

National Code of Practice for Utility Operators Access to Transport Corridors

HUTT VALLEY LOCAL CONDITIONS

VERSION 6 | November 2015



These conditions apply in both Hutt City and Upper Hutt City and are to be read as an integral part of the main "Code of Practice"



Schedule C – template for reasonable conditions

Attachment I – Local Conditions - Hutt City Council and Upper Hutt City Council

2.7.2 Participation in Liaison Meetings – add new sub-clause 3

In an endeavour to get uniformity through-out the Hutt Valley it is intended that both Hutt City and Upper Hutt City will, where possible, hold joint liaison meetings with Utility Operators. There may be occasions when this is not possible or when items for discussion only cover one or other RCA and at these times a separate meeting may be held.

3.5 Future Proofing – add new sub-clause 3

Where existing ducts have been placed by or for Council for future services they shall remain the property of the Council. The following terms shall apply for Utilities to use these ducts.

- A one off per metre payment shall be made by the utility.
- The agreement for use of the duct shall apply for the life of the duct.
- There shall be no financial liability to Council to provide for repairs to the duct or the Utility service within the duct.
- There shall be no guarantee of exclusive rights to the utility to the duct being used. This however is subject to valid technical and compatible constraints.

3.2.5 Add new clause – Future Surface Cover Adjustments

(i) The Council will give a minimum of 20 working days notice describing any proposed road maintenance work and if the Utility Operator considers the work will affect the function of, including access to, the service and carries out work to ensure the service is not affected the cost of such work will be the Utility Operator's.

(ii) If the Utility Operator, having received notice under condition (i), takes no action the Council will not be liable to the Utility Operator for any loss the network operator experiences and any subsequent remedial work carried out on the service will be at the Utility Operators cost.

(iii) The Utility Operator will ensure any work it carries out under (i) above will not disrupt the proposed road maintenance work described in the notice as issued under (i).

4.6.5 Bonds – add clause

If a contractor is issued three or more non-conformance notices within a 6 month period then that contractor shall be required to enter into a bond with Council for any future works or for the works that are non-complying.

The security shall be satisfied by either the execution of a bond by a surety acceptable to Council or by payment to Council of cash in the amount of the bond.

The release of the bond shall be initiated by either the contractor completing a period of 6 months without the need for any further non-compliance notices to be issued.
or by completing any remedial action to the standards which satisfy this document, whichever is the longer.

The amount of the bond shall be as set out in the relevant Council's published "Fees & Charges".

5.3.3 Traffic Management – add new sub-clause 4

5. Any road closure shall require the approval of the Corridor Manager

6. Traffic Flow

Major and Minor District Distributor Streets – Hutt City

Primary Arterial – Upper Hutt City

The schedule of streets covered for both Hutt and Upper Hutt is covered in the roading hierarchy sections in attachment II of this document.

Between 6am and 7pm Monday to Saturday, a minimum of one lane each way must be maintained on all streets listed in the above schedules.

5.3.4 Hours of Work – add new sub-clause (c)

Restrictions to Working Hours

Unless the Corridor Manager is convinced that the benefits to the public good outweigh the disadvantages, hours of work shall be restricted as detailed below.

(i) Residential Areas

No works must be to take place between 8pm and 7am Monday to Saturday, nor at any time on Sundays or public holidays.

(ii) Central Business/Retail Areas

No works must take place between 9am and 5.30pm Monday to Friday, nor 10am to 4pm Saturdays, nor until after the close of the business day on any late shopping night without prior written permission from the City's Corridor Manager.

No work shall be undertaken in these areas in the three week period immediately preceding Christmas day.

As part of the permission, the Contractor is required, in conjunction with the Corridor Manager, to consult affected business owners.

(iii) Major and Minor District Distributor Streets – Hutt City Primary Arterial – Upper Hutt City

Conditions are covered in "Attachment II – Special conditions" below.

5.5.1 Restrictions on Excavation Size – add new sub-clause (e).

Unless specific approval is given by the Corridor Manager the following restrictions shall apply to excavation openings within the respective areas.

