

Joel Rowan

To Kesh Keshaboina

FYI

From: david.tripp@xtra.co.nz <david.tripp@xtra.co.nz>

Sent: Monday, 6 March 2023 8:32 PM

To: Joel Rowan <Joel.Rowan@nzta.govt.nz>

Subject: gaps

Out of Scope

In terms of Dowse – I know Kiwirail doesn't like crossings. The problem is that from a big picture perspective, a pedestrian-rail crossing is (at least as a guesstimate) way safer than any other option for accessing the path – and accessing the path is hugely important. I know two people who have had serious cycle injuries on Hutt Rd between Petone Station and the Dowse – and who would exit at Dowse. Creating safe links to a further 15,000 people has HUGE public health benefits. The connections that will be created at Dowse involve cyclists navigating two multi-lane roundabouts. So the problem becomes one agency (Kiwirail) taking a narrow view that actually harms people and limits beneficial uptake. We need to speak up about this sort of silliness, even if they stay silly! Neither you nor I can change Kiwirail – but a senior manager at Waka Kotahi, when faced with the analysis (which no one has done cause governance had never been sorted) would be well within their rights to ring up a senior colleague at Kiwirail and do a deal. That's how lots of things happen around town.

Hope this gives a sense why we still have these logged as problems.

Cheers

David

Joel Rowan

To Mark Nicholson

From: Emma Speight <Emma.Speight@nzta.govt.nz>

Sent: Tuesday, December 12, 2023 12:35 PM

To: Joel Rowan <Joel.Rowan@nzta.govt.nz>

Subject: FW: Requests from cycling groups relating to KiwiRail infrastructure

Hi Joel

Let's have a chat about how best to communicate this.

E

Emma Speight

Director Regional Relationships, Greater Wellington & Top of the South

Te Waka Kōtuia | Engagement & partnerships

Mobile: s 9(2)(a)

Waka Kotahi NZ Transport Agency

From: David Gordon s 9(2)(a)

Sent: Tuesday, 12 December 2023 12:29 PM

To: Emma Speight <Emma.Speight@nzta.govt.nz>

Cc: Lynne Morton s 9(2)(a); Manjot Singh <Manjot.Singh@kiwirail.co.nz>

Subject: RE: Requests from cycling groups relating to KiwiRail infrastructure

Emma

Apologies for delay.

We won't even be in a position to think about this until March 2024 as we enter our major build season from 26 December 2023 through to end of February.

However my gut reaction is that there's no way we'd sign off on a new at-grade X'ing in the Metro area.

The next point is that to the extent any works require signalling design and installation we are going to be over-whelmed with the need to serve the metro rail commissionings in Auckland and Wellington so cycleways will of necessity have to take a back seat.

I'm sure you'll find a way to say it better to the cycling interests – but that's our current reality.

Regards

David Gordon (Him/He) Chief Planning & Asset Development Officer

M: s 9(2)(a)

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www.kiwirail.co.nz

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From: Emma Speight <Emma.Speight@nzta.govt.nz>

Sent: Tuesday, 5 December 2023 10:59 am

To: David Gordon s 9(2)(a)

Subject: Requests from cycling groups relating to KiwiRail infrastructure

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Kia ora Dave

We have received some submissions from cycling groups regarding infrastructure that they would like to see to better connect and utilise our cycling infrastructure. I'm conscious that we don't want to be in a public "pass the parcel" situation in terms of how we respond to these requests, so am seeking your guidance on the best way for us to formally pass these requests to you for response.

I've attached the two requests (including contextual information from our team) below. Happy to discuss.

Emma

Context and request for advice

While we don't have detailed proposals, it will be helpful to understand if there is any prospect of developing either of them, and if not, to have KiwiRail share their reasoning in a way we can pass on to the cycling groups. Alternatively we could invite KiwiRail to front these discussions together with us and share the collective thinking with the advocacy groups.

1. P2M Level Crossing

Why requested?

The Petone to Melling cycleway was designed and built between the Melling Branch / Hutt Valley rail line and State Highway 2. This design provides a high quality and safe cycleway where people cycling have few conflict points (driveways, intersections, pedestrian crossings), however the rail line and highway limit access on and off the route.

Access on and off the cycleway is possible at the Dowse Drive interchange but this requires users to bike on the shoulders of the on- and off-ramps of the interchange, and to make tight U-turns depending on the direction of travel. The interchange connection to Hutt Road on the local road side also features narrow shoulders.

Cycling advocacy group representatives and members of the public have requested alternative access be provided and identified a level crossing connection towards Hutt Road as an option to provide this. This would avoid the requirement to cycle on the interchange (with the safety risks associated) to access the cycleway. It would improve access for residents in Alicetown and northern Petone, enabling greater uptake of the new safer cycle route.

