

NZUAG – Some telling stories

No sooner has one operator finished digging up a street, another comes along and digs it up again. Drivers, pedestrians, residents and businesses are increasingly frustrated as they face ongoing disruption to their day.

Pristine main routes begin to look like patchwork quilts as contractors reinstate roads with little forward planning and, driven by time constraints, achieve substandard outcomes.

Utility providers and consumers are also frustrated when third party damage to the pipes and lines disrupts services causing considerable cost and inconvenience to businesses and households alike.

SOME OF THE STORIES...

- > In a six month period in 2001 at least seven different trenching operations took place on The Terrace, one of Wellington's busiest streets. This caused excessive noise and continual traffic jams. Basil Morrison, LGNZ, April 2002
- > In 2001 there were 32 road works sites within the Wellington CBD operating at one time. Evening Post, April 2001
- > In parts of Wellington, Auckland and Hastings the space available for pipes and cables in the road corridor is full. Basil Morrison, LGNZ, 2002
- > In Palmerston North, business owners on George Street were told roadworks outside their premises would last three weeks ... but they lasted seven weeks due to lack of co-ordination between contractors. The Evening Standard, 8 August 2002
- > According to the City Council, over 1000 trenches in Wellington have not been reinstated properly. It is estimated that digging up a road even once reduces the life of the pavement by 30%. Alick Shaw, Councillor, WCC, April 2002
- > A New Plymouth family says their nursery business has been virtually destroyed by prolonged roadworks. The Daily News, 17 February 2003
- > In 2000 a burst water pipe damaged a gas main in downtown Wellington. Due to lack of information it took five hours to find and fix the leak. Meanwhile, a number of businesses were evacuated and traffic diverted. Evening Post, 11 May 2000
- > In Western Springs, Auckland contractors took more than a year to resurface a road once the work was finished. Auckland City Harbour News, 10 January 2003
- > In Okura, lack of communication between contractors led to the removal of road signs and markings at a road works site, resulting in the death of a young motorist. North Shore Times, 7 November 2002



OUR SOLUTION IS ROADSHARE...
WORKING TOGETHER
TO BENEFIT ALL ROAD USERS

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ROADSHARE PUBLICATIONS

NZUAG	Model Partnership Agreement
STANDARDS NZ	Code Of Practice For Working In The Road
INFRATRAIN NZ	National Certificate in Road Opening (i) Trenching (ii) Site Co-ordinator (iii) Water Reticulation – Service Person
NZUAG	Network Utilities Within the Road Corridor: The Role of the Resource Management Act: A Guide to Best Practice
MINISTRY OF CIVIL DEFENCE AND EMERGENCY MANAGEMENT	Working Together: Lifeline Utilities and Emergency Management – Directors Guidelines for Lifeline Utilities (DGL 3/02) Lifelines and CDEM Planning : Civil Defence Emergency Management – Best Practice Guide (BPG 1/03)
NZUAG	National Guidelines for Valuing Utilities

NEW ZEALAND UTILITIES ADVISORY GROUP MEMBERS

The membership of the New Zealand Utilities Advisory Group includes representatives from:

- Electricity Networks Association
- Electricity Engineers' of New Zealand Association
- Gas Association of New Zealand
- Ingenium
- New Zealand Water and Waste Association
- Telecom
- TelstraClear
- Transit New Zealand
- Local Government New Zealand.

Observer status:

- Ministry of Transport
- Ministry of Economic Development
- Department of Internal Affairs

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New Zealand Utilities Advisory Group presents



Efficient and accessible roading and utility services are vital for New Zealand to maintain its high standard of living and continued economic growth.



Working together

The New Zealand Utilities Advisory Group

Efficient and accessible roading and utility services are vital for New Zealand to maintain its high standard of living and continued economic growth.

RoadShare

RoadShare provides councils and network utility service providers with tools and best practice guidelines they can use when working in the road corridor together.

TRAINING – A NATIONALLY RECOGNISED CERTIFICATE IN ROAD OPENING

NZUAG proposes that all contractors who work in the road are competent to do so. This would mean the *Code of Practice for Working in the Road* becomes part of daily practice at every road works site in New Zealand.

