**Organisation:** New Zealand Level Crossing Working Group (LCWG)

**Date:**  Thursday 13th March 2014 9:30am

**Venue:** Level 2 NZTA, Wellington

**Chairperson:** Bill Greenwood

**Minutes:** Brett Williams

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| **Attendees** |
| BG | Bill Greenwood | New Zealand Transport Agency P&I |
| GH | Graeme Hudson  | New Zealand Transport Agency A&U |
| TB | Trevor Burling | Federation of Rail Organisations of NZ |
| AS | Alan Stevens | Roading New Zealand |
| RB | Russell Burnard | New Zealand Transport Agency A&U |
| RW | Rob Whight | KiwiRail |
| BW | Brett Williams | KiwiRail |
| SF | Stuart Frazer | NZTA HNO (for item 7) |
| CP | Christine Perrins | Auckland Transport |
| AF | Andrew Firth | Auckland Transport |
| AP | Adrian Price | Auckland Transport |
| Apologies |
| TH | Tim Hughes | New Zealand Transport Agency HNO |
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RED = Actions from this meeting are highlighted in red.

# Apologies and administration

RB affirmed as Chairperson

BW affirmed as Secretary

# Additions to Agenda

Concerns were raised by AS over the length of time taken to get approval to work near the rail corridor. This comment to get a permit to work was particularly applicable to working near crossings. The requirement, or not, to have a Kiwi Rail representative present seems to have little effect on the timeliness of receiving an approval.

The meeting supported as a suggestion, that a similar approach to having a STMS be adopted for Rail Controllers warrants, A provision could be made to get a similar Kiwi Rail recognised ‘train spotter’ certificate for personnel working on or near tracks? This could act as a prequalification to assist with permit and TMP approval timeliness.

The meeting noted there appears to be large variances in corridor access requirements both within regions and in a wider context across regions. These inconsistencies are leading to confusion as to when or where permits are required.

Another ‘consistency’ comment relates to some Kiwi Rail networks requiring the use of temporary traffic management (TTM) advance warning signage on approaches to work sites. Some areas however, do not require this signage. This is rather a two-edged sword. On one hand, by providing the signage, it makes it common with any other TTM signage requirements and presents a consistent look when compared to ordinary or general road work sites. On the other hand it adds some complexity and cost to setting up the work site, and in some cases extra hazards, in having to access the rail corridor especially where high voltage electrification systems are in place.

Concern was expressed to the meeting that some crossings have adopted the use of traffic islands on their approach. While this is probably done for specific site reasons, it tends to add to the overall length of a lane closure when work is needed in the area. This can add to travel time delays when traffic has to wait for the passage of counter-flow vehicles coupled with waiting for scheduled train movements too. Can also mean that traffic is in a live work-site area for longer as well. All things to be aware of when considering design parameters and perhaps some extra guidance is warranted? None

AS will follow up with GH regarding Train Controller training opportunities.

ALL to note that temporary traffic management as specified in TCD Part 8 is required when working on a public road.

# Actions Arising from Meetings

Covered under Agenda items later in the meeting.

# High-profile collisions

### None

# Traffic Control Devices Manual Part 9

 **Disability standard**

Changes may be required as a result of the Morningside accident.

GH to monitor and report back required changes to Part 9.

Wider access to Kiwi Rail level crossing design details was again supported by the meeting.

Interfleet currently undertaking a review around the design, construction, inspection and maintenance of rail pedestrian crossings. This input from the final report will need to be considered in the changes to Traffic Control devices Manual (TCD), Part 9 Level Crossings

TH/BG to include Kiwi Rail document in Register of network standards and guidelines when available.

 **Changes to AS 1724**

The meeting noted that revisions are being made to safe stopping sight distance criteria. AS1742.7 has been revised and a draft released for public comment. The comment period has been extended to COB March 25th.