(i) Within any Business Area

Except for small localised openings (e.g. Line ends, jointing points, launching pits, etc.) which cannot reasonably be backfilled nightly, the extent of excavation in both carriage ways and footpaths shall be limited to that which can be backfilled by the end of the same working day.

(ii) Other Carriageways

Except for small localised openings which cannot reasonably be quickly backfilled, the extent of excavation undertaken on any day shall be limited to that which can be backfilled to a safe trafficable standard within 48 hours. Resurfacing (permanent or temporary) shall be carried out within 48 hours of back filling.

(iii) Other non Carriageway Areas

Openings in non carriageway areas outside of the Business Area shall be planned so as to be excavated and backfilled to a safe useable standard within 48 hours, with surfacing treatment to be undertaken within another 5 working days.

(iv) General

No openings in carriageways or footpaths shall be left open over long weekends, the two week Christmas break or the Easter break. For small localised openings where permanent and temporary backfilling would create unreasonable difficulty to the work, secure temporary covering may be provided.

5.5.2 Trench Cutting and Excavation:- add new sub-clause 3. h)

The minimum trench depth shall be in accordance with Council's minimum cover requirements as shown in the attachment II – Special Conditions.

5.5.5- Compaction Testing – add new sub-clause 5.

A CIV of 35 for the upper base (basecourse) layer under the carriageway will also be acceptable.

When compaction is measured with a Scala Penetrometer the measurement must be recorded as the number of blows per 50mm penetration of the Penetrometer.

The following minimum results must be achieved:

Carriageway and Vehicle Crossings

- All imported basecourse - 7 blows per 50mm penetration.
- Insitu parent gravel below 500mm from surface - 7 blows per 50mm penetration.
- Insitu parent sand below 500mm from surface - 4 blows per 50mm penetration.

Footpaths

- All imported basecourse - 4 blows per 50mm penetration.
- Insitu parent gravels below 300mm from surface - 4 blows per 50mm penetration.
- Insitu parent sand below 300mm from surface - 2 blows per 50mm penetration.

Berms

- Basecourse - 2 blows per 50mm penetration.
- Clean dry insitu soil - 2 blows per 50mm penetration, or the same compaction at the same depth as the adjoining undistributed insitu soil measured with a Scala Penetrometer.

5.6.4 Specific Requirements for Different Surface Types

- 4. Chip seal Carriageways must: Replace sub-clause (a) with**

- (a) Be reinstated with a single coat chip seal. The size of the chip is to be comparable with the surrounding road surface.

5.6.4 Texturised Asphalt Reinstatement must : replace existing clauses a) and b) with

5. Texturised Asphaltic Reinstatement must:-

Hutt City Council and Upper Hutt City Council will manage the texturised chip seal and charge the Utility Operator the per square metre rate as published from time to time in the respective Council's "Fees & Charges". A copy of these is available on the respective Council's websites.

5.6.4 Berms Reinstatement – add new sub-clause

- 8.** The minimum width of reinstatement for all trenches in the berm is 300mm.

Where practical, the Contractor must reinstate berm excavations by turfing then reinstating the existing berm mat.

For larger areas the berm may be reinstated using imported topsoil and lawn seed.

- The minimum depth of compacted topsoil is 75mm. The Contractor must ensure that the seeded topsoil is maintained and watered until the grass mat is established.

In all cases, the Contractor must continue to maintain, water, re-seed, re-topsoil or fertilise the berm until a dense grass strike has been achieved. Stones, basecourse and other debris must be removed from the berm surface before Practical Completion.

On confirmation that a dense grass strike has been achieved, the berm works will be practically completed.

Where MAJOR WORKS involve excavation and trenching works and where it has been requested as a specific requirement of scheme approval, the Contractor must carry out the first berm mowing within 1 month of practical completion. This includes trimming around newly installed above-ground service boxes.