This would in turn potentially increase uptake of the Ngā Ūranga ki Pito-One link which the two organisations are collaborating on now.

The proposed location would only cross the Melling line which is single track and has a far lower number of trains than the Hutt Valley / Wairarapa line.

Background

We do not have access to records of prior discussion, but believe it has been raised with KiwiRail staff in the past via the Waka Kotahi system design team.

We understand KiwiRail are generally not able to approve new level rail crossings and prefer to maintain a sinking lid on the number of such crossings. Two new underpasses were built as part of the P2M project, however the opportunity to build an overbridge or underpass near the central area of the project appears limited by lack of space.

Location



Out of Scope

Out of Scope

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Selwyn Blackmore

To Joel Rowan

Great, thanks

From: Joel Rowan <Joel.Rowan@nzta.govt.nz>

Sent: Wednesday, November 22, 2023 2:47 PM

To: Selwyn Blackmore (Stantec) <Selwyn.Blackmore@nzta.govt.nz>

Subject: Fwd: KiwiRail topics (Dowse level crossing, Ngauranga underpass)

In case this helps, info given to support Emma

From: Joel Rowan <Joel.Rowan@nzta.govt.nz>
Sent: Tuesday, November 21, 2023 4:39 PM
To: Emma Speight <Emma.Speight@nzta.govt.nz>
Subject: KiwiRail topics (Dowse level crossing, Ngauranga underpass)

Hi Emma,

Let me know your thoughts on this. Hopefully these paragraphs set out the key points of why these two different rail-related options have been the topic of stakeholder interest.

My view is that each of the ideas has merit from a cycle network perspective. While we don't have detailed proposals, it will be helpful to understand if there is any prospect of developing either of them, and if not, to have KiwiRail share their reasoning in a way we can pass on to the cycling groups.

Alternatively we could invite KiwiRail to front these discussions together with us and share the collective thinking with the advocacy groups.

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Location



Out of Scope

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Joel Rowan (he/him)

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Simon Kennett

To: Grant Fletcher, Luke Troy, Selwyn Blackmore, Kara Puketapu-Dentice, Kesh Keshaboina

Cc: Matt Hunt, Joel Rowan, Will Wallace, Mandy Arora, Jon Kingsbury, Mark Nicholson

13/12/2023

Kia ora Grant and Luke

I'll try Kiwirail.

The electronic gates close well before a train reaches the crossing, and there are fences either side of the barrier, so people can't run across just in front of a train or go around the gate. Here's one of the ones on the Beltway The motor in the metal boxes control the gate – <https://www.google.co.nz/maps/@-41.2091281,174.9275921,3a,25.3y,147.62h,85.74t/data=!3m6!1e1!3m4!1seOBY2W2C25IX82DN7cedOg!2e0!7i16384!8i8192?entry=ttu>



Given the cost (approx. \$500K) I'd like to think the electronic gated crossings are very effective at addressing all of Kiwirail's concerns.

The alternative solution at Dowse interchange (widening the on and off ramps to include cycle paths) was costed at \$3M and would still required riders to negotiate an uncontrolled crossing at the top of the interchange.

For those unfamiliar with the Scales Lane site, here's the old level crossing before the maze was removed - <https://www.google.co.nz/maps/@-41.2167654,174.8820613,3a,75y,338.33h,90t/data=!3m7!1e1!3m5!1s255ZWWUhFPbyZokwwKKIPA!2e0!5s20091101T000000!7i13312!8i6656?entry=ttu>



Ngā mihi

Simon

From: Grant Fletcher <Grant.Fletcher@gw.govt.nz>

Sent: Wednesday, 13 December 2023 10:11 AM

To: Luke Troy <Luke.Troy@gw.govt.nz>; Simon Kennett <Simon.Kennett@nzta.govt.nz>; Selwyn Blackmore (Stantec) <Selwyn.Blackmore@nzta.govt.nz>; Kara Puketapu-Dentice <Kara.Puketapu-Dentice@huttcity.govt.nz>; Kesh Keshaboina <Kesh.Keshaboina@nzta.govt.nz>

Cc: Matt Hunt <Matthew.Hunt@nzta.govt.nz>; Joel Rowan <Joel.Rowan@nzta.govt.nz>; Will Wallace <William.Wallace@nzta.govt.nz>; Mandy Arora <Mandy.Arora@nzta.govt.nz>; Jon Kingsbury <Jon.Kingsbury@huttcity.govt.nz>; Mark Nicholson <Mark.Nicholson@nzta.govt.nz>

Subject: RE: Upcoming Hutt Cycling Governance Group Meeting

Hi

I'd say again Kiwirail but some of the footage from trains actively either running barriers or walking round them suggest they will have a strong view on this.

