

# Living Streets Aotearoa



## Submission from Living Streets Aotearoa on Land Transport (Driver Licensing) Rule

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### Submission

Living Streets Aotearoa welcomes the opportunity to comment on this important aspect of keeping our roads safe by regulating roadway users.

Walking is an important element in human mobility, it is freely available to all, promotes both physical and mental health, provides for social connectedness, is important for economic activity, has the lowest environmental impact of any transport mode, and is the lynchpin that makes all other transport modes work. It is essential that pedestrians are able to move safely around our public spaces, this will be achieved in part by ensuring that users of vehicles are properly regulated to ensure they are safe on our roadways.

We would like to see users of all vehicles required to meet minimum standards of knowledge of NZ Road Rules and be competent to use their vehicles safely. There are a large number of new vehicle types, and current vehicles that are not adequately regulated, and users of them are not required to be licensed in any way. We would like to see this rule apply to users of all vehicles including bicycles, mobility devices, and all motorised vehicles (whether power-assisted or other).

We support initiatives that promote safe vehicle use, commercial drivers well supported with ongoing workplace driver training, consistent and easy to follow rules (such as one speed limit for special vehicles), and sensible licensing requirements.

### Eyesight tests - Medical fitness

Living Streets Aotearoa support retaining eye testing as outlined in option 2, where only those who have not had a recent eye test would require one when renewing their license.

We don't believe people know when their vision deteriorates, it can be quite gradual and accelerates with ageing. We note that existing eye test arrangements already pick up 3% of people that do not meet the test standard.

### **Digital licensing renewal system**

The proposal is to allow people to renew licenses on-line up to the age of 75. We support making it easier for these transactions to occur provided adequate safeguards can be maintained. This should be possible even if people have to do physical eye tests. While we support digital transactions there still needs to be an option of face to face renewals as well, for the people who prefer this means.

However unlike passport renewals, we need to know that drivers are still safe to drive and a physical check on real people will be useful at intervals. Either every second renewal is done in person, or perhaps a digital driving test of some sort is developed to ensure people still have the necessary skill sets. This assumes that digital renewals can be managed securely to only renew licenses for real people.

### **Special licenses**

We support retaining the status quo that drivers must drive on a domestic license for 2 years before they become passenger vehicle licensed. Two years practical driving experience seems to be the time required to acquire sufficient skills to be a safer driver.

We support retaining the requirements for heavy vehicle license holders to progress through the different class of vehicle licensing, and that the accelerated path for under 25s is removed. Heavy vehicle users need to be safe and competent to drive.

### **Speed restrictions for certain vehicles**

We support making the speed limit 40 kilometres per hour for all agricultural special vehicles so it is easier to comply with.

### **Approved course providers**

We support the proposals to provide better oversight of course providers with the ability to suspend or revoke approval. Quality training is important to safe driving.

We would like to see a requirement for drivers to be taught how to safely interact with non-vehicular road users, e.g pedestrians. The prescribed course for vehicle user licensing, and the practical driving test, should include a component on safe driving around pedestrians. There also needs to be regular questions in the written test to reflect this to raise awareness of the safety needs of vulnerable road users

### **Driver identification cards**

We would like to continue to see all vehicle users carry identification cards to allow enforcement action.

We would like to be heard in support of our submission.

## **About Living Streets**

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: [www.livingstreets.org.nz](http://www.livingstreets.org.nz)