

Rail/Road Safety Seminar

Auckland 30 September 2004

Meeting Notes

IN ATTENDANCE

Bill Guest	Connex NZ
Bob Lupton	ARTNL
Simon Wood	ARC
Paul Schischka	Waitakere City
Garson Bell	Auckland City
Geoffrey Hattotuwegama	Auckland City
Alan Roland	Papakura District
Steve Dudley	Manukau City
Nicole Rosie	Toll NZ
Phil McQueen	NZRailways Corporation
Leo Mortimer	Ministry of Transport
Bob Gibson	LTSA National Office
Helen Fielding	LTSA National Office
Richard Bean	LTSA National Office
Sandy Mills	LTSA Auckland
Peter Kippenberger	LTSA Auckland (convenor)

Apologies:

Bill Horne	Auckland City
Dave MacDonald	Transfund NZ

WELCOME

Peter Kippenberger welcomed attendees and noted that the second workshop had arisen from interest expressed at the first in July. The attendance reflected continuing interest in maximising safety while recognising the large number of organisations involved. Peter reflected that the vision of the Auckland Rail project is “Modern trains serving modern stations every 10 minutes at peak times by 2006”. To achieve this requires a minimum of incidents and accidents. He also reminded attendees of the challenge using a quote from Hope after the 1992 Potters Bar disaster in the UK “Management of the track and signals and so on are in the hands of one company. Other companies run their trains and have no control over the track. That’s not the way railways have been run throughout the first 160 years of their history”. Peter apologised that Transfund was not represented but had some indication from Adam Ashford about funding policies.

LEGISLATION

Leo Mortimer updated the meeting on recent legislative and policy developments and progress, including:

- Railways Bill to be enacted by 1 July at the latest;
- Nation Rail Strategy – where Government sees its role in rail, strongly linked to the NZ Transport Strategy and promoting rail;
- Railway Network Bill – establishing a new entity to manage the rail network, previously known as Trackco, currently NZRC;
- National Rail Strategy – draft available for consultation, see MOT website, <http://www.transport.govt.nz/business/land/land-transport/nrs.php>;
- Rail Safety targets-waiting for NRS to be finalised; and
- Transport Sector review – Transfund and the Land Transport Safety Authority (LTSA) to be united in a new agency, Ministry taking over some roles agencies have performed to date.

Bob Gibson outlined the work of the level crossing forum and working group, convened by the LTSA with representatives from TLAs, Transfund and NZRC. Bob later explained the planned NZ trial of the Queensland Level Crossing Risk Matrix; a system for prioritising work on level crossings and assessing the level of protection required.

Sandy Mills updated the meeting on the work of the Auckland based education/communications group. Acting under the umbrella of the level crossing working group, the education group have identified 3 target groups (8-12,teenagers/young adults, wider community) and have begun to work on the revision of the existing Tranz Rail produced “Rail Safe” programme. A business case for seeking funding will be produced.

TOLL PRESENTATION

Nicole Rosie presented information about rail/road interface, trespasser and other rail related accidents and incidents. This presentation is attached.

Toll continues to have a national perspective on the issues. Rail is not generally speaking, high risk, in terms of fatalities recorded. Toll/Tranzrail have done a great deal in area of road/rail interface safety, and are not in a position to do a lot more.

NZRC PRESENTATION

Phil McQueen gave a presentation concerning priority setting practices. NZRC encourages a national approach for consistency, but its processes can take into account local issues and the development of new concepts. There are about 1,500 level crossings, half of which are physically controlled, and about 1,500 more private crossings. NZRC sees the issues going forward as:

- Pressure for new crossings;
- Land use planning – rail interface;

NZRC PRESENTATION (CONTINUED)

- Corridor security and policies relating;
- Ownership of the issues;
- Communication and co-operation;
- Public relations;
- Education and enforcement;
- Funding – how much? Where from? What for?;
- Evaluation and economics of new technology and eliminating crossings; and
- Risk – understanding the “global perspective.

This presentation is attached.