Grant



Grant Fletcher

Kaiwhakahaere Matua Waka-ā-rohe|Head of Regional Transport

Greater Wellington Te Pane Matua Taiao

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From: Luke Troy <Luke.Troy@gw.govt.nz>
Sent: Tuesday, 12 December 2023 9:57 am
To: Simon Kennett <Simon.Kennett@nzta.govt.nz>; Selwyn Blackmore (Stantec) <Selwyn.Blackmore@nzta.govt.nz>; Kara Puketapu-Dentice <Kara.Puketapu-Dentice@huttcity.govt.nz>; Kesh Keshaboina <Kesh.Keshaboina@nzta.govt.nz>; Grant Fletcher <Grant.Fletcher@gw.govt.nz>
Cc: Matthew Hunt <Matthew.hunt@nzta.govt.nz>; Joel Rowan <joel.rowan@nzta.govt.nz>; William Wallace <William.wallace@nzta.govt.nz>; Mandy Arora <Mandy.Arora@nzta.govt.nz>; Jon Kingsbury <Jon.Kingsbury@huttcity.govt.nz>; Mark Nicholson <Mark.Nicholson@nzta.govt.nz>
Subject: RE: Upcoming Hutt Cycling Governance Group Meeting

Probably a question for KiwiRail

From: Simon Kennett <Simon.Kennett@nzta.govt.nz>
Sent: Tuesday, 12 December 2023 9:54 am
To: Selwyn Blackmore (Stantec) <Selwyn.Blackmore@nzta.govt.nz>; Kara Puketapu-Dentice <Kara.Puketapu-Dentice@huttcity.govt.nz>; Kesh Keshaboina <Kesh.Keshaboina@nzta.govt.nz>; Luke Troy <Luke.Troy@gw.govt.nz>; Grant Fletcher <Grant.Fletcher@gw.govt.nz>
Cc: Matthew Hunt <Matthew.hunt@nzta.govt.nz>; Joel Rowan <joel.rowan@nzta.govt.nz>; William Wallace <William.wallace@nzta.govt.nz>; Mandy Arora <Mandy.Arora@nzta.govt.nz>; Jon Kingsbury <Jon.Kingsbury@huttcity.govt.nz>; Mark Nicholson <Mark.Nicholson@nzta.govt.nz>
Subject: RE: Upcoming Hutt Cycling Governance Group Meeting

Kia ora koutou

Good meeting yesterday. I was just left with one nagging question, regarding the safety risk at level crossings with electronic gates. Does anyone have a record of near misses and death or serious injury crashes involving cyclists at this type of crossing? The cycling advocates are bound to argue that they are safer than multi-lane roundabouts (which have a well established track record of DSI crashes). If there is a similar crash history at level crossings with electronic gates, that could help to put this issue to bed.

Ngā mihi

Simon

Simon Kennett (he/him)

Principal Multi-modal Advisor, Programme & Standards

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From: Selwyn Blackmore (Stantec) <Selwyn.Blackmore@nzta.govt.nz>

Sent: Friday, 8 December 2023 10:59 AM

To: Kara Puketapu-Dentice <Kara.Puketapu-Dentice@huttcity.govt.nz>; Kesh Keshaboina <Kesh.Keshaboina@nzta.govt.nz>; luke.troy@gw.govt.nz; Grant Fletcher <Grant.Fletcher@gw.govt.nz>

Cc: Matt Hunt <Matthew.Hunt@nzta.govt.nz>; Simon Kennett <Simon.Kennett@nzta.govt.nz>; Joel Rowan <Joel.Rowan@nzta.govt.nz>; Will Wallace <William.Wallace@nzta.govt.nz>; Mandy Arora <Mandy.Arora@nzta.govt.nz>; Jon Kingsbury <Jon.Kingsbury@huttcity.govt.nz>; Mark Nicholson <Mark.Nicholson@nzta.govt.nz>

Subject: Upcoming Hutt Cycling Governance Group Meeting

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Joel Rowan

To: Kesh Keshaboina

27/02/2023

Hi Kesh – some notes on the level crossing proposal.

- A site at Scales Lane has been identified by stakeholders as a possible location for access to the Petone to Melling cycleway, requiring a new level crossing for cyclists.
- Waka Kotahi staff have approached KiwiRail staff in the past to discuss a level crossing in this area. KiwiRail staff have indicated that a crossing would not be approved.
- A level crossing would enable greater uptake of the Petone to Melling path and reduce the need to cycle on the SH2 interchange to access the path.
- The crossing would be on the Melling Branch line which is a single track and serves a relatively low volume of trains compared to the main Wairarapa/Hutt Valley line.

Joel Rowan (he/him)

Principal Advisor, Communications & Engagement

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