5.6.4 Vehicle Crossing Reinstatement – add new sub-clause ~~8~~9

a) Heavy Duty Vehicle Crossing

Heavy duty vehicle crossings are continuously reinforced. After disturbance of concrete crossings by surface openings, the area reinstated shall satisfy either of the following:

- (i) If the crossing depth kerb face to boundary is less than 3.0 metre and the crossing width less than 3.5 metre then the entire crossing shall be removed and replaced, including the kerb.
- (ii) For larger crossings, no more than one saw cut may be made in the crossing either parallel with the road or perpendicular as applicable. The part of the crossing between the new saw cut and the nearest edge of the crossing shall be replaced. For this option steel dowels shall be drilled into the cut edge of the old crossing to ensure adequate shear capacity. On completion of the reinstatement the crossing shall have no more than one joint between the edges of the crossing and the joint shall be no closer than 1.5 metre from any edge of the crossing.

If these conditions cannot be complied with then the entire crossing shall be replaced.

b) Residential Vehicle Crossing

- (i) Trenches parallel with kerb/path/berm line

If the crossing depth is 3 metre or less then the entire crossing shall be replaced.

If the crossing depth is greater than 3 metres then a partial reinstatement may be undertaken provided all of the following conditions are satisfied. The reinstatement surface shall not be less than 200mm wider each side than the trench width nor less than a total of 1.0 metre in total width. On completion of the reinstatement the crossing shall have no more than one joint between edges of the crossing and the joint shall be no closer than 1.0 metre from any edge of the crossing.

(ii) Trenches transverse to the kerb/path/berm line

Trench resurfacing shall be at least 200mm wider each side than the trench width and on completion of the reinstatement the crossing shall have no more than one joint between edges of the crossing and the joint shall be no closer than 1 metre from any edge of the crossing. If this cannot be complied with then the full crossing is to be replaced.

c) Surface Reinstatement – Extra Obligations – add new clause

When works are undertaken within 4 years of carriageway resurfacing or renewal and 5 years of a footpath or cycleway resurfacing or renewal, every effort shall be made to use trenchless technology and the following reinstatement standards shall apply.

(i) **Vehicle Crossings**

The full crossing shall be replaced for both lateral and transverse trenches.

(ii) **Footpaths**

Longitudinal trenches in concrete paths, the full width shall be reinstated in all cases.

Transverse trenches in concrete paths full width of path shall be reinstated between the two nearest construction joints.

(iii) **Carriageways**

(a) Asphaltic concrete of any grade, no additional conditions.

(b) Chipseal – all lanes (traffic & parking) incorporating longitudinal trenches shall be resealed over the full width of the lane concerned for the length of the longitudinal trench.

5.6.5 Special Paving, Amenity Areas and Decorative areas – add new sub-clause

1(f) Both Council's reserve the right to nominate a specific reinstatement contractor in these areas.

5.6.6 Signs & Furniture

Delete the last paragraph from item 3.

6.5 Corridor Manager Administration Fees – add– new paragraph

Both Hutt City and Upper Hutt City set a level of cost recovery for the administration and inspection services provided to ensure compliance with this document. These fees/charges are reviewed each year at the same time as the Annual Plan is considered and are available for public comment at that time. Once approved by Council they shall be posted onto the respective Council's web site.

Attachment II – Special Conditions - Hutt City Council and Upper Hutt City Council

Minimum Cover to Utility Services

Pipe services shall be laid within the following ranges of cover unless sound engineering reasons can be provided for alternative covers in which case supporting analysis shall be provided to show special pipe standards or other protection

Depths of Services		
Type	Cover to top of pipe barrel	
	Min [mm]	Max [mm]
Power	450	900
Telecommunication	450	750
Other information cabling	450	750
Gas	600	900
Water mains in carriageway	750	1050
Water mains in berms and footpaths	750	1050
Rider mains in carriageway	750	1050
Rider mains in footpath & service pipes in carriageway	600	900
Service pipes in berms and footpaths	400	700
Wastewater and stormwater – concrete pipes	750	
Wastewater and stormwater – flexible pipes in non -trafficked area	600	
Wastewater and stormwater – flexible pipes in trafficked area.	900	

Roading Hierarchy

Upper Hutt City – Primary Arterials

Fergusson Drive – from SH 2 at Silverstream to SH 2 at Mangaroa Intersection

Eastern Hutt Road – from Fergusson drive to the City Boundary

A minimum of one lane in each direction shall be maintained at all times.