SETTING PRIORITIES/RISK ANALYSIS

Alan Roland spoke of the two recent fatalities in Papakura. Fencing for the crossings involved is required, but the council cannot provide the estimated cost of \$400,000.

Bob Lupton explained that ARTNL had received some funding for fencing from ARC, and have self funded some. Fencing is a regional issue, and regional funding should be available.

Simon Wood noted that government expected the Auckland corridor to be self funding. ARC funding priorities are not yet set. There is a lack of useful data to help create priorities. ARC planning is not considering safety of employees, or of the corridor. Small numbers of accidents cause difficulties for planners.

The value of fencing, in isolation from suitable pedestrian access and controls, was questioned. Fences get destroyed, swimming pool type fencing works best. Clear need to provide pedestrian facility as well as fencing.

Bob Lupton talked of the Papakura trespass initiative – really three parts, the physical barrier, education, and enforcement. There is definitely potential in identifying the danger of crossing tracks and we need to use peer pressure – make it “not the thing to do”.

Nicole asked (re targets) “what’s in it for the operator”.

Bob queried whether there is a fencing standard, Phil answered there is not.

Simon pointed out the standard caused problems of liability in the UK (where fences are required), when the fence fails.

Bob Lupton talked about risk. What is the risk? We know who the users are and who the victims are. For prediction, with low figures the risks are easily skewed. There is a difference between risks and accidents. Do we have a risk model? Risk is used as a driver in other parts of the world. A risk model could be a waste of time if it is not used. We need to identify risks, model them, maintain the model, and use it as a tool for project investment.

SETTING PRIORITIES/RISK ANALYSIS (CONTINUED)

Simon Wood noted that ARC are planning 11 million train passenger journeys per year in Auckland in ten years time. (NZ currently has 13 million passenger journeys per year, the majority in Wellington).

Bob Lupton noted that ARTNL was doing small-scale upgrades and addressing issues constantly, there is a need for a whole of Auckland approach.

Bob Gibson outlined the level crossing working group trial of the Queensland level crossing risk matrix, to be carried out in the central north island. The methodology requires input from rail and roading authorities, and may propose treatments that affect roading issues, not rail. It is hoped the trial will take place before the end of 2004.

Nicole noted that there is a difference between new projects and moving forward with risks that are recognised. Need for risk modelling is clear, and would feed into targets and key performance indicators.

Bob Lupton said the statistical value of a life influences engineering interventions, and Bob Gibson explained that all lives lost (road or rail) are treated the same way by the LTSA.

Phil McQueen discussed the importance of targeting resources, for example the pedestrian barrier being installed in Wellington with the Hutt City council, and could become another option for installation on other 'problem' sites.

Bob Lupton said the Regional Rail Safety Group had discussed developing a regional risk model, but lack of data was a problem.

Alan Roland asked about the education/communication fund that David Wright announced at the first seminar. He is interested in education initiatives for his area particularly after 2 recent fatalities. Helen Fielding explained that while the money had been allocated, no process had been established for applications for the funds, and this was partly due to the LTSA not having identified a communications strategy, or rail safety strategy that would enable the funds to be targeted. Helen is to progress this and contact Alan. Sandy Mills identified other initiatives that could take place in Papakura, using existing networks and material, without significant cost. Nicole Rosie suggested the re-launch of the Rail Safe package could take place in Papakura.

A need for better communication was discussed. Bill Guest suggested a website or mailing list where everyone could get information for the group would be useful. Links to other agencies are required, and councils need to be able to find out quickly who to go to, to discuss issues that arise. The LTSA (Helen Fielding) agreed to investigate.

Alan Roland told the meeting about a case Papakura have made to Transfund for funding for fencing. Some standardisation of applications from the group would be useful particularly for major projects such as grade separation, or pedestrian solutions.

