

By email

26 February 2019

File Ref: OIAP-7-9508

Hugh Davenport



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Dear Mr Davenport

Information request - 2019-019

I refer to your request for information dated 28 January 2019 which was received by Greater Wellington Regional Council on 28 January 2019. You have requested the following information:

“I would be interested in any legislation that GWRC has requiring to stand down the train drivers, and any legislation for any policies on buses running red lights. Noting that both are illegal from the Land Transport Act and whatever covers the trains, I find the difference unusual.”

Greater Wellington Regional Council’s response follows.

The Land Transport Act 1998 and the Railways Act 2005 provide the overarching legislative framework for land and rail transport regulation and safety. Both pieces of legislation require users (including rail and bus) to operate vehicles safely.

The process for dealing with train drivers after a SPAD (signal passed at danger) is detailed within the network operating rules, which form part of the Safety Case, required by NZ Transport Agency for the operators (and network provider) to have a licence to operate. So while the process on rail is not ‘legislated’, it is a current requirement within the safety licence submitted and approved by NZ Transport Agency.

Bus operators have their own procedures and protocols in place for buses travelling through red lights. We have previously provided you with information about the procedures that are followed when a bus driver (or a train driver) travels through a red light (responses to OIA 2018-379 and OIA 2018-377).



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