NZUAG supports the integration of local authority and utility asset information held within their respective Geospatial Information Systems. This could be made available via a local or national portal. The Code of Practice for Working in the Road and the Road Opening Notice procedures could also be integrated into this process.

For more information on NZUAG's Information Sharing Project visit www.nzuag.org.nz

- Working Together: Lifeline Utilities & Emergency Management – Directors' Guidelines for Lifeline Utilities (DGL 2/03)
- Lifelines and CDEM Planning: Civil Defence Emergency Management – Best Practice Guidelines (BPG 1/03)

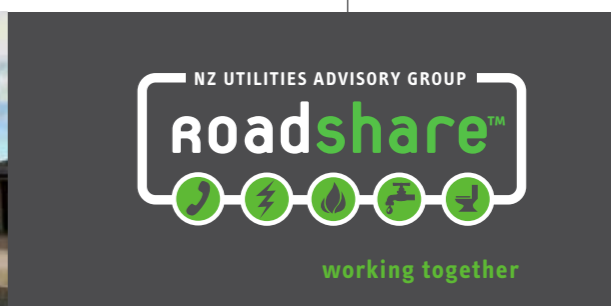
To obtain a copy of these publications contact the Ministry of Civil Defence and Emergency Management on 04 473 7363 or visit their website at www.civildefence.govt.nz



WHAT IS THE ROAD CORRIDOR? The road corridor is a three-dimensional space extending from private property on one side of the road to private property on the other side of the road. It includes footpaths, grassy verges, the surface road carriageway, utilities in the sub-surface, telecommunications cables and electric lines, amenities such as telephone cabinets, poles, street furniture, trees, traffic signs, street signs, and so on.



WHO OWNS THE ROAD? 74 Local Authorities own and manage 81,400 km of local roads in New Zealand. Transit New Zealand manages 10,776 km of state highways. Collectively they are called Road Controlling Authorities (RCA).



The New Zealand Utilities Advisory Group (NZUAG) is a joint consultative group of network utility service providers (water and waste, telecommunications, electricity and gas), territorial local authorities, Transit New Zealand and industry bodies. It was formed to look at issues relating to utilities working in the road corridor. At a ground-breaking conference in April 2002, NZUAG received a mandate from its members to create solutions to best use New Zealand's roading corridors.

For the first time, road owners and network utility providers are working together to benefit all groups using the road.

THE RESULT IS ROADSHARE

RoadShare comprises a number of projects which have produced best practice guidelines and tools for all aspects of road corridor management.

The guidelines are underpinned by a Partnership Agreement that provides a framework for utilities in the road corridor to work together, and with the road controlling authorities (RCAs). NZUAG's vision is for local authorities, Transit New Zealand and utility companies throughout New Zealand to adopt national codes of practice and tools, in a spirit of co-operation and collaboration, to achieve an efficient and well managed road corridor.

THE OUTCOMES

The outcomes NZUAG hopes to achieve through RoadShare are:

- All road users understanding their rights and responsibilities
- Improved safety at road work sites
- Minimised disruptions to road users
- Enhanced information sharing
- Centrally recorded utility asset locations
- Better co-ordination between utilities and RCAs working in the road corridor
- Standardised road excavation and reinstatement
- Enhanced contractor competence
- Minimised effects of utilities on the environment
- Better planning for and recovering from disasters
- Standardised council valuations of utilities
- Best possible community access to utilities
- Optimised costs relating to utilities in the road corridor

THE PARTNERSHIP AGREEMENT – A COMMITMENT TO WORK TOGETHER

A Model Partnership Agreement has been developed for use by utility companies and Road Controlling Authorities. It sets out the rights and responsibilities of each party and provides a clear explanation of what is required to work in the road corridor together.

The agreement includes principles of co-operation, coordination and communication. Most importantly it encourages the adoption of best practice guidelines and codes of practice. The agreement can be customised to suit a particular city or district.

