

Recommendation	RTA Response
<p>Recommendation 1:</p> <p><i>The Committee recommends that the Level Crossing Strategy Council continue to give priority to reviewing the status of under-utilised railway level crossings with a view to recommending their closure, if appropriate, as part of a national railway safety agenda.</i></p>	<p>Agreed. The rail owners and managers are responsible for monitoring the operation and closure of railway lines.</p>
<p>Recommendation 2:</p> <p><i>The Committee, conscious of the potential for creating confusion and potential complacency on the part of drivers approaching inactive railway level crossings recommends the removal, or bagging of all signs at such crossings.</i></p>	<p>Agreed with qualification. It is understood that the term 'inactive' refers to railway lines that are no longer used for rail operations. The RTA supports the removal of all signs in this instance.</p> <p>The RTA recommends that signs and pavement markings are maintained at railway level crossings on lines that are used for rail operations, even if only for limited time periods.</p> <p>The rail owners and managers are responsible for monitoring the operation of railway lines.</p> <p>The RTA and councils would be responsible for removal of all signposting and pavement markings at an inactive level crossing.</p>
<p>Recommendation 3:</p> <p><i>The Committee recommends that road authorities honour their obligations under the Rail Safety Act 2008 (NSW) to ensure adequate implementation of Interface Coordination Agreements, thereby achieving the objectives of increased railway level crossing safety and coordination.</i></p>	<p>Agreed. The RTA is working with rail agencies in the management of Interface Coordination Agreements for the State Road network.</p> <p>Councils are the road authorities for non-State Roads and are responsible for the management of Interface Coordination Agreements for railway level crossings on these roads.</p>

<p>Recommendation 4:</p> <p><i>The Committee recommends that the Level Crossing Strategy Council conduct consultations with key stakeholder groups on how to implement its Strategic Plan to ensure that there is general support for its provisions and scope.</i></p>	<p>Agreed. The RTA has provided feedback on preliminary versions of the Strategic Plan.</p> <p>The RTA will continue to support the Level Crossing Strategy Council in the development, consultation and implementation of the strategic plan.</p>
<p>Recommendation 5:</p> <p><i>The Committee recommends that, as part of the Level Crossing Strategic Plan, and in order to reduce unnecessary duplication, the Level Crossing Strategy Council coordinate its activities relating to design, trialling and implementation of new and existing intelligent transport technology applications for use at railway level crossings with the work undertaken by the relevant National Transport Policy working groups.</i></p>	<p>Agreed. The RTA agrees to adopt a national consistent approach to the design, trialling and implementation of new and existing intelligent transport technology applications for use at railway level crossings.</p> <p>The RTA will review the work undertaken by the relevant National Transport Policy working groups and consider its feasibility, cost effectiveness and other relevant factors in the application of proposals on the road network in New South Wales.</p>
<p>Recommendation 6:</p> <p><i>The Committee recommends that the Level Crossing Strategy Council undertake a review of the impact of increased heavy vehicle traffic on collision risks at railway level crossings and include an examination of the potential benefits of GPS tracking at railway level crossings to improve safety, as part of the review.</i></p>	<p>Agreed. The RTA would participate in a review undertaken by the Level Crossing Strategy Council in this area.</p>
<p>Recommendation 7:</p> <p><i>The Committee recommends that in order to ensure consistent standards in the determination of research and planning priorities and to minimise duplication, the Level Crossing Working Group include and build on the work of the Behavioural Change Group as part of its remit. This will assist in providing a national focus for and consistency in future railway level crossing behavioural research initiatives and priorities.</i></p>	<p>Agreed. The RTA agrees to work with the Level Crossing Strategy Council and Level Crossing Working Group in ensuring consistent standards in the determination of research and planning priorities in future railway level crossing behavioural research initiatives and priorities.</p>