

ROAD RAIL WORKING GROUP

Meeting Minutes : 28 April 2022

Working Group Members

| Name | Organisation | E-mail address | Attendance |
|-----------------|---------------------------------|--|------------|
| Bruce Conaghan | Hastings District Council | brucec@hdc.govt.nz | Present |
| Eddie Cook | KiwiRail | Eddie.Cook@kiwirail.co.nz | Present |
| Jennifer Forret | KiwiRail | Jennifer.Forret@kiwirail.co.nz | Apology |
| Simon Prince | KiwiRail | Simon.Prince@kiwirail.co.nz | Present |
| Darrell Statham | Porirua City Council | Darrell.Statham@poriruacity.govt.nz | Apology |
| Mike Harrison | Waitaki District Council | mharrison@waitaki.govt.nz | Present |
| Matt Williams | Manawatu District Council | Matt.williams@mdc.govt.nz | Present |
| Sebastian Jew | Waka Kotahi NZ Transport Agency | Sebastian.jew@nzta.govt.nz | Present |
| Gareth Williams | Auckland Transport | GarethJ.Williams@at.govt.nz | Present |
| Megan Drayton | TrackSafe | megan.drayton@tracksafe.co.nz | Present |

1. Welcome and apologies

BC welcomed those present and acknowledged their involvement on the Road Rail Working Group.

Welcome to Warren Furner (Ruapehu District Council and RCAF Sponsor for this Working Group) who provided a brief update from the RCAF Executive and expectations of this Working Group.

Welcome to Chris Hayvice (GHD Taumarunui) representing Ruapehu District Council.

2. Health and Safety Moment

Rail R U OK? Day 28 April 2022.

This annual industry-wide event inspires rail staff across Australia and New Zealand to look out for one another during life's (including work life's) ups and downs by asking "Are you OK?" and really listening to the answer.

Rail Suicide Prevention Report

Megan provided a brief overview of the outcomes of the Rail Suicide Prevention Report commissioned by TrackSAFE NZ, to inform the development of a rail suicide prevention work programme for TrackSAFE NZ.

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| 3. Updated Work Plan for finalisation | |
| <p>Comment that the target dates for some of the Work Plan Items be extended to the end of May or June as appropriate and the Work Plan be updated to reflect this.</p> <p>Confirmation that Item 12. Level Crossing Closures be added to the Work Plan. From discussion, it would be appropriate to have initial discussions with RCAs to “test the water” in regard to possible level crossing closures recognising that the initial discussions should look to identify potential impacts on the RCA road network. In that regard, RCAs may require a Transport Impact Assessment to ensure that network impacts and mitigation measures are identified to enable further discussion on cost sharing and timing.</p> | <p>EC to consider this with the KiwiRail Environment team.</p> |
| 4. Work Plan Progress Updates | |
| <p>Plan Item 1 : Deeds of Grant and service agreements for level crossings</p> <p>Draft Deed of Grant provided by Jen and circulated to Working Group members.</p> <p>RCA Working Group members to have a quick perusal to see if there were any key concerns that jump out from their perspective with those comments to be passed back to BC. These will then be incorporated into the brief for a legal review to be undertaken through the RCAF Executive. With this approach, it will mean that RCAs will not need to seek their own independent legal review.</p> | <p>Feedback to BC by mid June 2022.</p> |
| <p>Plan Item 2 : Forward planning of level crossing upgrades and improvements</p> <p>KiwiRail looking to be funded to develop a Programme Business Case for this programme which will then assist with providing forward visibility of upgrades and improvements. KiwiRail Lead is Lyndon Hammond.</p> | |
| <p>Plan Item 3 : Protocols for sharing planning information on maintenance and renewals</p> <p>Nothing noted at the meeting.</p> <p>Further discussion with SJ identified that this forward look should be based on the respective RCA asset management plans. However, these asset management plans do not necessarily list specific maintenance and renewal programmes meaning that it would be difficult to have this information visible at a nationally in a central location.</p> | |
| <p>Plan Item 4 : Providing clarity of legislative requirements pertaining to the road / rail interface</p> <p>Discussion noted that TCD Part 9 provides a good level of detail which would form the basis for advice to be collated and provided to RCAs.</p> | <p>BC to develop advice for RCAs</p> |

