



DrivingChange

NETWORK

QUARTERLY NEWSLETTER

Register for HE MAHI TIKAANA 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**
Last Thursday of each month at 9.30am
[MWG Teams Link](#)
- **By Pacific for Pacific**
First Monday of each month at 11am
[BP4P Teams Link](#)

Contact Us:

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National Coordinator
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e. wendy@drivingchange.nz

The past quarter has been a very eventful time for the staff and volunteers of the Driving Change Network.

Leading up to our annual hui, I had the pleasure of sitting on the panel for the Waka Kotahi Regional Advisor roles. These people will be a vital link between community providers and those making policy decisions or holding funding purse strings in National offices.

Members who tendered for Budget 22 driver licensing support funding were advised of their outcomes, with under 50% being successful. When this budget funding announcement was made in May last year, we all jumped for joy and were excited about the additional lives that would be positively impacted. However this month hearing stories of providers who have had MSD contracts end or halved, has proven that this was not quite the answer we had hoped for. See our survey for more insights.

The conference once again was well supported by our government partners and members. It was nice to see you all kanohi ki te kanohi, after yet another year online. Our post hui survey showed networking and connections made was the top benefit to nearly everyone, slightly ahead of information gained. Our conference next year will be in South Island around the same time of the year, so put it in your budgets.

Much of the information about the sector and the direction of the work that myself and Sheree undertake on your behalf, comes from issues and ideas raised at our monthly online workgroups. These workgroups are your opportunity to get more involved and have your say regarding the future of the driver licensing sector in New Zealand. It is learnings from these meetings that I take with me when I represent the Network on the Driver Licensing Improvement Working group that meets each month.

Over the past couple of months, the number of members attending the workgroups has been declining, mainly due to them leaving the sector or programmes ending. This means we need fresh volunteers. It is one hour per month, and important to the direction of Driving Change. Please consider getting involved in a workgroup, or if you have been in the sector for some time - the Steering Group.

Election for workgroup leadership and participation in the Steering Group are being held again online on Wednesday, 20th September. Please think about putting your name forward and getting involved.



Heoi anō tāku mō nāianeī ~ Wendy

Work Groups and Steering Committee

The work of Work Groups and the Steering committee are vital to maintaining the direction and advocacy efforts of the Driving Change Network. Groups meet once per month for one hour via teams meetings. As well as collectively raising ideas and issues for the improvement of the licensing system, groups also provide peer support and advice to each other.



Employment & Education in Schools

Focusing on advocating for driver education to be provided in schools to ensure young people are work ready when they leave. Group meets on the third Wednesday of every month at 1.30pm.

Best Practise Training

Focusing on supporting the development of best practise programme development achieving skilled, competent fully licensed students. Group meets the second Wednesday of each month at 8.30am



By Māori for Māori

Programmes and methods that work best for whanau and issues that uniquely affect māori on their licensing journey. Group meets the first Thursday of each month at 9am

Govt Relations & Communication Strategy

This group reviews collective issues from groups and approves the government relations and communication strategy for the network. They meet on the third Thursday of the month at 9.30

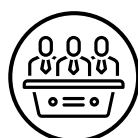


Multicultural Workgroup

Supporting groups working with migrants or refugees, working to break down the barriers they experience. Group meets on the last Thursday of each month at 9.30am

By Pacific for Pacific

Supporting Pasifika as they navigate the graduated licence system, or issues affecting Pasifika migrants trying to convert their licences to a NZ one. Group meets the first Monday of each month at 8.30am



Steering Committee

The steering group reviews monthly work and finances and provides leadership advice and support to the network staff to ensure the goals of the membership are being met. They meet online monthly for 90mins on the fourth Wednesday of the month, and face to face 2-3 times per year. Members of the group are also called on to act as spokespeople for the network when required. Steering group are also called on to assist with planning and preparation of the annual hui and regional meetings in their area.

There is no need for nomination to be part of one of our workgroups. Everyone is welcome to join anytime they are available and wish to be involved. Meeting links can be found on the front page of this newsletter and also by clicking the headings above.

