

Fee Schedule – Corridor Access Requests

Glossary

Auckland Transport	(AT)
Corridor Access Request	(CAR)

Executive Summary

This report proposes the introduction of a new Fee Schedule relating to the processing of CAR applications and the monitoring of the associated physical works in the road corridor. The adoption of this new Fee Schedule will standardise the existing fees and charges that are being applied across the region.

Recommendations

It is recommended that the Board:

- i). Receive the report
- ii). Approve the introduction of the new Fee Schedule relating to the processing of CAR applications and the monitoring of the associated physical works in the road corridor.

Strategic Context

The CAR application process is the primary means of managing temporary access to the road corridor for the purpose of carrying out road and utility works. A CAR application is required to be lodged for all activities that require either an excavation in the road corridor or vary the normal operating conditions of the road.

Temporary access to the road corridor is controlled so as to ensure that works do not compromise the safety or operation of the network, to ensure that work is coordinated with that of other parties so as to avoid un-necessary disruption for road users and adjoining residents and to protect the integrity of existing road and utility assets in the road corridor.

Background

The existing utility legislation (Electricity Act 1992, Telecommunications Act 2001, Gas Act 1992, Local Government (Auckland Council) Amendment Act 2010 and the Utilities Access Act 2010) require utility operators to give written notice to the relevant Corridor Manager (AT) of their intention to do work in the road corridor through the lodgement of a CAR application.

The Corridor Manager must then issue a Works Access Permit within 15 working days of receiving a compliant CAR application and may specify reasonable conditions relating to the carrying out of this work. These conditions can address aspects such as safety, traffic management, the timing and duration of works, hours of work, communication, the extent and standard of reinstatement etc.

The legislation also gives the Corridor Manager the ability to recover from the utility operator the costs relating to the processing of the CAR application and the monitoring of compliance with the conditions.

AT is currently approving approximately 15,000 CAR applications per annum of which approximately 70% are for work on utility assets.

Of the legacy council organisations, all but Papakura District Council had in place charges for the processing of CAR applications and since the establishment of AT on 1 November 2010 these existing variable charges have continued to be applied. The adoption of this new Fee Schedule will standardise both the rationale and level of these charges across the Auckland region.

The proposed charges are based on the recovery of actual costs and vary depending on the nature and location of the work in the road corridor, the duration of the work and the level of temporary traffic management applicable for the road environment. As can be expected a risk-based approach is taken with greater attention and resource being applied to excavation activities in the road carriageway particularly on the higher volume roads carrying more than 10,000 vehicles per day ie. Level 2 and Level 3 roads.

It is a requirement of the Code of Practice for Temporary Traffic Management that the Road Controlling Authority determine the level of temporary traffic management that must be applied on each road under their authority. Generally the level of temporary traffic management required is based on the traffic volume. The levels range from Level LV which applies to low volume roads with an Annual Average Daily Traffic of less than 500 vehicles per day through to Level 3 which applies to high volume, high speed multi-lane roads and motorways.

In conjunction with the introduction of the new Fee Schedule it is proposed that a CAR application no longer be required for excavation works in the grass berm that are less than 3 m² or 6 metres in length. It is also proposed that there be no charge for the processing of CAR applications for minor works on Level LV roads (which carry less than 500 vehicles per day) or Level 1 roads (which carry 500 to 10,000 vehicles per day). These changes are strongly supported by utility operators and will reduce churn and cost for both utility operators and the Corridor Manager. They will also incentivise parties working in the footpath on Level LV and Level 1 roads to lodge a CAR application. The potential loss of revenue arising from these changes will be offset by the ability to charge for additional inspections for project works and the introduction of non-compliance charges.