# Australian Level Crossing Assessment Model (ALCAM) Project

### Distribution of individual risk reports

The individual ALCAM Risk Reports are planned to be released to RCA’s over the next weeks. Kiwi Rail will supply password protected drop boxes to the RCAs for accessing the reports for their jurisdiction.<https://alcam.abletech.net.nz/>

A long term solution is to have KiwiRail host the risk reports via the KiwiRail internet site, using GeVis

### Release of National summary statistical reports

Kiwi Rail and the Transport Agency have currently been releasing the report to RCA’s upon request. The report are to be used as a historical reference. . The ALCAM Statistical Report will be made available on the KiwiRail website by mid-April 2014.

### Crossing improvement programme

5 – 10 crossings per year are included in the Kiwi Rail identified higher-cost programme to upgrade crossings to alarms. ALCAM will be phased in as one of the tools used to set the annual programme.

A low-cost improvement program has been introduced Regions will be prioritised by risk and willingness of RCAs to co-fund the safety works. Works include signage, vegetation removal, markings, alignment etc (<~$10,000 per crossing – 100 + crossings per year).

### Future management and access to the model

NZTA is no longer a co-funder with Kiwi Rail of ongoing ALCAM development. Kiwi Rail is considering options for RCA and consultants access to the model and future funding.

The meeting AGREED that: “the Transport Agency review their current position regarding investment in on-going maintenance of ALCAM.”

RB/BG to organise for a review of Transport Agency ongoing investment in ALCAM

# Traffic Management at level crossings

It is desirable for consistency that the generic Kiwi Rail Temporary Traffic Management Plans be included in CoPTTM.

SF to e-mail BW application process for general temporary warning signs, so the “Barriers not Working” can be placed in TCD Part 8 (CoPTTM)..

BWl will work under the TTMP as forwarded to SF and

will display all crossings on its website as discussed during the long term solution for the release of the risk reports and

 will provide a list of STMS when in place, to SF

# Kiwi Rail and RCA Relationship

Kiwi Rail and the Transport Agency is negotiating a standard road/rail interface agreement. The RCA Forum had also developed a generic ‘Deed of grant’. These documents aimed for a single standard “Deed of Grant” agreement that would cover cost and liability issues for all level crossings.

Considerable savings in time and staff resources will occur if a generic Road/Rail Safety Interface Agreement can be agreed by all parties. A similar type of agreement has recently been achieved through a ‘Code of practice for utilities access to road and rail corridors’.

Australia has a federal legal requirement for Interface Agreements that cover: a joint risk assessment for each level crossing, documentation of maintenance responsibilities; and contact details of parties and risk review periods. The Victorian State agreement is managed on-line and linked to the ALCAM risk model and the associated asset management features.

It was AGREED that a sub-working group meeting be held in April to scope developing a generic NZ Road/Rail Safety Interface Agreement.

BG to call a NZ Rail/Road Interface (Access [safety]) Agreement Sub-Working Group meeting in April 2014

Purpose

1. investigate the need (or otherwise) to development a pro forma ***NZ Level Crossing Interface Agreement.***
2. Develop a forma ***NZ Level Crossing Interface Agreement.***for consideration and adoption by the NZ Level Crossing Working Group

 Possible headings;

* Upgrades – Reasons
* Maintenance – Reference TCD Part 9
* Liabilities
* Contract risk
* Risk management
* Mediation

# Products and new technology

CP discussed new technology around number plate recognition systems

# Management and research

MoT developing a Cooperative Transport Research Center.

#  Next meeting

The next annual meeting is tentatively set for April 2015.

**Note**

NZ Pro Forma Level Crossing Access Agreement

Sub Working Group meeting

Friday 11th April 2014 2:30pm NZTA Chews Lane Room 4.07

The purpose of this meeting (to be confirmed) is to:

* Investigate the need (or otherwise) to development a pro forma ***NZ Level Crossing Interface Agreement.***
* Develop a ***NZ Level Crossing Interface Agreement*** for consideration and adoption by the NZ Level Crossing Working Group and interested parties