Hutt City – Major & Minor Distributors where works within the carriageway

“No works shall take place between 7.30am and 9am, nor 4pm and 6pm Monday to Friday. At other times between 6am and 7pm Monday to Saturday, a minimum of one lane each way shall be maintained.”

No.	Street	Section
1	Bell Road	Gracefield Road to Parkside Road
2	Block Road	Complete
3	Cambridge Terrace	Complete
4	Clendon Street	Complete
5	Cornwall Street	Complete
6	Cuba Street	Complete
7	Daly Street	Complete
8	Daysh Street	Complete
9	Dudley Street	Complete

No.	Street	Section
10	Eastern Hutt Road	Complete
11	Ewen Bridge	Complete
12	Fairway Drive	Complete
13	Gracefield Road	Wainuiomata Hill Road to Bell Road
14	Harcourt Werry Drive	Complete
15	High Street (Lower Hutt)	Complete
16	Hutt Road	Complete
17	Jackson Street	Hutt Road to Cuba Street
18	Kings Crescent	Complete
19	Knights Road	Complete
20	Koro Crescent	Complete
21	Laings Road	Complete
22	Ludlam Crescent	Complete
23	Eastern Bays Marine Drive	Seaview Road to Muritai Road
24	Marsden Street	Complete
25	Melling Bridge	Complete
26	Melling Link	Complete
27	Melling Road	Complete
28	Naenae Road	Waiwhetu Road to Daysh Street
29	Oxford Terrace	Knights Road to Waterloo Road
30	Pharazyn Street	Block Road to Marsden Street
31	Pretoria Street	Cornwall Street to High Street
32	Queens Drive	Complete
33	Railway Avenue	Complete
34	Randwick Road	Complete
35	Daly Street	Complete
36	Rutherford Street	Complete
37	Stokes Valley Road	Eastern Hutt Road to George Street
38	Taita Drive	High Street to Harcourt Werry Drive
39	The Esplanade	Complete
40	Victoria Street, Alicetown	Cuba Street to Ewen Bridge
41	Wainuiomata Hill Road	Complete
42	Wainui Road (Waiwhetu)	Complete
43	Seaview Road	Complete
44	Waione Street	Complete
45	Waiwhetu Road	Complete
46	Waterloo Road	Complete
47	Whites Line East	Randwick Road to Wainui Road
48	Woburn Road	Complete
49	Connelly Street	Complete
50	Bunny Street	Complete
51	Margaret Street	Complete
52	Parkside Road	Bell Road to Seaview Road
53	Parkway	Complete
54	Wainuiomata Road	Complete

Hutt City - Minor Distributor and other Streets works within the carriageway :

“Between 6am and 7pm Monday to Saturday, a minimum of one lane each way shall be maintained.”

