

## By email

5 March 2019

File Ref: OIAP-7-9665

Hugh Davenport

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Dear Mr Davenport

### Information request 2019-029

I refer to your request for information dated 5 February 2019, which was received by Greater Wellington Regional Council (GWRC) on 5 February 2019. You have requested the following information:

*“I would like to request any discussions that GWRC have had with WCC in regards to traffic light timing, and whether they are planned to be fixed to ensure that a bus travelling at 30km/h full of standing passengers can stop safely after an orange light appears, or that the red light does not show until the bus travelling 30km/h has safely made it completely through the intersection.*

*I would like to enquire whether GWRC are actively trying to promote a safety first culture, whether there are penalties for not meeting timetable demands that could lead to an undue stress increase that could lead to drivers driving recklessly. If GWRC are not actively trying to promote a safety first culture, I would like to enquire when they will start. If there are penalties for not meeting timetable demands, I would like to enquire what the penalties are, and how often they occur.”*

GWRC’s decision follows:

GWRC’s approach and responsibilities for health and safety are stringently applied in accordance with the Health and Safety at Work Act 2015 (the Act). While GWRC contracts public transport operators to provide public transport services, under the Act, we have obligations as a Person Conducting a Business or Undertaking to coordinate, cooperate and collaborate (the three ‘c’s) on health and safety with our public transport operators. We do this when we plan (e.g. network and timetables) and also in our on-going partnership role with operators on network operations. For example, as part of the three ‘c’s GWRC worked closely with our operators on timetable development in order to make sure that timetables are achievable for drivers, as well as good guidelines for customers regarding when buses will arrive and depart. More generally, and in terms of promoting a health and safety culture, GWRC plays a part in this with our operators by discussing health and safety matters routinely at operator meetings.



Last year, GWRC waived performance deductions until 30 September 2018 to allow bus operators to focus on training drivers on new routes and on-board systems. All bus companies providing services to GWRC have been subject to performance management abatements and bonuses since 1 October 2018. The size of the penalties and their occurrences has been withheld under section 7 (2)(b)(ii) of the Local Government Official Information and Meetings Act 1987 (the Act), on the basis that releasing this information would be likely to unreasonably prejudice the commercial position of the person who is the subject of the information (i.e. bus operators).

We have considered whether the public interest in the requested information outweighs GWRC's need to withhold the size of the penalties and occurrences. As a result, we do not consider that the public interest outweighs GWRC's reason for withholding the information under the grounds identified above.

GWRC continues to work with operators on performance management, including discussions about what drivers are experiencing as they deliver services on the network. On the GWRC website, <http://www.gw.govt.nz/bus-contracts/>, Schedule 5, page 47 of 57 is a description of the Reliability and Punctuality KPIs and how they are calculated.

In terms of traffic light timing, there have not been any further discussions with Wellington City Council beyond the meeting held with officers at Wellington City Council on 12 November 2018, in which verbal explanations were provided on traffic light adherence and how traffic light timings operate. The meeting notes for this meeting have already been provided to you via a previous information request (2018-395).

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act 1987.

Yours sincerely



**Greg Pollock**  
General Manager, Public Transport