

THE CORRIDOR

THE PURPOSE OF THE CORRIDOR IS TO UPDATE & CONNECT

NZUAG (NZ Utilities Advisory Group) Mission: Working together to create outcomes to benefit communities and transport corridor users.

ISSUE 3, 2020

NZUAG WORKING GROUP UPDATE

At the May Board meeting, NZUAG received a report & presentation from the Code Effectiveness working group.

The working group, established last year and comprising an equal number of corridor manager and utility operator representatives, collaborated over the last nine months to evaluate the effectiveness of the Code and identify opportunities for improvement. "Effectiveness" was considered against the statutory objectives and principles enshrined in the Code.

Although the working group found the Code has had positive effects on the processes by which utility operators exercise statutory rights in transport corridors, the group identified numerous recommendations across several different elements of effectiveness.

As well as proposing a re-evaluation of the Code's key performance indicators, the working group proposed that future efforts should be focussed on the following priorities: increased education for all parties using the Code, enhanced coordination, in terms of both liaison meetings and future-proofing, as well improved consistency & understanding in the use of local conditions. NZUAG Board's next step is to consider the report recommendations & create a plan towards implementation of some of them.



RACHEL NOTTINGHAM
Working Group Facilitator
(Former NZUAG Code Reviewer)



FIRST GAS UPDATE

First Gas Ltd (First Gas) is on a net zero emissions journey and accordingly is venturing into the world of hydrogen as a potential energy source for NZ.

In a funding partnership with the Government Provincial Growth Fund and along with other technical advisors and stakeholders , First Gas is undertaking a project to assist to determine the potential future for hydrogen in NZ.

The project aims to; assess the potential sources and uses for hydrogen/hydrogen blends, consider the technical feasibility of converting the gas pipeline network, establish the economics of decarbonisation using hydrogen and design experiment(s) to safely convert the gas pipeline network and selects the location(s) for the trial.

We are learning from overseas gas networks but they are different from ours. Our uses and sources of gas are idiosyncratic.

The project is also working with industry, government, regulators, iwi, gas users, energy sector and a wide variety of other stakeholders as it is conscious it needs to build

public and industry confidence in hydrogen as a safe, reliable fuel and to ensure all energy partners have visibility on the potential timing of the hydrogen transition.

And to reinforce the transition after some not inconsiderable COVID-19 inspired delays we are now the proud owners of New Zealand's second hydrogen powered barbecue. The barbecue is ready and with the addition of a few sausages, some bread and some sauce, we will soon have made a step forward in New Zealand's hydrogen future.



ANTHONY JOINES
Land & Planning Manager
FIRSTGAS



TTM UPDATE

Placement of TTM Signs & Equipment

It is important, now more than ever that footpaths and cycle lanes must be maintained at an acceptable width. As a result, with the exception of wider footpaths with lower pedestrian numbers, this means that footpaths must be kept clear of TTM signs.



See on the right the Code of practice for temporary traffic management definition

The examples on the right are clearly not an acceptable way of positioning a TTM sign or TTM equipment.

In addition, as a reminder, redundant equipment must never be left on any footpath or cycle lane.



TOM KIDDLE
TTM Manager
Road Corridor Access



Code of Practice for Temporary Traffic Management States:

C3.3.2 Positioning of signs

Signs must be located in a manner such that the safety of road users, including pedestrians and cyclists, is not affected.

Signs must not be placed in a marked cycle lane or on a footpath unless it is safe to have them there (e.g. minimum width is maintained). A delineation device, such as a cone, must be placed next to a sign erected in a cycle lane or on a footpath so that the extent of encroachment of the sign base into the cycle lane or footpath is clearly delineated

Wellington City Council UPDATE

The 114-year-old tunnel is a heritage structure so it needs to maintain its current charm. It is important for residents to have an effective escape route in the event of a disaster. Preparation for earthquakes in Wellington is important work and this is a vital infrastructure for the eastern suburbs of the City. This project is an ongoing programme to improve the safety and accessibility of Wellington's earthquake prone structures.

Strengthening started in August 2019 and work was completed this month: building new buttress overlay beams in front of the existing ones on both sides of the tunnel; installing ten rock anchors on each side of the tunnel; constructing ground beams behind the parapets of both portal walls; strengthening the retaining wall on Strathmore entry by constructing a new ground beam in front of the wall - held in place with four rock anchors; extending the pedestrian handrail at each end of the tunnel ; and replacing the existing sodium lights with an energy

efficient LED lighting system.