**Workgroup
Leadership
Nomination**



[Click here](#)

**Steering
Group
Nomination**



[Click here](#)

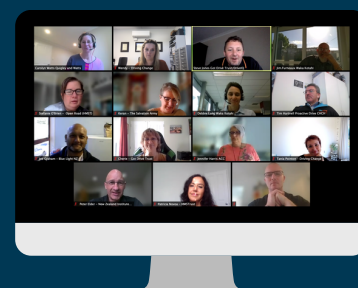
2023-24 Driving Change AGM & Elections

Be part of shaping the future of driver licensing in New Zealand for generations to come. Consider nominating someone or yourself for either a role on a workgroup or the Steering Committee.

WEDNESDAY, 20th SEPTEMBER - 9.00AM

Microsoft Teams meeting

[AGM & Election Meeting Link](#)





LEARNING WHAT IT TAKES TO 'DO' SYSTEMS CHANGE.

The Driving Change Network is leading a movement to bring equitable access to driver education, training, and licensing. Since 2020 over 600 members have joined the network to bring about change in the system.

Together we have made significant in-roads, lobbying Government; providing evidence of the issues and challenges faced by our communities to policy makers; and giving advice about where successful change is needed.

By coming together, we have sought to demonstrate practical ways to overcome significant barriers in the current driver licensing system and we exist to provide national coordination and leadership to enable positive change.

However, there is still more to do to achieve this.

As one of the leaders in Aotearoa that is a 'living' example of systems change in action. We have much to share about the insights and learnings of our experience with others who are seeking to change systems.

Over the next few months, we will be undertaking a period of insight evaluation.

Focus

The work will focus on the following key areas:

- Mapping our journey, the impact we have had, and identifying possible future actions.
- Evaluating our systems change approach, gathering insights about what it takes to do systems change; the key enablers; and the barriers.
- Exploring the benefits of our unique constellation operating model.



How

Over the next few months, we will be conducting interviews with key stakeholders to learn more about their experiences, undertaking a desk top review of our journey so far and evidence, and gathering stories of impact.

We have partnered with the Centre for Social Impact (CSI) to do this work. CSI is a not-for-profit organisation that supports organisations to enable inspiring and sustainable social change in our communities.

Associates Rachael Child and Chloe Harwood will be leading this work on behalf of CSI.

Rachael has a long-established career in strategy development and innovation to transform outcomes for communities.

Through exploration she seeks to gather insights and new perspectives to inform strategies for collective action.

Chloe is a former Strategy Manager at Foundation North and has worked across organisations and community groups to develop novel approaches to systems challenge, having come from a background in social innovation.

We will be starting this work in August and we hope to have the final report published in late October when we will share with you the insights and learnings.

How can you help?

To support this process, we are looking for examples of how the **Driving Change Network has supported you** and the impact it has had in your communities. We are asking you to share your stories and experiences with us.

Visit here to share your experiences by 31st August 2023: [INSERT LINK TO SHORT SURVEY](#)

We have a limited number of Road Codes available to members.

Email info@drivingchange.nz



2023 CONFERENCE SUMMARY

The Driving Change Network National Hui 2023 in Auckland brought together 130 attendees from all across Aotearoa, to collaborate, share stories, ideas, and discuss challenges and potential solutions. The aims of our annual conference were to not only inform, inspire and upskill, but to also celebrate the life changing work done by everyone in the sector.

We appreciate each and every one of you who attended, your contributions matter, and we look forward to seeing you at next years event.



If you haven't done so already, we would appreciate if those who attended could please complete our [post conference survey](#) as this will assist us with planning for our 2024 Conference.

Below are the links to speaker presentations

- MSD and Waka Kotahi updates [Waka Kotahi Presentation](#)
- Dr Jacqui, Back in the Driver's Seat [Back in the Driver's Seat](#)
- Mentor, recruitment, training and retention [Volunteer Mentor Framework](#)
- He Mahi Tikaana [He Mahi Tikaana.pptx](#)
- The value of Story Telling [Know your why?](#)



COMMUNITY AWARD WINNERS



Congratulations to the Youth Inspire 'Road Ready Rangatahi' programme, who were the proud winners of the Outstanding Youth Programme award. Countless success stories come out of this wonderful organisation

[READ MORE](#)



Te Piki Oranga received the Outstanding by Māori for Māori award for their wonderful He Tangata programme. Emani undeniably has a heart for He Tangata (people) and he and his team put whānau and communities at the centre of everything they do.