No.	Street	Section
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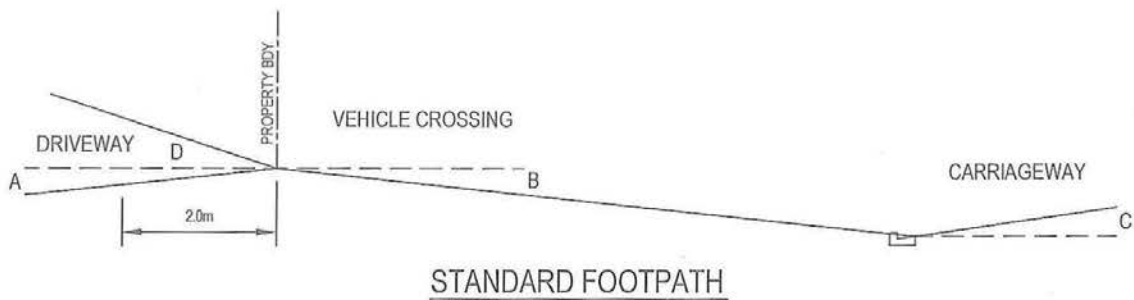
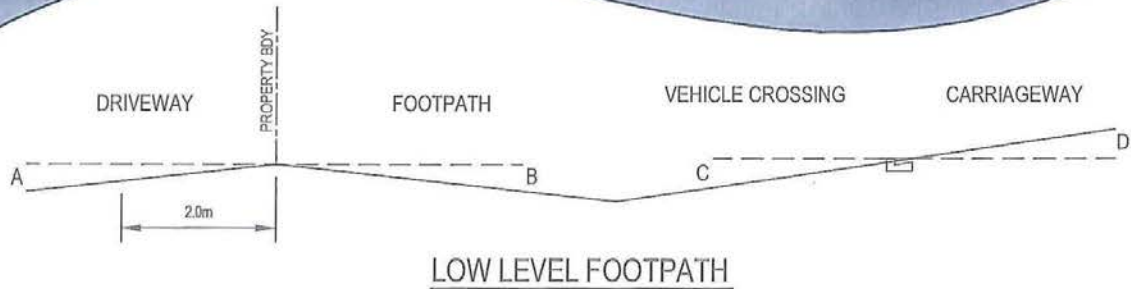
No.	Street	Section
53	Bloomfield Terrace	Complete
54	Bellevue Road	Complete
55	Bowers Street	Complete
56	Bridge Street	Herbert Street to Marsden Street
57	Dowse Drive	Mulberry Street to State Highway 2
58	Evans Street	Complete
59	Everest Avenue	Complete
60	Fitzherbert Road, WOA	Wellington Road to Wainuiomata Road
61	Fitzherbert Street, Petone	The Esplanade to Jackson Street, Campbell Street to Regent Street
62	Gregory Street	Complete
63	Hardy Street	Trafalgar Square to Cressy Street
64	Holland Crescent	Complete
65	Holor Street	Complete
66	Main Road	Fitzherbert Road to Hine Road
67	Muritai Road	Marine Drive to Nikau Street
68	Nelson Street, Petone	Campbell Street to Udy Street
69	Normandale Road	Bridge Street to Miro Miro Road
70		
71	Peterkin Street	Complete
72	Queensgate Road	Complete (To close 1998)
73	Regent Street	Hutt Road to Nelson Street
74	Rimu Street, Eastbourne	Marine Parade to Muritai Road
75	Stokes Valley Road	Evans Street to Bowers Street
76	Sydney Street	The Esplanade to Jackson Street, Campbell Street to Regent Street
77	Taine Street	Complete
78	The Strand	Complete
79	Tocker Street	Complete
80	Trafalgar Square, Waterloo	Complete
81	Treadwell Street	Cambridge Terrace to Everest Street
82	Udy Street	Complete
83	Victoria Street, Petone	The Esplanade to Jackson Street, Campbell Street to Regent Street
84		
85	Parliament Street	Complete
86	Pharazyn Street	Marsden Street to Bridge Street
87	Major Drive	State Highway 2 to Gurney Road
88	Naenae Road	Daysh Street to Treadwell Street
89	Vogel Street	Complete
90	Te Puni Street	The Esplanade to Jackson Street

Vehicle Crossing Details

The following pages contain drawings as numbered below that shall form part of these local conditions :

Maximum Design Gradients	CM1005-93R
Residential Vehicle Crossing	CM1005-25R
Heavy Duty Vehicle Crossing	CM1005-26R
Extra Heavy Duty Vehicle Crossing	CM1005-27R