LAND USE PLANNING AND TRAFFIC MANAGEMENT

Garson Bell from Auckland City spoke about the Auckland city growth strategy which identifies nineteen nodes, mostly around existing rail sites. With train frequency increasing (to every 5 minutes at Newmarket for example) there will be much heavier use of crossings. It is clear barrier arms are not always a good solution because of the train frequencies. Closure of 3 crossings proposed. In many cases NZRC not the council owns the land, causing problems. Council has completed a level crossing study which was accepted by the transport committee. Steve Dudley from Manukau City noted they have no road/rail interface issues, but many trespass issues. There are significant distances between pedestrian crossings and concerns over fencing and pedestrian access. The state of the corridor due to weeds and rubbish and noise issues are important concerns.

Paul Schischka from Waitakere City said they have 10 level crossings, 7 of which have half arm barriers. The double tracking brings interest in grade separation and more barrier arms. The Council is working on upgrading signage and relocation of a station. Account is being taken of increasing traffic and increased need to cross tracks.

TECHNICAL STANDARDS FOR LEVEL CROSSINGS, FENCING ETC

Simon Wood noted that ARC have commissioned a study, in terms of purchasing rail vehicles, taking factors such as safety and environment into account for an electrified rail system. Should electrification go ahead? Bridges and crossings have to allow for overhead traction lines.

Phil McQueen explained there are processes in place for identifying the level of protection at a road/rail crossing, but no similar hierarchy for pedestrian crossings. Bob Gibson noted there are standards for trains themselves, including ditch lights, flashing lights, and conspicuity tape. Nicole Rosie said the latest interoperability standards require ditch lights.

Simon noted the need for a process, from roading authorities point of view, for upgrading from half arm barriers to grade separation, and no standards for funding applications. Steve Dudley said upgrade projects needed to be considered as a package, because single projects for passenger transport do not stack up against bigger roading project issues. He suggested MOT might be able to help with that.

FUNDING

Leo said funding for the National Rail Strategy would come from Government through Transfund. Funding would be collaborative, ARC, local council, Transfund. Some funding could come from the alternatives to roads provisions, and Geoffrey noted that grade separation is part of the rail project, not a separate issue. Everyone agreed the consequential issues from double tracking must be dealt with.

FUNDING (CONTINUED)

Peter Kippenberger advised that Transfund takes a collaborative approach, and the NZ Rail Strategy (draft) defines its role as one of a number of funders (including the Crown and ARC / ARH). Transfund notes that NZRC is an approved organisation under the LTM Act and can thus seek funds. Transfund typically funds 60% of the cost of a rail project. The remaining share needs to be met from other sources. A current example is the western line double tracking stages 2,3, and 4 which are being considered by the Transfund Board.

Peter raised the issue of leadership going forward. Simon suggested an analogy with SH20, where consequential action was required, and responsibility lay with ARTA. Peter suggested Transfund might have a leadership role, and Leo noted that at 1 Dec the MOT takes over part of the cost allocation model from the existing Transfund. Steve noted that Manukau City has a fund for small projects of less than \$100,000 and he expected some rail work would come from there. Alan Roland said their fencing project was of some urgency and he would like to put together a terms of reference to bring back to the group for their support. There was more general conversation about the suitability of fences. Simon noted there was opportunity to build on the existing business plan (for the rail project).

The meeting agreed the following action items, with some progress being desired prior to the next meeting in mid-December (**suggested date Friday 10th December** at 10.30 in the LTSA Boardroom (will be the Land Transport NZ boardroom by then!)):

ACTION ITEMS

NEED TO HAVE	OWNER
Police Support	Peter Kippenberger
Road/Rail interface safety in Road Safety Strategy 2010	MOT
Funding <ul style="list-style-type: none"> • Sources • Processes • Guidelines/precedents 	Transfund NZ ARC TLAs
Fencing strategy/pedestrians	LTSA to write to NRSS executive
Regional risk model	Bob Lupton/Simon Wood
Rail safety targets	MOT
Guidelines for applying for/spending the \$100,000 education/communication fund	LTSA
Better communication channels	LTSA (via website?)
Better planning school sites/pedestrian generators/growth nodes in cities	All. LTSA to speak at Regional Growth Forum. Simon Wood
Process for half arm barrier → grade separation decisions/funding	LTSA to write to NRSS
Corridor approach to issues	TA's to provide information on projects to Simon Wood. Transfund NZ.