[READ MORE](#)



Thames Community Centre were awarded Outstanding Community Provider. Participants on their community drive programme give back by volunteering. What a fantastic initiative! Click below to find out more

[READ MORE](#)





VISION

To support our Community Driver Training Providers to develop and share "Best Practise" resulting in **safe, skilled fully licensed drivers** on our roads

PURPOSE

To encourage organisations to research what is already offered and to **collaborate** to strengthen services available to learners and avoid **unnecessary duplication** of services



IMPROVING OUTCOMES

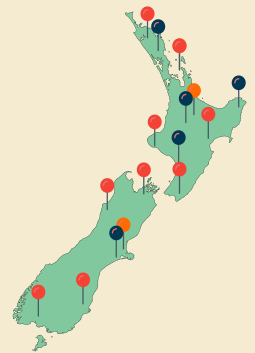
It encourages providers unable to provide a **full holistic service** for learners, addressing all barriers, to **establish referral pathways** to ensure their work does not contribute to licence "pooling"

NATIONAL MAPPING OF COMMUNITY PROVIDERS

Government & Philanthropic funders will have access to **accurately mapped community providers**, data on numbers receiving support and success rates of students and providers

He Mahi Tikaana will assist funders to ensure that limited community funding budgets are wisely allocated and that they are **funding evidenced based programmes** that meet the needs of communities.

Registered providers will be able to access this information through the members only portal, to allow them to gain contact details of other providers should they have students moving towns and wanting to seek support in their new area.



WHAT IS INVOLVED

Providers will register on the He Mahi Tikaana platform and complete a 2-step process.

A DCN peer-based review, will support and assess the registered providers as part of the process.

A He Mahi Tikaana - recognised provider certificate will be issued, which can be used as supporting information for funding purposes.

Annual reviews will be required, this will ensure the He Mahi Tikaana database is up to date.



Register now for He Mahi Tikaana

In the past, community organisations have been running driver licensing programmes to meet the needs of their communities.

To date there is no formal coordination of these programmes resulting gaps in some regions and a lack of driver licensing support services in others.

We aim to strengthen our sector and support new or expanding providers to fill the gaps in service delivery in regions where there is no licensing support.

Register here to assist the Driving Change Network to map our Community Driver Licensing Sector.

**Join by 31st August and be into win a \$250 Prezzy card
& a Driving Change pack of goodies**



**JOIN
NOW**

MSD DRIVER LICENSING CONTRACT

Feedback from DCN Members

BACKGROUND

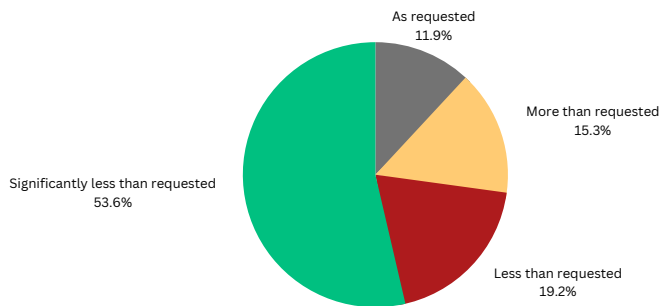
The Government is investing \$86.5 million over four years into driver licence support to "prevent fines, court and the risk of criminal penalties" and boost job opportunities. The funding, from Budget 2022, will see an estimated 64,000 New Zealanders benefit from improved access to driver licence testing and training. [Full announcement](#)

Last month we conducted a survey to determine the outcome of the Budget 22 funding to gauge if this support has been the much needed boost our sector needed. The survey was sent to all our providers with a 30.53% return rate over two weeks. Additional to this many members reported not completing the survey as they did not feel it worthwhile to tender for funding.

