

Submission by

**Hamilton City Council**

## LAND TRANSPORT (DRUG DRIVING) AMENDMENT BILL

**23 February 2021**

### 1.0 SUMMARY OF HCC'S KEY POINTS

- 1.1 HCC supports the overall intent and direction of the Land Transport (Drug Driving) Amendment Bill.
- 1.2 We note and support **all proposals** outlined in the Bill, including:
  - Establishment of a new random roadside oral fluid testing regime that would sit alongside the current compulsory impairment test (CIT) approach to drug driving.
  - Police officers being able to stop any driver of a motor vehicle and administer an oral fluid test without cause to suspect a driver has consumed drugs, consistent with the existing approach to drink driving enforcement.
  - Drivers who fail two consecutive oral fluid tests would incur an infringement penalty, aligned to the drink driving infringement penalty.
- 1.3 As Drug Driving is clearly a key component of road safety, HCC's support of the Bill is therefore aligned to our support and commitment to Vision Zero, which states that there will be no deaths or serious injuries on our transport system by 2050.
- 1.4 Similarly, HCC also supports and is fully committed to 'Road to Zero - New Zealand's Road Safety Strategy 2020 - 2030' and the initial 3-Year Action Plan and the Waikato Regional Road to Zero Safety Strategy.

### 2.0 INTRODUCTION

- 2.1 Hamilton City Council (HCC) supports the overall intent and direction of the Land Transport (Drug Driving) Amendment Bill.
- 2.2 We note and support **all proposals** outlined in the Bill, including:
  - Establishment of a new random roadside oral fluid testing regime that would sit alongside the current compulsory impairment test (CIT) approach to drug driving.
  - A police officer would be able to stop any driver of a motor vehicle and administer an oral fluid test without cause to suspect a driver has consumed drugs, consistent with the existing approach to drink driving enforcement.
  - Proposes that drivers who fail two consecutive oral fluid tests would incur an infringement penalty, aligned to the drink driving infringement penalty.
- 2.3 HCC supports the need to update national legislation to enable drug driving to be enforced in a manner that is consistent with drink driving, noting that in 2019 103 people were killed in

crashes where a driver was found to have drugs other than alcohol in their system. This represented 30 percent of all road deaths. While drug drivers already face serious criminal penalties if they are caught, the current law makes it hard for police to carry out more tests that could deter drug driving.

### **3.0 SUPPORT AND ADOPTION OF VISION ZERO**

- 3.1 As Drug Driving is clearly a key component of road safety, HCC's support of the Bill is therefore aligned to our support and commitment to Vision Zero (adopted by HCC in June 2017), which states that there will be no deaths or serious injuries on our transport system by 2050.
- 3.2 HCC is of the view that strong leadership at a national level makes it easier for Hamilton, the Waikato Region and other regions to progress on transport safety issues, to save more lives sooner, and reduce costs while doing so.
- 3.3 Vision Zero is a proven approach being applied by many jurisdictions globally, is customer-focused and human centred, and telling this story at a national level helps build trust across New Zealand communities that people's safety is at the heart of what we do.

### **4.0 SUPPORT FOR THE ROAD TO ZERO NATIONAL STRATEGY FOR 2020 - 2030**

- 4.1 On 16 August 2019, HCC made a comprehensive submission to the Ministry of Transport's consultation document 'Road to Zero - Consultation on the 2020-2030 Road Safety Strategy' - refer [here](#)
- 4.2 In this submission, HCC noted that *"Understanding impact of legalising marijuana (if and when this legislation is passed) to ensure that it is not lost in a more generic 'drugs' category and to understand Road User Choices"*.
- 4.3 HCC is committed to the resultant December 2019 'Road to Zero - New Zealand's Road Safety Strategy 2020 - 2030' (and the initial 3-Year Action Plan), which outlines a plan to stop people being killed or injured on our roads.
- 4.4 In particular, we support and are fully committed to the National Strategy's vision, 7 principles, 5 focus areas and targets - including the target of a 40 percent reduction in death and serious injuries (from 2018 levels) by 2030.

### **5.0 SUPPORT FOR THE ROAD TO ZERO FOR WAIKATO STRATEGY**

- 5.1 On 31 July 2020, HCC staff made a comprehensive submission to the Waikato Regional Road Safety Forum's Discussion Document 'Road to Zero for the Waikato' - refer [here](#)
- 5.2 The 'Road to Zero for the Waikato' document was published in December 2020 and sets out the Strategic Direction for the Waikato Region for 2020-2030, along with the Strategic Plan for 2020-2024. The document can be viewed [here](#)
- 5.3 In particular, it is noted that 30 percent of crashes in the Waikato Region involve alcohol or drug impaired drivers and that both types of crashes have been increasing. Impaired driving is a high-risk priority for the Waikato Region to address as part of the Road User Behaviour Change, Education and Enforcement activities.

## 6.0 FURTHER INFORMATION AND HEARINGS

- 6.1. Should Parliament's Transport and Infrastructure Committee require clarification of Hamilton City Council's submission, or additional information, please contact Robyn Denton (Network Operations and Use Team Leader, City Transportation) on 07 838 6910 or 021 971 127, email [robyn.denton@hcc.govt.nz](mailto:robyn.denton@hcc.govt.nz) in the first instance.
- 6.2. Hamilton City Council **does not wish to speak** in support of this submission at the Transport and Infrastructure Committee's hearings for the Land Transport (Drug Driving) Amendment Bill.

Yours faithfully



**Richard Briggs**  
**CHIEF EXECUTIVE**