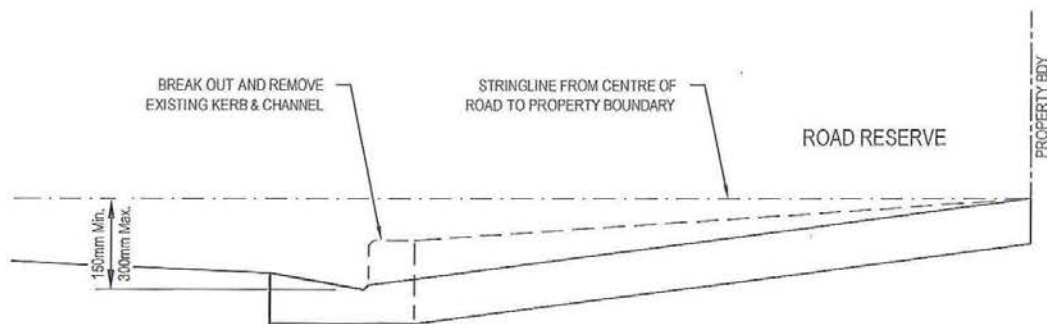
Standard Plan



NOTES

1. A, B, C & D REFER TO THE GRADIENTS EXPRESSED EITHER AS A PERCENTAGE OR IN DEGREES.
2. BASED ON 90 PERCENTILE CAR.

	MAXIMUM CHANGE OF GRADE
LOW LEVEL FOOTPATH AND STANDARD FOOTPATH	A + B < 10% or 5.7° C - D < 10% or 5.7°
STANDARD FOOTPATH	B + C < 17% or 9.6°
STANDARD FOOTPATH	D - B < 17% or 9.6°



MAXIMUM / MINIMUM HEIGHT OF VEHICLE CROSSING AT BOUNDARY

Maximum Design Gradients for Vehicular Access to Property NOT TO SCALE

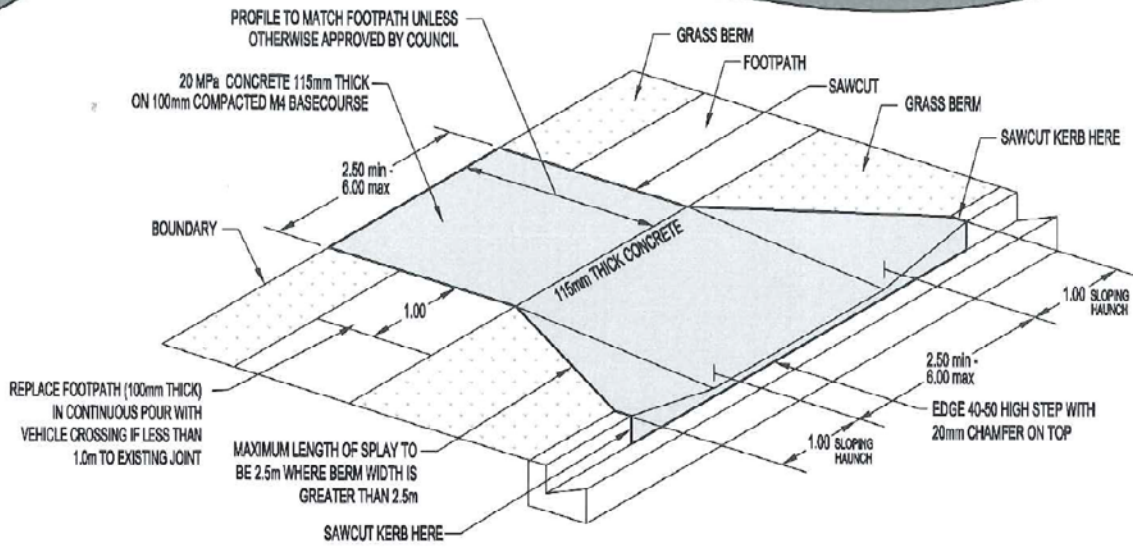
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Road and Traffic Divisional Manager
Hutt City Council

Approved:
Director, Infrastructure Services
Upper Hutt City Council

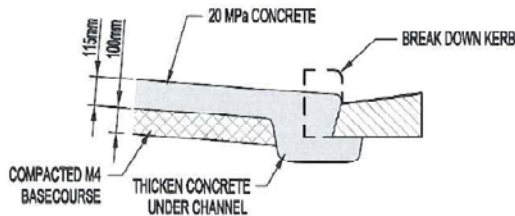
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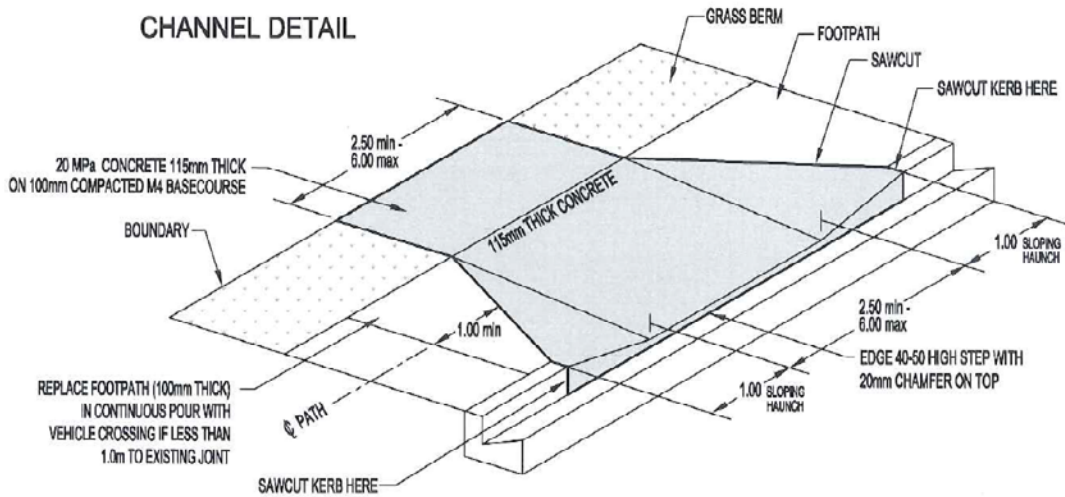
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BERM ADJACENT TO KERB