In the 2012/13 year the budgeted revenue from the processing of CAR applications and the monitoring of the physical works is \$1.4 million (excluding GST). It is forecast that the introduction of the new Fee Schedule will increase annual revenue in future years by approximately 30%. This is because several of the legacy councils either did not charge for specific activities or had charges that did not provide an adequate level of cost recovery. The new charges have been based on the actual costs incurred by Auckland Transport in carrying out our responsibilities as Corridor Manager. Advice was sent to the major utility operators in the Auckland region – Vector, Chorus, Watercare and Counties Power in September 2012 advising of the intention to standardise the existing fees and charges and seeking feedback on the proposed new Fee Schedule. Meetings were then held with each of the parties to discuss the rationale and level of the proposed charges and provide the opportunity for discussion and feedback. This feedback has been taken into account and resulted in minor changes being made.

Overall the feedback received was positive with most of the discussion pertaining to clarifications as to the manner in which the charges will be applied rather than the level of the

charges themselves. The utility operators strongly support the standardisation of the existing charges and also the application of additional charges should serious non-conformances occur.





The new Fee Schedule also covers the temporary use of the road corridor for building construction activities and includes occupation charges where use of the road reserve is required for the placement of plant, equipment, materials, site offices etc. These occupation charges do not apply to the carrying out of activities by utility operators as they have a statutory right to place their assets in (or under) the road corridor.

Next Steps

Subject to Board approval, it is proposed that the new Fee Schedule apply from 1 April 2013.

Attachments

Attachment 1 – Fee Schedule: Corridor Access Requests

Written by	Alan Wallace Road Corridor Access Manager	
Recommended by	Greg Edmonds Chief Operating Officer David Foster Chief Financial Officer	 
Approved for Submission	David Warburton Chief Executive	