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| <p>Plan Item 6 : Review of TCD Manual Part 9</p> <p>Working Group members to provide any thoughts on additions / improvements to TCD Part 9 to BC. EC has provided some ideas.</p> | <p>BC to collate</p> |
| <p>Plan Item 7 : Management and maintenance of responsibilities of “mothballed” road / rail line interface</p> <p>Most appropriate mechanism would be for the level crossings to be included with the relevant Deeds of Grant.</p> | <p>BC to follow up with JF.</p> |
| <p>Plan Item 8 : Resource Consent considerations for new developments near level crossings</p> <p>Some guidance should be provided to RCAs in respect of KiwiRail requirements. This could be raised with the NZPI. Suggestion that the KiwiRail Environment team look to raise this with the NZPI.</p> | |
| <p>Plan Item 9 : Grounding issues at level crossings</p> <p>Noted that SH1B / Telephone Road (Holland Road to Puketaha Road) closed due to issues with the vertical geometry at the railway level crossing.</p> <p>EC has provided BC with the list of railway level crossings with observed grounding strikes. BC to look at advice to be provided to the respective RCAs in terms of guidance for vertical geometry improvements.</p> | <p>BC to prepare advice by end of June 2022.</p> |
| <p>Plan Item 10 : Low height / narrow width bridge strikes</p> <p>Working Group looking to identify the locations of low height railway overbridges and narrow bridges especially those that have suffered strikes. Associated with this would be any warning signs / mechanisms used. MH provided a couple of locations in the Oamaru area - Humber Street, Oamaru, Main South Line (MSL) (low height with passive warning signs) and Oamaru-Alma Road (SH1), Oamaru, MSL (narrow road).</p> <p>Other low height bridges BC aware of include :</p> <ul style="list-style-type: none"> • Rust Avenue, North Auckland Line (NAL) – low height with active warning signs • Pipiwai Road, NAL – low height with passive warning signs • Kaipara Flats Road, NAL - low height with passive warning signs • Titirangi Road, NAL - low height with passive warning signs • Wellington Road, Marton, New Plymouth Line - low height with passive warning signs • Eastern Hutt Road, Silverstream, Wairarapa Line - low height with passive warning signs • Carnforth Street, Dunedin, MSL - low height with passive warning signs | <p>All to identify such locations and pass back to BC.</p> |

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| <p>Other narrow road width bridges include :</p> <p>SH1, Tirau, North Island Main Trunk (NIMT) – narrow road SH1, near Marton turnoff, (NIMT) – narrow road</p> <p>EC has provided a contact at KiwiRail to identify those bridges that have been struck over the last ten years.</p> | <p>BC to follow up with KiwiRail contact.</p> |
| <p>Plan Item 11 : Innovations</p> <p>GW provided an update on the Auckland level crossing CCTV camera project.</p> | |
| <p>5. Innovations and Research</p> | |
| <p>Australasian Centre for Rail Innovation – it would be good to get updates on what research is being undertaken with potential relevance for NZ.</p> | |
| <p>6. Other business</p> | |
| <p>Challenges with commercial forest harvesting and the road/rail interface. Can be difficult to manage where there are existing use rights i.e. as a permitted activity. It would be worthwhile for KiwiRail to discuss this with the Wood Council of NZ Inc and NZ Forest Owners Association as these would represent the majority of the commercial forestry.</p> | |
| <p>7. RCAF Executive Meeting Dates</p> | |
| <p>Tuesday 28 June (half day) Thursday 18 August (1 hour) Monday 19 September (1 hour) Wednesday 12 October (full day)</p> | |
| <p>7. Next meeting</p> | |
| <p>Date to be confirmed.</p> | <p>BC to confirm date.</p> |