CHANNEL DETAIL



FOOTPATH ADJACENT TO KERB

Residential Vehicle Crossing

NOT TO SCALE

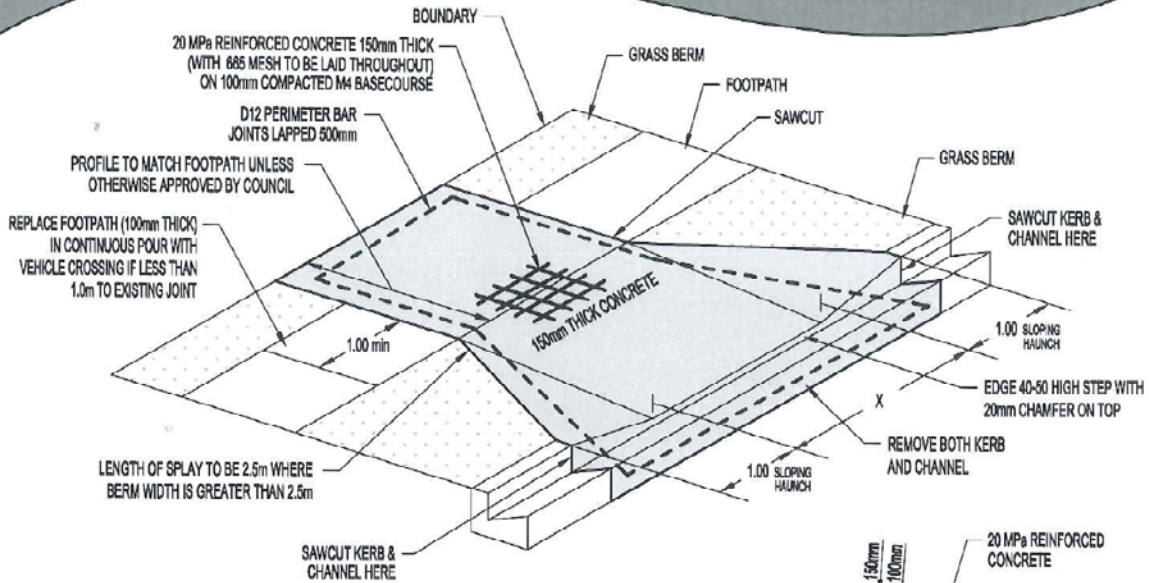
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Road and Traffic Divisional Manager
Hutt City Council

Approved: *[Signature]*
Director, Infrastructure Services
Upper Hutt City Council

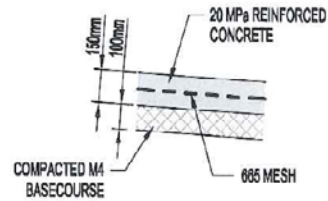
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Date: 29 / 10 / 12