FEE SCHEDULE – CORRIDOR ACCESS REQUESTS

1/1/2013

Item	Activity	Unit	Fee (excl. GST)	Fee (incl. GST)
1	MAINTENANCE, RENEWAL AND IMPROVEMENT OF UTILITY STRUCTURES			
1.1	Excavation activities – Level LV and Level 1 roads			
1.1.1	Minor works	each	No charge	No charge
1.1.2	Major works	each	\$60.00	\$69.00
1.2	Excavation activities – Level 2, Level 2L and Level 3 roads			
1.2.1	Minor works	each	\$80.00	\$92.00
1.2.2	Major works	each	\$120.00	\$138.00
1.3	Excavation activities – Level LV, Level 1, Level 2, Level 2L and Level 3 roads			
1.3.1	Project works	each	\$300.00	\$345.00
1.3.2	Major Projects	per hour	\$80.00	\$92.00
1.4	Non-excavation activities relating to existing utility infrastructure			
1.4.1	Level 1 and Level LV roads – activities that affect the normal use of the road carriageway or footpath	each	\$40.00	\$46.00
1.4.2	Level 2 and Level 2L and Level 3 roads – activities that affect the normal use of the road carriageway or footpath	each	\$80.00	\$92.00
1.5	Generic Traffic Management Plans			
1.5.1	Review of generic traffic management plans	per hour	\$80.00	\$92.00
2	BUILDING CONSTRUCTION ACTIVITIES			
2.1	Temporary placement of mobile plant or equipment in the road reserve for building construction activities (non-utility related) - generally for less than 10 days			
2.1.1	Application fee (Note – a daily charge will apply as well as reimbursement for any loss of on-street parking revenue)	each	\$40.00	\$46.00
2.1.2	Daily charge – based on activity, location and duration			
2.1.2.1	Placement of waste bins or containers in the parking lane or berm area (no charge for first 3 days)	per day	\$30.00	\$34.50
2.1.2.2	Placement of mobile cranes, Hiab trucks, cherry pickers etc on parking lanes, footpaths or berm areas	per day	\$40.00	\$46.00
2.1.2.3	Placement of mobile plant or equipment in traffic lanes on Level LV and Level 1 roads	per day	\$80.00	\$92.00
2.1.2.4	Placement of mobile plant or equipment in traffic lanes on Level 2 and Level 2L roads between the hours of 9am and 4pm (weekdays)	per day	\$240.00	\$276.00
2.1.2.5	Placement of mobile plant or equipment in traffic lanes on Level 2 and Level 2L roads between the hours of 7pm and 7am (weekdays) and 7am and 7pm (weekends and public holidays)	per day	\$80.00	\$92.00
2.1.2.6	Placement of scaffolding in the berm or footpath (no restriction to pedestrian movement below - if pedestrian movement is limited then 2.2 applies)	per day	No charge	No charge
2.2	Temporary occupation of the road reserve for building construction activities – usually involves the placement of hoardings or security fences to restrict public access			
2.2.1	Application fee (Note - an occupancy charge will apply as well as reimbursement for any loss of on-street parking revenue)	each	\$40.00	\$46.00
2.2.2	Traffic management plan review	per hour	\$80.00	\$92.00
2.2.3	Occupancy charge – based on location, area of road reserve utilised and duration			
2.2.3.1	High amenity areas eg. main street frontages within CBD, Newmarket, Ponsonby and Parnell	per m ² per annum	\$360.00	\$414.00
2.2.3.2	Medium amenity areas eg. other retail/business areas or lower use streets in high amenity areas	per m ² per annum	\$240.00	\$276.00
2.2.3.3	All other areas	per m ² per annum	\$120.00	\$138.00
2.3	Temporary Loading Zones			
2.3.1	Application fee (Note – reimbursement for any loss of on-street parking revenue is also required)	each	\$40.00	\$46.00
2.4	Reimbursement of on-street parking revenue associated with 2.1, 2.2 and 2.3			
2.4.1	Pay and display – Inner CBD (blue zone)		\$41.74	\$48.00
2.4.2	Pay and display – Inner CBD (green zone)		\$26.09	\$30.00
2.4.3	Pay and display – Outer CBD (yellow zone), Newmarket, Ponsonby and Parnell		\$17.39	\$20.00
2.4.4	Pay and display - all other areas		\$8.70	\$10.00
2.4.5	Time restricted parking areas		\$6.96	\$8.00
2.4.6	Removal and reinstatement of existing street furniture eg. bins, seats, signs, line marking etc	each	At cost	At cost
3	TEMPORARY ROAD CLOSURES			
3.1	Temporary road closure to facilitate the carrying out of works in the road corridor			
3.1.1	Application fee	each	\$225.00	\$258.75
3.1.2	Public notices	each	At cost	At cost
4	AUDITING OF WORK SITES IN THE ROAD CORRIDOR			
4.1	Minor works/Major works/Emergency works			
4.1.1	Precommencement inspection	each	No charge	No charge
4.1.2	Progress inspections (performance based)	each	\$45.00	\$51.75
4.1.3	Works completion inspection	each	\$67.50	\$77.63
4.1.4	Maintenance completion inspection	each	No charge	No charge
4.1.5	Additional inspections (if required due to non-compliance)	each	\$90.00	\$103.50

Item	Activity	Unit	Fee (excl. GST)	Fee (incl. GST)
4.2	Project works			
4.2.1	Precommencement inspection	each	No charge	No charge
4.2.2	Progress inspections – work in footpath or berm	each	\$67.50	\$77.63
4.2.3	Progress inspections – work in road carriageway	each	\$90.00	\$103.50
4.2.4	Works completion inspection	each	\$90.00	\$103.50
4.2.5	Maintenance completion inspection	each	No charge	No charge
4.2.6	Additional inspections (if required due to non-compliance)	each	\$90.00	\$103.50
4.3	Non-excavation activities			
4.3.1	Progress inspections (performance based)	each	\$67.50	\$77.63
4.4	Temporary occupation activities			
4.4.1	Progress inspections (performance based)	each	\$45.00	\$51.75
4.4.2	Works completion inspection	each	\$67.50	\$77.63
5	NON-COMPLIANCE CHARGES			
5.1	Level LV and Level 1 roads			
5.1.1	Unapproved works (activities being undertaken without an approved WAP or TMP)	each	\$325.00	\$373.75
5.1.2	No notification of the commencement of works	each	\$80.00	\$92.00
5.1.3	Issue of a non-conformance notice (NNC or NCN)	each	\$150.00	\$172.50
5.1.4	Issue of a Stop Work order	each	\$185.00	\$212.75
5.1.5	Late completion	per day	\$90.00	\$103.50
5.2	Level 2, Level 2L and Level 3 roads			
5.2.1	Unapproved works (activities being undertaken without an approved WAP or TMP)	each	\$665.00	\$764.75
5.2.2	No notification of the commencement of works	each	\$150.00	\$172.50
5.2.3	Early establishment or late disestablishment affecting traffic in peak periods	per peak period	\$300.00	\$345.00
5.2.4	Issue of a non-conformance notice (NNC or NCN)	each	\$300.00	\$345.00
5.2.5	Issue of a Stop Work order	each	\$285.00	\$327.75
5.2.6	Late completion	per day	\$225.00	\$258.75