SUMMARY OF FINDINGS

- **59.4%** of respondents tendered for the Budget 22 Driver Licence Support funding
- Only **31.8%** were successful in gaining a MSD Contract
- **72.7%** were offered fewer places than tender for
- **11%** declined the contracts offered as it was not worthwhile
- **34.2%** report funding they have previously relied on has been withdrawn because of the existence of the MSD funding

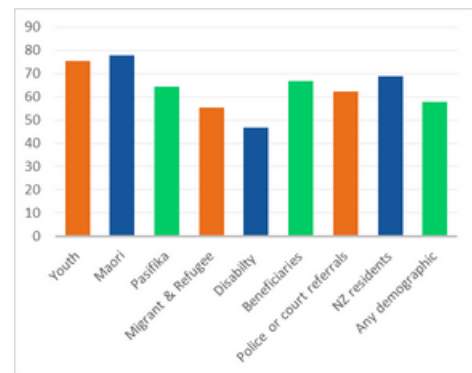
WAS THE NUMBER OF LICENCE PLACES OFFERED CLOSE TO WHAT YOU TENDERED FOR



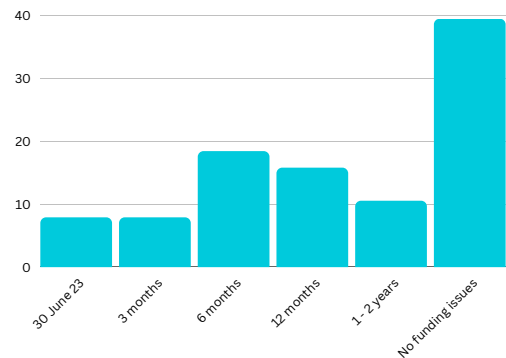
- We got fewer than what we tendered for, of the places most are for learner licences. I'm not sure how the government expect to achieve anything when they fund a provider to help 60 learners and only 30 for the next step. Over three years this will create a major bottleneck.
- We tendered for 100 places and were offered 9!
- No concern with contract, but concerned with the split across Learners, Restricted and Full with no adjustment for subsequent years.
- Were offered just 10% of what we requested



WHAT DEMOGRAPHIC DOES YOUR PROGRAMME SUPPORT



WITH YOUR CURRENT FUNDING LEVELS HOW MUCH LONGER ARE YOU ABLE TO CONTINUE YOUR SERVICE?



GENERAL COMMENTS



- It feels like MSD didn't listen to our consultation feedback
- Frustrating, especially the huge delay in announcing the criteria
- Took a large amount of resourcing to put the tender doc together. Staff worked multiple weekends over and above their normal working hours to complete this process.
- Very intense a lot of work for such a small contract
- It was a huge amount of work that hasn't played out to be worthwhile.
- Unpleasant and extremely stressful. The final questions prior to response application were not answered until after hours on the night before applications closed. Dates kept getting pushed out, which increased uncertainty and made staff retention extremely difficult.
- There didn't appear to be anyone on the shortlist interview panel who actually works on the ground in this space or had any in-depth knowledge of driver licensing. Offers received are nowhere near enough to sustain large scale driver licensing programmes.
- Our team feel blindsided and completely unvalued for all the work we have put into our region for the past decade.

Once again it is that time of the year when we look to visit the regions and meet our members face to face. These meetings will be an informal catch up. A chance for you to network with others from the driving sector in your region and to share any issues, barriers or tips you have from your work.

This year as Waka Kotahi's new Regional Advisors have just started in their roles, we have invited them to join us for these meetings. These advisors will give you another way to connect with Waka Kotahi and their licensing team other than the Driving Change Network.

We are seeking volunteers to host these get togethers in your venue. We will provide the Kai, tea, coffee and juice, but are hoping that some of our members can assist with a FREE venue for either morning or afternoon tea.

Proposed Schedule for Visits

- 4th September, Invercargill
- 6th September, Whakatane
- 12th September, Hamilton
- 14th September, Papakura
- 19th September, Wellington
- 22nd September, Auckland
- 10th October, KeriKeri
- 12th October, Napier
- 16th October, Nelson
- 17th October New Plymouth
- 24th October, Palmerston North
- 27th October, Taupo
- 31st October, Christchurch

If you are able to assist with hosting this hui in your area, please email Sheree@drivingchange.nz with the venue name and how many people you have capacity for.

Regional Advisor boundaries

- Northland – Auckland
North – Auckland Central
- South Auckland
- Waikato - Taranaki
- Bay of Plenty - Tairāwhiti
- Hawkes Bay – Manawatu
- Wellington
- Canterbury – Nelson -
Marlborough
- Southland – Otago –
West Coast



Waka Kotahi Regional advisors

Last week we were pleased to join the new Waka Kotahi Regional advisors for part of their induction week. They are a great team and we look forward to working closely with them in the coming years to strengthen the driver licensing sector.

