

# CORRIDOR MANAGEMENT

## NEWSLETTER

Kia ora,  
 Welcome to the July issue of the Timaru District Council Corridor Management Newsletter.  
 In this issue, we introduce the 2025/2026 Land Transport Fees and Charges and talk about the importance of using the right traffic management devices.  
 With winter in full swing, from our team to yours, please drive with care out there! We've had a lot of rain lately, and the roads are icy, so remember to drive to the conditions.  
 Please feel free to share this newsletter with the appropriate people in your organisation. Thanks for reading!

## 2025/2026 LAND TRANSPORT FEES AND CHARGES

As we enter the new financial year, updated fees and charges have come into effect. These changes are intended to improve cost recovery and reduce the financial burden on ratepayers. The Land Transport 2025/26 fees are outlined below. To view all Timaru District Council fees and charges, please visit:  
[Timaru.co.nz/fees and charges.](https://timaru.co.nz/fees-and-charges)

Description	2025/26 (GST incl.)	2024/25 (GST incl.)
<b>Services Consents (Connection/Disconnections to Public Infrastructure)</b>		
Application fee	\$750.00	\$650.00
Vehicle crossing – application fee	Refer CAR fees FB2 and C2	Refer CAR fees below
<b>Occupation of Road Reserve (Installation of Private Services)</b>		
Application fee	\$750.00	\$350.00
Amendment fee	\$500.00	\$175.00
Road Occupation Inspection Fee	\$400.00	\$175.00
Private Bridge / Stock Underpass Structural Inspection Fee	At Cost	\$800.00
<b>Corridor Access Request (CAR) – Application Fees</b>		
Non-Excavation CAR – Global Consents	\$2500.00 per annum	-
Non-Excavation – CAR individual	\$110.00	-
<b>Works within footpaths/berms:</b>		
• Type FB1 (Minor) Up to 6 square metres and/or 20 lineal metres	\$300.00	\$100.00
• Type FB2 (Major) Greater than 6 square metres and/or 20 lineal metres, but less than 10 square metres and/or 100 lineal metres	\$750.00	\$700.00
<b>Works within road carriageway (formed road):</b>		
• Type C1 (Minor) Up to 2 square metres and/or 5 lineal metres	\$850.00	\$700.00
• Type C2 (Major) Greater than 2 square metres and/or 5 lineal metres, but less than 10 square metres and/or 15 lineal metres	\$2500.00	\$2000.00
Project Work Areas greater than the above category types	At Cost	At Cost

Description	2025/26 (GST incl.)	2024/25 (GST incl.)
<b>All Infrastructure Consents / CAR's</b>		
Regularising work in Road Reserve without an approved Corridor Access Request (obtaining retrospective consent)	At Cost	\$1000.00
Regularising work in Road Reserve without an approved Temporary Traffic Management Plan (obtaining retrospective consent)	At Cost	\$1000.00
CAR and/or Temporary Traffic Management time extension or TMP amendment fee	\$300.00	\$250.00
Reinspection Fees for non-compliant works or missing information (defects outstanding)	\$400.00	\$350.00
Charge for works that are not remedied after non-compliant inspection – monthly fee per site (CAR)	\$300.00	\$250.00
Temporary Traffic Management Audit and assurance fees	At cost	Actual cost + 15%
<b>Overweight and Overdimension Permit Fees</b>		
Permit Fees are in accordance with Waka Kotahi - Vehicle dimensional and mass permitting manual (volume 1).	As per NZTA (Waka Kotahi) fees	As per NZTA (Waka Kotahi) fees
Additional costs can be charged for applications with less than 3 days' notice	At Cost	Actual Cost
Additional costs for investigation into feasibility of crossing bridges within proposed route	At Cost	Actual Cost
Any work to facilitate the movement of an overweight or overdimension vehicle (i.e. signs / bridge engineering supervision)	At Cost	Actual Cost
<b>Road Closures</b>		
Community Events - Advertising and Traffic Management Costs	No Charge	No Charge
Commercial / Industrial – Advertising and Traffic Management Cost	At Cost	Actual Cost

In recent months, the spotlight has turned toward how we manage traffic around worksites, driven by increased political interest and a growing number of reports to the new WorkSafe Cone Hotline. This attention is a timely reminder for all of us (contractors, designers, and corridor managers) to reflect on how we’re using traffic management (TM) devices and whether they’re truly fit for purpose.

At the heart of this is a simple but critical question: Are we using the right device for the right job? Cones, for example, are one of the most common TM tools on our roads. But their primary function is delineation—to guide and direct traffic. They are not designed to isolate pedestrians from hazards such as open excavations or high-risk work zones. **Using cones inappropriately not only undermines safety but can also erode public trust in our traffic management practices.**

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# RIGHT DEVICE, RIGHT PURPOSE: RETHINKING OUR USE OF TM EQUIPMENT

## As we plan and implement TMPs, we need to ensure that:

- Thought has been put in about the devices used and include all risks into plans that are being implemented for the environment that you are working in. Also think about the risk you may be introducing with doing works in the area.
- Solutions are not excessive overuse of cones or signs can create confusion and reduce effectiveness.
- Designers and contractors are aligned on the purpose and limitations of each device.

Let's shift the mindset from:

“what's always been done” to...

“what's most effective and defensible.”

By doing so, we not only improve safety outcomes but also demonstrate our commitment to responsible, risk-based traffic management.

If the Road Corridor team considers a TMP to be excessive for the environment, it will be declined. You will be asked to revise the plan to minimise the impact or explore alternative methods of carrying out the work with less equipment on the road.



## WINTER DRIVING SAFETY TIPS

BROUGHT TO YOU BY SOUTH CANTERBURY ROAD SAFETY

FROM OUR TEAM TO YOURS, STAY SAFE OUT THERE!

## SAFE WINTER DRIVING TIPS



DEFROST YOUR WINDSCREEN AND MIRRORS BEFORE DRIVING

DRIVE CAUTIOUSLY AND INCREASE YOUR FOLLOWING DISTANCE

CHECK YOUR TYRES, BRAKES, LIGHTS & WIPERS

CARRY AN EMERGENCY KIT, SPARE TYRE, JACK & SNOW CHAINS

WHEN VISIBILITY IS POOR, TURN YOUR LIGHTS ON

CHECK ROAD CLOSURE INFORMATION ON COUNCIL & NZTA WEBSITES

A big shoutout to everyone who has attended the myWorksites training sessions and embraced the move away from Submitica, we appreciate your efforts!

**Please note:** Submitica is no longer to be used. We are in the process of switching it off. Any requests received via Submitica from now on will be automatically declined, and you'll be asked to resubmit them through myWorksites.

The Road Space Booking Form and Extension Form are now redundant, as these functions are covered within the myWorksites layout tool.

However, Road Closure Forms are still required and must be uploaded to myWorksites as part of your application.

## OUT WITH THE OLD, IN WITH THE NEW

## MYWORKSITES UPDATE



# CONTRACTOR SHOUTOUT

This month we are recognising this months star performer Steve Davis from Menzies Group Limited for his exceptional work on a recent project. His dedication, expertise, and attention to detail ensured the project's success. Enjoy your coffee Steve!

**Kā mihi,**

**Paul, Rachel & Casey  
The Road Corridor Team**

## CORRIDOR ACCESS REQUEST STATISTICS

APRIL: 96

MAY: 111

JUNE: 127

# 710

## RECEIVED YEAR TO DATE

**HAVE A QUESTION?  
EMAIL US AT [CAR@TIMDC.GOV.T.NZ](mailto:CAR@TIMDC.GOV.T.NZ)**