The inside of the Tunnel will be brighter & safer for residents to walk & bike through. Access through the tunnel was reduced to one lane during the earthquake strengthening work with traffic controlled by signals at either end of the tunnel. The new interior lighting in the tunnel can be respond to day and night time illumination. The new signals are a permanent fixture at both ends of the tunnel & will be turned off when no maintenance works is required.

Traffic cameras are located at the Seatoun entrance to the tunnel & within the tunnel to monitor traffic flows and allow the signals to be adjusted to deal with the busy morning and evening peaks. The cameras are also to ensure that people observe the road rules & stop when the lights are red during maintenance works in the tunnel.



SOON TECK KONG
Transport Engineering
and Operations Manager
Wellington City Council

QLDC UPDATE

Queenstown Lakes District Council in response to the affects of COVID-19 has implemented an interim policy that provides developers and contractors with wider flexibility to permit sealing projects (that meet special criteria) between 15 May 2020 and 15 September 2020.




WHAT'S BEING PROPOSED?

QLDC may allow sealing during the 15 May – 15 September 2020 no sealing season subject to special request and approval from the Property and Infrastructure and Planning and Development Teams and at the discretion of the Chief Engineer.

Acknowledging that proformas will need to be adjusted to remove reference to the building code where the terminology of Producer Statements (PS1, PS2, PS3, PS4) are used in accordance with Engineering New Zealand Practice Note 1– Guidelines on Producer Statements – The following table outlines the stages and sequencing of producer statement and specific requirements as an add-on to the continuing current subdivision/consent process.



THESE CONDITIONS WILL:

-  Provide appropriate controls and ensure work is done in accordance with accepted designs, best practices and designs standards
-  Allow for appropriate bonding that reflects the level of risk (equating both amount and term/duration)
-  Ensure the work is supervised by qualified experts and insured with third party liability and professional indemnity insurances.

QLDC remains committed to working together with developers and contractors to mitigate the adverse effects on programmes from COVID-19.

ANY QUESTIONS?

Please get in touch with Brandon Ducharme
Senior Infrastructure Development Engineer
Brandon.Ducharme@qldc.govt.nz or call 03 441 0499.

SAFETY ALERT



Wheelchair bound person breaks leg using ramp

DETAILS

A wheelchair bound member of the public fell off of their wheelchair while attempting to navigate down the pedestrian ramp at footpath level onto the carriageway whilst using the pedestrian crossing to Lower Albert Street. While negotiating the ramp in a forward momentum the wheels became trapped between ramp & kerb, stopping the wheelchair and causing the IP to slide forward out of their seat and falling onto the carriageway. Personnel who attended to the Injured Person (IP) commented that, they didn't appear to show any type of injury at the time. The IP was taken to hospital for a check up and admitted for a week. It later came to light that the IP had broken their leg.

FURTHER ACTIONS

All kerb ramps have been removed from this worksite and replaced with asphalt. WorkSafe was notified of the incident

KEY LEARNINGS

Hazards involving kerb ramps, can lead to serious incidents involving physically impaired individuals around construction sites.
Robust follow-up procedures can assist with quicker actions to avoid recurrence.

REMINDER – when working with kerb ramps

Ramps are required at level changes (height) of greater than 14mm along accessible path of travel.

Ramps need to:

- align with the direction of travel where possible.
- adequately drain to avoid pooling of water
- comply with all NZ Standards design where possible. Temporary hot-mix ramps shall maintain a gradient of 1:8, be a minimum width of 1200mm (2000mm for CBD's & busy areas as per C13.2.2 Footpath widths of CoPTTM), with sloped sides moulded to provide a seamlessly smooth transition surface.
- Ensure that slope/side edge on ramp is not a potential trip hazard for wheeled and ambulant pedestrian use.
- Transitions between kerb ramps and street surface shall be smooth.
- Hot mix ramps should be considered for anything other than short term closures and/or where there is potential for more than occasional pedestrian usage.
- Pedestrian signal controls are to be located close to any crossing point, to be predictably located throughout and reachable from a wheelchair seat

Further information can be found here: [Worksafe Excavation Safety](#)

Please distribute and communicate this Safety Alert to all team members, and ensure all controls in place are effective to prevent this type of incident reoccurring.

Occurred

22 May 2019

Issued

05 July 2019

Location

Quay Street

Outcome

Notifiable Injury

Potential outcome

Fatality

In the rush to return to normal, use this time to consider which parts of normal are worth rushing back to.

- Dave Hollis