Notes

1. A CAR application is required to be lodged for all activities that require an excavation in either the footpath or the road carriageway.
2. A CAR application is not required to be lodged for the carrying out of a single excavation in the grass berm that is less than 3 m² or 6 metres in length. If the excavation is greater than 3 m² or 6 metres in length and/or multiple excavations are required in the grass berm then a CAR application is required to be lodged.
3. A CAR application is not required to be lodged for non-excavation activities relating to existing utility infrastructure on Level LV, Level 1, Level 2 and Level 2L roads if the carrying out of the activities does not affect the normal use of the road carriageway or footpath.
4. Minor works are works that involve excavations in the grass berm or footpath and have a duration of 28 days or less from establishment to final reinstatement.
5. Major works are works that require the carrying out of excavations in the road carriageway and have a duration of 28 days or less from establishment to final reinstatement.
6. Project works are minor or major works that have a duration of greater than 28 days from establishment to final reinstatement.
7. A major project is a project which has a duration of greater than 90 days from establishment to final reinstatement or has the potential to cause major traffic impacts on the network. The Corridor Manager may choose to issue WAP's for separable portions of the works which each have a duration of less than 90 days however the project itself will still be deemed to be a major project.
8. Utility operators must give the Corridor Manager preliminary notification of project works using the form contained in Schedule A1 of the National Code of Practice for Utility Operators' Access to Transport Corridors. At this time the Corridor Manager will advise whether the works are considered to be a major project.
9. It is expected that the Corridor Manager and utility operator will discuss and agree the cost for processing CAR applications for major projects prior to the lodgement of the CAR application.
10. A CAR application must be lodged within 48 hours of the commencement of emergency works if the work would have required the lodgement of a CAR application had it been planned.
11. The fee for the processing of CAR applications for emergency works is the same as that for planned works.
12. A works completion inspection will be undertaken in all cases where there is excavation works carried out in either the footpath or the road carriageway.
13. If additional inspections are required due to a non-conformance being identified then these will be charged at the specified amount.
14. The charges for building construction activities (2.1-2.4) do not apply to the carrying out of utility works in the road corridor.
15. The placement of mobile cranes within traffic lanes on Level 2 and Level 2L roads between the hours of 9am and 4pm (Monday to Friday) will only be permitted if it can be demonstrated that no other practical option exists.
16. The charges relating to the removal of on-street parking spaces (2.4.1-2.4.5) reflect the current on-street parking charges and are subject to change.
17. If utility operators are working together at a work site then the Corridor Manager may agree to the lodgement of a single CAR application covering their activities.
18. The Corridor Manager will exercise judgement in respect to the application of the non-compliance charges and may waive or apply these charges as they see fit.
19. All charges will be billed monthly to the respective utility operator with the exception of the occupancy charges relating to temporary occupation permits which will be billed quarterly to the applicant.
20. All charges shall be paid by the 20th of the month following the month of invoicing. Any concerns relating to the charges shall be advised to the Corridor Manager within 10 working days of receipt of the invoice.