

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee

FROM: Mark Jones, Engineering Officer – Development

DATE: 12 June 2009

SUBJECT: **NEW NATIONAL CODE FOR UTILITIES IN THE ROADING CORRIDOR**

1 PURPOSE

The purpose of this report is to inform the Engineering Services Committee of the implications for Tasman District Council with the introduction of the new National Code for Utilities in the Road Reserve.

2 BACKGROUND

The National Code for Utilities in the Road Reserve is an industry-led initiative to define the roles of various stakeholders in a nationally consistent approach for the management of access to the transport corridors (road and rail) by utility operators.

The National Code will become law by mid 2010.

This Code provides parties with a framework of best practice, striking a reasonable balance between their competing interests and obligations (including statutory).

The Road Controlling Authority (RCA) will need to appoint a Road Corridor Manager.

‘Corridor Manager’ means in relation to a road (as defined in Section 315 of the Local Government Act 1974), the local authority or other person that has jurisdiction over the road.

The Road Corridor Manager must, in respect of its Corridor:

- (a) Coordinate, where practicable, works in the corridor including advice of forward works programmes;
- (b) Receive and process notifications of work in the corridor (the “Consent to access the Road” (CAR)).
- (c) Set reasonable conditions for any work in the corridor. Tasman District Council will need to set both general and local conditions for a CAR.
- (d) Ensure and enforce compliance with the Code and conditions;
- (e) Establish and maintain formal and informal communications with all other parties, and participate actively in liaison meetings.

The conditions imposed by the Code will require the RCA to:

- (a) Process the CAR within 15 working days
- (b) Ensure an appropriate level of quality assurance is applied to the works
- (c) Carry out audits and inspections and conformance testing
- (d) Issue notice of acceptance of the reinstatement
- (e) Carry out subsequent inspections at the completion of the maintenance period.
- (f) Accept and hold RAMM, GIS and 'as built' information.
- (g) Enter into negotiations to resolve disputes

Compliance with the Code is expected to increase the time involved by the RCA by approximately 50% over the current Road Opening permit system. The additional cost will be recovered through charges imposed through the CAR process.

The Code will result in a higher standard of reinstatement within the road corridor, and a lower level of maintenance of the Local Authority road and utility assets.

3 RECOMMENDATION

THAT this report be received.

Mark Jones
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