking to those who have been in the sector for many years, that there are definite road safety benefits to Australia's licensing system. We were almost embarrassed to say that young people can gain a full licence after just 18 months, with no set on road experience compared to their 100+ hours and 4 years of restricted driving period.

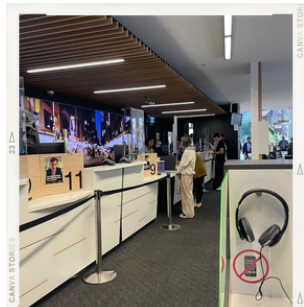
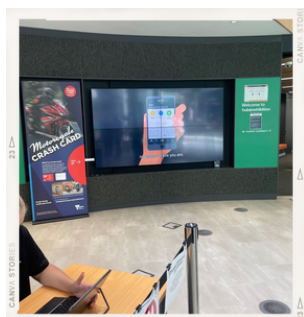
Highlights of the Australian system (similar in all 3 states) are:

- Their **online road rules/safety learning modules and online testing**. Learners must complete the online learning system that takes between four to six hours to complete. This instruction includes education about not just the road rules, but the reasons for them. The fatal five - speed, seatbelts, fatigue, distractions and alcohol and drugs. Driver attitudes, responsibilities and other road users. Once they have done this, the Learner's licence theory test becomes available to take online.
- This anywhere, anytime learning and testing method became, within 12 months of implementation, the preferred method of Learner licence testing of 95% of new drivers. It meant that during lockdown Australians were able to continue their licensing journey.
- The anywhere, anytime nature of this system, means that those located rurally do not have to travel long distances to sit a test. Learners for whom English is a second language can get translation support from friends or family rather than relying on migrant services or translators. Likewise with those who require a reader writer, can be supported by someone of their choice in a comfortable familiar environment.
- Support programmes and in person testing services are still available for those with no access to internet or digital devices, and the cost savings of having the majority of learner licensing done digitally is able to be reinvested into making support and mobile services available more regular to remote rural communities.





DCN Research Trip to Australia



- **Hazard Perception Testing**

This is an added step in the Learner licence phase. An online test that must be completed after 6 months on their Learners licence after some driving experience is logged, but must be completed prior to sitting the restricted practical test to prove hazard detection skills and gap selection. A similar concept to what is done in our Full licence test, however it is done before the new driver starts to drive on their own.

- **Advocating for 100 - 120 Driving Experience** including at least 20 hours at night prior to the restricted practical test and being able to drive solo. Tasmania is a good example of why this works. They originally mandated just 50 hours practise, and increased to 80 hours a few years ago. This showed an improvement in new driver crash rates, and therefore they are moving to increase their mandated hours to 100 hours, closer to what the other Australian states have.

- **Government Support for Community Mentoring Programmes.**

Recognising the importance of licensing and the barriers that some have to gaining a licence alone, their government fully support the driving programmes. This is done by:

- Funding 85% of programmes operational costs
- Supporting Mentor recruitment, training and retention through advertising, training support and volunteer celebrations.
- Leveraging government contacts to access discounts and sponsorship

- **First Licence Test Free**

There is no test fee for the first attempt at each licence phase (apart from a small admin fee), This encourages the learner to ensure that they have studied, practised and are prepared for the test, therefore reducing the number of learners doing re-tests.

- **Stricter Penalties for Personal Choice Driving Offences**

Higher penalties for mobile phone use, seatbelts, red light cameras and speeding along with higher loss of demerit points mean Australian drivers think twice about offending. Compare a \$1085 fine for using a mobile phone compared to our \$150. This includes, changing songs or typing in directions on GPS while driving.

- **Revenue from Seatbelt, Mobile Phone, Red Light and Speed Camera's**

is reinvested into road safety education and community programmes, rather than going to consolidated government funding.

- **Tasmanian Case Management**

Extra support is provided for learners who have failed tests three or more times, who have been referred by community providers with learning difficulties, or who have lost their licence for an extended time or served time.



Driver Licensing Support Tender

Members Meeting

The tender for the licensing support funded under the Budget 22 announcement was launched on the 3rd February. After the extensive consultation sessions by MSD, both face to face and online, our members had high expectations for what would be offered, confident that they had shared their barriers and ideas.

After reviewing the RFP, many network members were disappointed and contacted us to clarify they were reading it correctly. Due to the number of individual enquires, the decision to hold an online meeting to express concerns that would then be taken to MSD management directly was made.

At a meeting represented by 50 plus community organisations, the following concerns were expressed with the current tender:

- A **low trust model** with large amount of reporting required including requests for approvals and reimbursements.
- Lack of trust in providers ability to manage referrals within set eligibility criteria and to accept those who need assistance. Instead requiring **double handling of referrals** and approval from MSD.
- **One size does not fit all**. Individuals and communities have different needs and set fees and lesson numbers will not work for everyone.
- Providers **not sufficiently funded to cover the true costs** of their programmes. No compensation for providers catering to additional barriers such as language or literacy, rural locations, no access to a vehicle, no shows etc.
- Not announcing the **eligibility criteria** so providers can decide if they should apply for the tender.
- **Allocation of numbers of licences being purchased**. 9,700 Learner licences, 2,100 Restricted licences and 3,200 Full licences. Members felt this high number of learner licences would not help people get jobs and reduce the numbers of people entering the judicial system (the advertised goals). It would rather risk adding to the numbers of people pooling on a learners or restricted as their supported GDLS journey will stall.
- Providers felt the **80% completion/engagement KPI** was too restrictive given the nature of the participants they will be working with. The barriers to licensing are often the reasons for no shows. Providers would prefer the licence pass rates.

On the 1st March, DCN meet with the Senior Management of the MSD contracts team to share network members concerns. We thank them for meeting with us at such short notice and being willing to discuss our concerns and recommendations for solutions.

