

18 May 2016

To:
Road Controlling Authorities
Inspector Peter Baird, Road Policing, NZ Police

Cc: Chris Lake NZ Post

NZ Post's new Paxster delivery vehicles

NZ Post has been considering the introduction of new vehicles for local deliveries in areas suitable for their use. This reflects the significant changes in their business over the last few years, as letter volumes drop and parcel deliveries increase.

NZ Post approached the NZ Transport Agency, seeking assistance with enabling trials of two potential delivery vehicles. Their preferred vehicle option, following the conclusion of testing in service, is the Paxster. A brief summary of the vehicle and its characteristics is set out in the attachment to this letter.

The NZ Transport Agency provided exemptions from specific vehicle requirements (such as seat belts) to enable these vehicles to be evaluated in a local context. Extensive trials in New Plymouth and elsewhere have shown that where the road and footpath layout can accommodate these vehicles, they can be operated safely, without creating concerns for other road or footpath users. The trials included the collection of video footage of the vehicles in service and analysis of interactions with other road and footpath users.

The Transport Agency, on the evidence produced from the trial, considers that these vehicles are safe for use on roads, especially in urban areas with speed restrictions. This view was reinforced by an independent review, and an analysis of how these vehicles compare to the other delivery options available to NZ Post (such as the current use of mopeds). The Transport Agency has also been in discussion with NZ Post to assure ourselves that staff will be directed to use the vehicles at appropriate speeds, and with due concern for other users.

The vehicles can therefore be registered and any minor areas of non-compliance can be appropriately handled by way of exemption.

We also consider that the Paxster design can be safely used on a footpath, but acknowledge that this should be subject to factors such as the width of the footpath and volumes of pedestrians. We consider that the responsible road controlling authority is best placed to determine which parts of their area could be effectively serviced by the Paxster vehicles, and which suburbs or streets are too narrow or otherwise constrained for their safe use.

While the Road User Rule 2002 allows NZ Post mopeds to operate on a footpath when delivering mail, the Paxster vehicle is not included in that provision. The Transport Agency will therefore issue exemptions to allow their use by NZ Post on a footpath, but these exemptions would only be valid if the relevant road controlling authority has given permission for that use.

We expect that NZ Post will be approaching a number of councils, seeking such permission in those streets and suburbs where the use of Paxster vehicles is appropriate. The Transport Agency wishes to emphasise that the decision to allow or refuse permission for use of the Paxster vehicles on footpaths will be entirely up to the relevant road controlling authority.

Yours sincerely



Richard O'Reilly
Manager Operational Policy

Key characteristics: Paxster Mail Delivery vehicle:



Paxster Hardtop:

Length:	2320mm	Range:	40-100km
Width:	1180mm	Max Speed:	45km/h
Height:	1860mm	Motor:	4 kW
Weight:	335kg	Batteries:	Lithium Ion Polymer
Payload:*	200kg	Tires:	145/70 R13