

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 4, 2020

► NZUAG FINANCE COMMITTEE UPDATE

NZUAG – Subscriptions are due.

One of the more important aspects of the NZUAG's work is that it acts as the industry self-regulatory body, administering the National Code of Practice For Utility Operators' Access To Transport Corridors (the Code). We are funded entirely by subscriptions paid by a small number of local authorities and utility operators, for the benefit of all.

Unfortunately, it appears that Covid-19 has meant that the small number of members who see value in having an industry-led solution to manage corridor access, has reduced even further. We have seen a 50% drop in subscription revenue this year. As a result, we will be pulling back on our planned activities which included promoting the Code and assisting with providing education activities.

A recent project to examine the effectiveness of the Code resulted in a range of very useful recommendations that the NZUAG Board could implement to extend the knowledge and understanding of the Code and its requirements. However, given the reduced funding we have this year, some of the initiatives that have been recommended will be delayed.

If we want the administration of the Code to remain in industry hands, the NZUAG needs to be funded so that our important work can continue. Consequently, if you are not a member of the NZUAG please consider joining, and if you have not paid your subscription, please do so.

Further information about the NZUAG is available here, or email info@nzuag.org.nz



GEOFF THORN
NZUAG Finance Committee



► MONTHLY UTILITIES GROUP MEETINGS CAN BE SUCCESSFUL

The Code requires the Corridor Managers to facilitate regular liaison meetings with all Parties; at least once a year.

For some that is one too many, for others these meetings are held more regularly, often monthly where Utility Operators and Corridor Managers agree these benefit all Parties and meet the primary objectives of sharing information, coordinating Work Programmes and minimising disruption and damage during Works.

We've been running them in Christchurch for a number of years now and the meetings promote a collaborative approach to dealing with the issues facing the industry and thus need all Parties to contribute equally to making them a success. Facilitating these monthly meetings has been a great learning experience for me personally.

If nothing else, the conversations offline in the corridors have been just as valuable as those during the meeting, if not more.

I encourage all Parties to make these liaison meetings more of a habit and to host them as often as you can. And in times of change, look at using technology like Zoom, Teams or Skype to make it easier.



JAMES TING
Asset Protection Engineer
Road Amenity & Asset Protection
CHRISTCHURCH CITY COUNCIL



RIMS
Road Infrastructure Management Forum

ROAD INFRASTRUCTURE MANAGEMENT FORUM
09-10 MAR 2021
NAPIER CONFERENCE CENTRE

REG THE ROAD EFFICIENCY GROUP
IDS Infrastructure Decision Support
NZ UTILITIES ADVISORY GROUP INC.



SAFETY ISN'T EXPENSIVE
IT'S PRICELESS



▶ NZUAG NOVEMBER MEETING

- 01. NZUAG November meeting
- 02. Brent Lancaster, Kathleen Nidea, Dave Butler who are leading our KiwiRail Auckland project upgrade, came to present to our board. KiwiRail wish to build a stronger partnership with utility operators and corridor organizations as we upgrade the network.
- 03. Thanks to Brendon Drysdale GM Wellington electricity who is stepping down from the board after two years.
- 04. Nick presents to Paul Swain our chairman who has served for the past 7 years. Thank you our Rangatira!
- 05. Laurence Jones from Auckland transport is thanked for his contribution to the board for the past 3 years.



▶ AUCKLAND TRANSPORT UPDATE

An issue faced by all corridor managers is knowing who is working on their network at any given time, the impacts that the work will have and how long the work will take. In larger metropolitan areas the accuracy of this information is vital in allowing for travel times and disruptions to be planned for, managed and notified to all users of the network.

One of the ways that corridor managers gain this information is by requiring notification of work start and completion by applicants of corridor access requests.

You may think that this is just a problem for corridor managers, there is no impact on you as a Utility Operator or contractor so why bother. Well the reality is that this has a big impact on all of us due to the fact that CARs not notified as either started work or completed remain in the system and show as a clash for any other work that may be planned in the same area. This leads to a massive amount of time being spent by not only corridor managers but applicants of CARs trying to contact other parties to ascertain whether the corridor is available to them. In a vast number of cases the response is that work has been done but the CAR never closed out or there is no response at all leading to prolonged delays.

This costs us all ultimately in time taken but also for you as your CAR applications take longer to process while clashes are dealt with. There is also the problem for Utilities that if work is not closed out the two year warranty period is never started.

By working to ensure that your CARs are notified as started and closed off you can help everyone involved and reduce delays.

LAURENCE JONES

Road Corridor Requests Manager
AUCKLAND TRANSPORT



▶ UTILITIES STRIKE REPORTING 2018-2020

The following table shows the total number of CAR's reported by respondents for 2017/18 and 2018/2019

	2018	2019	2020
Single CARs submitted	38,661	46,314	38,924
Equivalent individual Global CARs	86,793	59,221	103,599
Equivalent individual Multiple Street CARs	25,572	19,165	59,288
TOTAL:	151,026	124,700	201,811
Total per 1,000km of centerline roading	3896	1674	2925

It is difficult to draw any immediate conclusions based on the data alone.

While the overall total equivalent CAR numbers were lower for 2018/19, the number of single CAR's submitted was higher. This is despite fewer TLA's responding 2019. There are fewer asses individual CAR's in 2020 and a significant increase in the number of global CAR's. The variability over the 3 years has had a significant relationship to the level of response rate.

UTILITY STRIKES PER 1,000 km NETWORK 2018 - 2019 - 2020