The advisors are as follows (from top left to bottom right)

- Kelly Martin - Waikato/Taranaki region
- Arthur Webber - Northland-Auckland Central
- Mackenzie Baird - Canterbury / Nelson / Marlborough
- Davey Forbes - Hawkes Bay / Manawatu
- Bex Gilchrist - South Auckland
- Arlouse Brooking - Bay of Plenty - Tairāwhiti
- Ben Dirkze - Wellington - Business Lead Regional partnerships



FEES AND FUNDING CHANGES

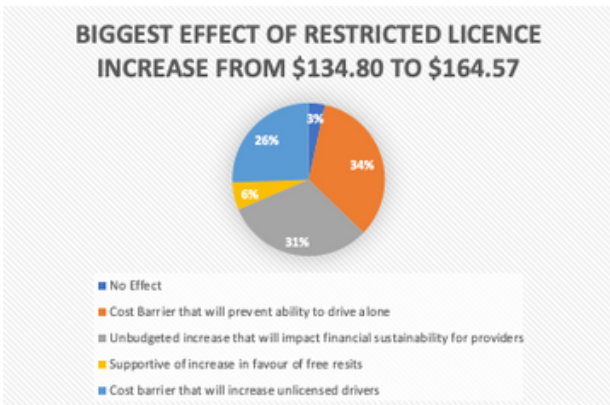
Feedback from DCN Members

BACKGROUND

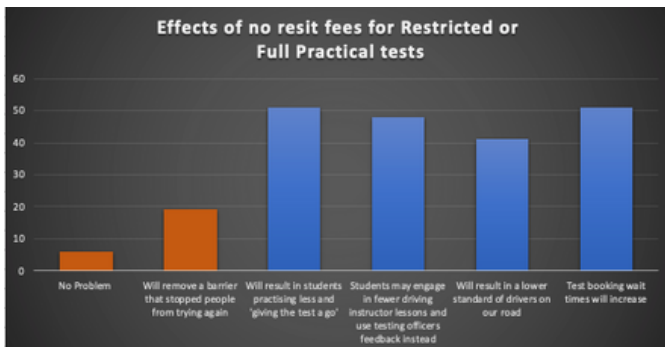
This year the Government announced that licence fees were reducing and resit fees would be removed. However, there is only a reduction in fees when factoring in the additional fees paid by those who fail several times and pay to resit their practical driving test.

For those people who pass their test first time, the cost of a learner's licence and a restricted licence is actually increasing.

While we applaud the attempt to make licensing more accessible, we fear that this policy that will come into effect on 1st October will have some unintended negative consequences. The following summarises results from a survey completed by 83 members of our organisation regarding the impacts of this policy change.



Members felt that \$134.80 was already a large barrier that prevented drivers from sitting their restricted. A \$32.77 increase will be even harder to find in these hard economic times



Members are concerned what this will do to the standard of drivers on our roads. When something is free, it is not valued and can be abused.



Disapprove of the increase fees and no resit fees



Comments

Disagree with no resit fee for those students who fail their restricted or full licence practical tests after the first attempt. Fine with no resit fee for theory test, but the removal of resit fees for practical tests has negative consequences. The government must invest more for accessible driver education and training to improve first time pass rates.



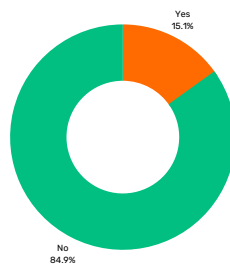
with no costs there is a big risk of learners not showing up. There is a waiting list for practical tests at the moment, how the system is going to cope with the need for more testing officers? What is the plan to shorten the waiting list? What is the plan for training and retaining test officers?



why should those who pass first time be the ones to foot the bill for those fail. How many times are you allowed to resit and who will be paying for these tests?

WHAT IS THE SOLUTION?

The majority of those surveyed would like the price increase and free resits put on hold until after the election, in order to allow time to fully review this policy with industry and expert feedback.



Does this policy take into account road safety?

