

## Your Costs Explained...

A lot of factors go into calculating the costs for a scheme. When our works occur outside of the boundary of your property/Development, they often fall within the restrictions of the Local Highways Authority. We are obliged to publish all our charges annually and these can be found in our New Connections Charging Arrangements document on our website. This document is revised each financial year to ensure we continue to meet the regulatory requirements around fairness, transparency, cost reflectivity and predictability as well as demonstrating a commitment to environmental protection. Below are some examples of costs we must consider when compiling our charges.

### Permits

When working in the Highway we must seek permission to do so from the Local Highways Authority in the form of a Permit. The application itself has a cost, as does the management of the permit itself.

Sometimes multiple meetings will take place before the Local Authorities grant our permits. This is to ensure disruption to the local residents is minimal and the works do not clash with any other planned works or activities in the area.

### Traffic Management Plans

Some schemes will require TM plans to be drawn up by a qualified company. These will be required if the agreed set up to manage the works is particularly complicated. Once drawn up they will then go over to the Local Authority to be approved and attached to the Permit.

### Traffic Management

All works in the Highway will require traffic management to be in place for the safety of pedestrians, motorists, and our workers. This will include everything from signage only sites to road closures/ Temporary Traffic Restriction Orders (TTROS), lane closures, traffic light set ups and so on. These Traffic management measures are usually installed, maintained and removed by a specialist company. Alongside equipment, certain permit conditions may specify a person on site monitoring the traffic flow, or that all traffic management be removed and re-installed daily within certain time limits rather than being left in place for the duration of the job, all of which attract additional cost but are necessary for works to proceed.

### Other Traffic Management considerations

In addition to setting up the correct Traffic Management for our works, some jobs will require amendments to existing facilities for us to work safely in the required location. This can include switching out existing traffic lights, suspension of Bus stops or parking bays and in certain areas, Lane Rentals. This will be determined when surveying the job and confirmed by the Local Authority via the permit application process. We will then need to apply to the appropriate governing body for permission and co-ordinate with them to make sure these amendments are in place for the duration of our planned works.

## Pre Cones, Letter Drops and Advanced Warning Signage

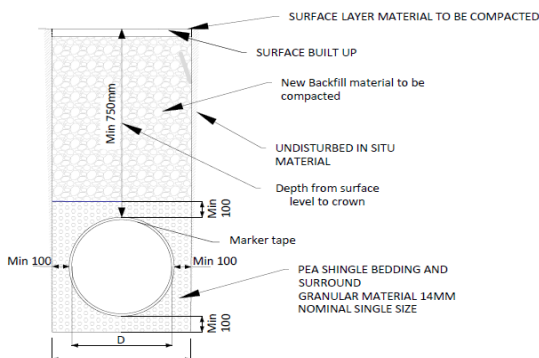
A lot of jobs will require a pre-cone to be in place prior to the start date of the job to ensure the road is clear for the site to be set up and the works to begin. Advanced Warning Signage and Letter Drops will be required where the impact of the works will be substantial and the residents and motorists in the area will need prior notice.



## Reinstatement



When reinstating the excavations made to install your new pipework, we must abide by reinstatement laws to ensure we are using the correct materials and carrying out the appropriate compaction. Some roads require several layers of materials to be installed to make sure this meets regulation. Sand or soft shingle will need to be installed in the lower levels to protect the integrity of the pipework then the layer and compactions methods above ensure the trench does not sink and become a health and safety risk. These excavations have a liability period of 2 years or 3 years with any deep excavations with the highway authority so if our reinstatement is not up to standards, we will be required to re-attend at our own cost to rectify any issues.



## Muck Away

When excavating in the Highway it is illegal to reinstate the ground with the materials you have used during excavation in most circumstances, so this "muck" must be removed and taken to a designated site to be disposed of correctly.

## Environmental Impact

Some jobs in more rural areas will require an Environmental Survey to ensure our works do not have any negative effects on the surrounding wildlife. These surveys are carried out by an independent body and a report produced with instructions on how to safely carry out any works.

Most of the requirements above will be determined at survey stage when our surveyor attends the site and carries out an investigation into what will be required to complete these works. Sometimes meetings will have to be organised with internal & external stake holders such as TFL, Local Highways, TM companies etc to agree the safest way to carry out these works.