We acknowledge that at this late stage in the process it is hard for MSD to make major changes, and that the reality of the situation is that the funding provided is not nearly enough to cope with the demand for support. We have agreed to work together with MSD, to put a case to Ministers in the future to show that further funding is required.



Driver Licensing Support Tender cont..

Outcomes

- The funding structure will be **changed to a more high trust model**. MSD is working to provide increased flexibility to the programme fund to demonstrate a higher trust approach and reduce the need for additional approvals. The **programme fund will be linked to the contract rather than individuals**.
- Payments will be made quarterly in advance, to include the admin fee, driving lessons, and programme fund. Driving lessons and programme fund costs will be allocated to each contract. Reporting will be required monthly to support Ministerial requirements and will be drawn from data held in the SORT application to reduce provider admin requirements.
- The SORT tool will be used to deal with referrals, invoicing, and reporting. MSD is working to ensure it will be as easy as possible for providers to navigate.
- They will not require licence copies for each participant to be uploaded.
- One licence retest fee and up to two no show payments are approved for payment from the retest fees.
- There will be a change to the performance measure KPI's. **MSD will remove the 80% completion measure and instead include:**
 - 75% pass rate for learners
 - 65% pass rate for restricted
 - 75% pass rate for full
- MSD are seeking legal clarification around delegating eligibility decision making to providers for police and court referrals. They want providers to be more involved in eligibility calls for non-MSD clients and self-referrals, and also want to support providers wanting help to make those assessments and are seeking advice to understand how they can streamline the process.
- **Eligibility Criteria** - they are aware of why we want this to avoid members wasting time tendering if their clients wont qualify. They advise that their recommendation will easily cover anyone in the target groups (Māori, Pasifika, Migrant, Health condition, Youth, Sole Parent, Rural Isolation) with an income test for non-MSD clients. The eligibility will mean many more people are eligible than we can support with the current allocation. and advise that the **final decision is currently with the minister**.

**Thank you to everyone who helped put
together our arguments**

We could not have done this without you all.
We will continue to push for access to the eligibility criteria ASAP and
will keep you updated

**Good luck to everyone who is putting in a tender - remember
the closing date is now 12pm Friday 17th March**



You've got how many road codes?

Good intentions saw 40 road codes donated to the Driving Change Network by Waka Kotahi for distribution to community providers.

The 40 books were 2019 road codes, recently replaced but are still good to go as the road rules haven't changed.

There was however a miscommunication about numbers and everyone – including Wendy Robertson from DCN – was surprised when she received 40 boxes of road codes at her small office!



Regional roles to support providers

Provided by Waka Kotahi

Waka Kotahi is introducing new regional roles that are expected to be in place by June to support community driver training and mentoring programmes.

The new roles are part of the initiative to improve equitable access to driver testing, funded through Budget 2022.

Regional Advisors will be appointed for:

- Northland and Auckland North
- Auckland Central
- Auckland South
- Waikato and Bay of Plenty
- Gisborne, Hawke's Bay, Taranaki/Manawatū-Whanganui
- Wellington /Upper South Island
- West Coast/Canterbury/Otago and Southland.

The roles have been established to strengthen and develop community driver training and mentoring programmes, enabling regions and communities to offer greater access and support to users requiring driver licensing products and services.

Three additional 'Train the Trainer' roles will also be established to work with community providers on driver training materials. They will provide training material for commonly requested training, with enough flexibility for providers to change the material to suit their style and audience.

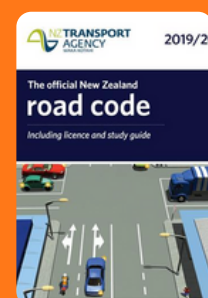
And finally, to improve access to group bookings for community providers, a testing administration role will be also established.

Once available, we will send the job advertisements out to the DCN network, and they will also be on the [Waka Kotahi jobs website](#). The aim is to have all these roles start by June. We'll update you on progress in the next newsletter, out late May.

You can find out more about what's happening to improve the driver licensing system and subscribe to the Driver Licensing Improvement Programme bi-monthly newsletter on the Waka Kotahi website. [Driver Licensing Improvement Programme](#)

Would you like some free Road Codes to use in your community programme?

Email info@drivingchange.nz



Election

2023



Please assist us to illustrate why change is important this election year with your stories.

Driving Change Network Election Policy Positions

This year being an election year, it is important for us to have some clear messages to deliver to government and opposition spokespeople.

While we will continue to advocate on behalf of members on issues as they arise, the following are some key goals we would like to push in this election year.

Government to recognise He Maki Tikaana

For He Mahi Tikaana to be implemented as the national register and best practise platform for community driver education and training providers

One Government entity to hold and distribute driver licensing funding

One government entity to hold and distribute all government funding for driver education and training programmes, providing a secure, coordinated national funding approach for all providers

Driver education and training to be delivered in schools

Driver education and training to be available to secondary school aged students through partnerships with community providers working with schools

Government funding for driver education to prioritise end to end delivery

Government funding for driver education and training providers should be prioritised for those who deliver end to end delivery of services to a full licence, or those that ensure referral pathways are in place to ensure learners progress through to their full licence

The Driving Change Network want to continue the systems change progress we are making with improvements to the Graduated Licensing System in 2023 and our election positions are priorities.

One of the most effective ways to support this is through stories that either demonstrate issues with the current system and why we need change, or by highlighting where something has been done differently with a successful outcome and should be duplicated nationwide.

We need your help to do this. Please share your programme stories with us so we can continue to highlight the need for systemic change.

Please [complete our media lead form](#) if you think you may have a great story that demonstrates either the need for change or a successful outcome.