The NZUAG Model Partnership Agreement can be downloaded from www.nzuag.org.nz

CODE OF PRACTICE FOR WORKING IN THE ROAD

NZUAG recognised the need for best practice standards to be used at every road works site throughout New Zealand. As a result, SNZ HB 2002:2003 *Code of Practice for Working in the Road* has been developed by Standards New Zealand in association with NZUAG. It builds upon work cooperatively undertaken by local authorities and utility companies in Auckland, Christchurch and Wellington.

The code promotes national consistency for working in the road corridor. It sets out the roles and responsibilities of RCAs, principal providers and contractors. Included are guidelines for road works notification and the provision of a Road Opening Notice process. There are also technical guidelines relating to site construction and safety processes.

The Code of Practice for Working in the Road can be purchased on line at www.standards.co.nz or contact Standards New Zealand on 0800 782 632

A number of qualifications have been established by industry training organisations throughout New Zealand to upskill contractors in best practice standards.

InfraTrain New Zealand, an Industry Training Organisation for the civil contracting sector, is one of a number of organisations that offer qualifications for contractors working with utilities in the road. These comply with the Code of Practice for Working in the Road. They are:

- The National Certificate in Road Opening (Trenching), providing generic training in trenching and road reinstatement along with operational strands relating to electricity supply, gas distribution and water supply.
- The National Certificate in Road Opening (Site Co-ordinator), providing training in public notifications, safety and compliance and supervision at a road works site.
- The National Certificate in Water Reticulation (Service Person), providing training in water and other reticulated services, trenching and trenchless pipe installation, and laying a PVC pipe.

For more information on these qualifications contact InfraTrain on 0800 486 626 or visit their website at www.infratrain.co.nz

INFORMATION SHARING – LOCATING UTILITIES IN THE ROAD

Third party damage to the utility infrastructure, due to lack of knowledge of the location of different utility companies cables and pipes, is widespread and very costly to the nation. Civil Defence also needs to know the location of infrastructure information so they can efficiently respond to natural disasters and other dangerous incidents.

PROMOTING BEST PRACTICE IN DISTRICT PLANS

Under the Resource Management Act (RMA), each local authority has District Plan provisions for managing network utilities located within the road corridor. These vary from minimal rules through to wide ranging and detailed controls. NZUAG commissioned a national study to assess the different approaches taken by Councils and to review the legal framework.

The outcome is the production of best practice guidelines that set out the significant environmental and legal issues. It establishes a methodology for Councils to identify the most effective and efficient ways to manage the potential or actual adverse effects of network utilities on the environment within their district.

Network Utilities Within the Road Corridor: The Role of the Resource Management Act: A Guide to Best Practice can be downloaded from www.nzuag.org.nz or from www.qualityplanning.org.nz

LIFELINE UTILITIES AND PLANNING FOR AN EMERGENCY

The Civil Defence and Emergency Management Act 2002 requires network utility service companies who provide essential services to function to the fullest extent possible during and after an emergency. These utility companies must have continuity of service plans should a disaster strike.

The Ministry of Civil Defence and Emergency Management has produced two best practice guidelines that outline the steps utilities need to take to plan for an emergency. These guidelines emphasise that plans can only be achieved by co-operative planning between utilities, local government and emergency services. They are:

UTILITY VALUATIONS AND DISTRICT VALUATION ROLLS

Territorial Local Authorities (TLAs) throughout New Zealand are required to value network utilities and place them on the District Valuation Roll (DVR). For utilities spanning more than one district, variations in the approach to valuations can increase their administrative burden.

NZUAG, supported by the Valuer-General, recognised the need to create a nationally consistent valuation approach. In consultation with all stakeholders, it is producing a set of national guidelines for DVRs. These guidelines provide processes for administrative efficiency and a common basis for handling consultation and disputes relating to the valuation and DVR process.

National Guidelines for Valuing Utilities can be downloaded from www.nzuag.org.nz

LEGISLATION AND UTILITIES WORKING IN THE ROAD

There are at least six acts of parliament that grant different rights and responsibilities to different utility operators working in the road corridor.

The NZUAG has developed proposals for legislative change that would provide a consistent formula between different utilities legislation. This achievement typifies the group's commitment to provide solutions that benefit everyone.

Information on the proposed legislative changes can be found at www.nzuag.org.nz