CM1005 25R

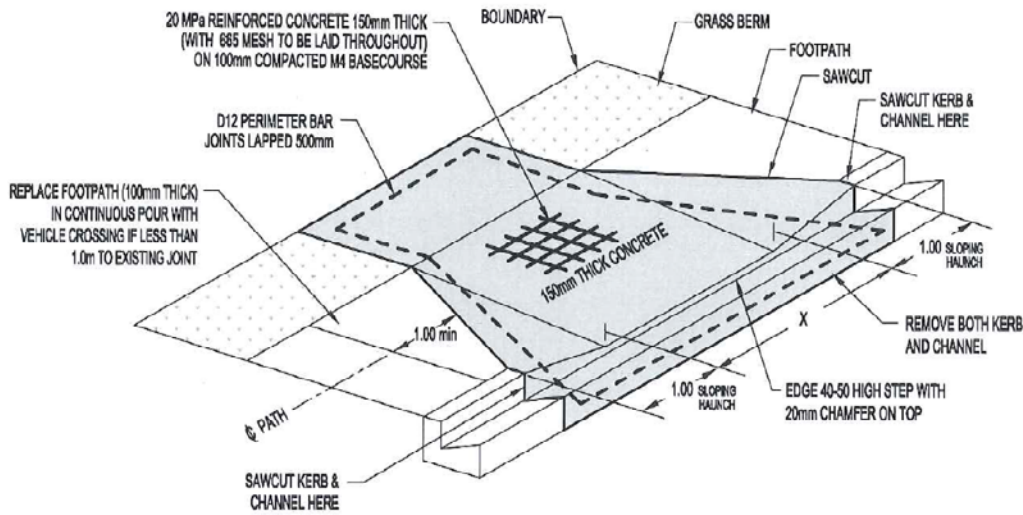
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BERM ADJACENT TO KERB



TYPICAL SLAB CROSS SECTION



FOOTPATH ADJACENT TO KERB

Heavy Duty Vehicle Crossing

NOT TO SCALE

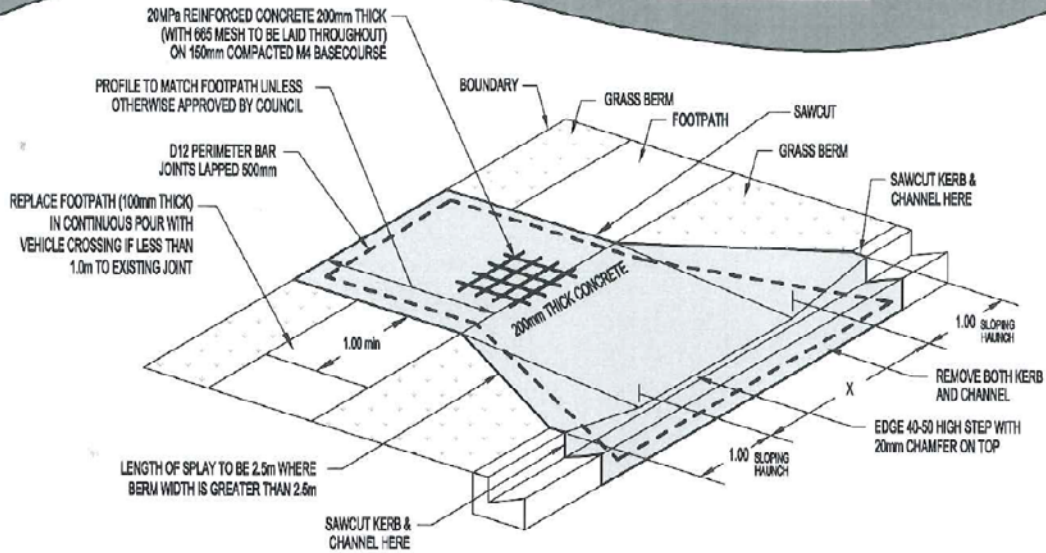
Approved: Road and Traffic Divisional Manager
Hutt City Council

Approved: Director, Infrastructure Services
Upper Hutt City Council

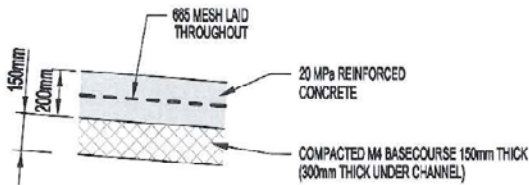
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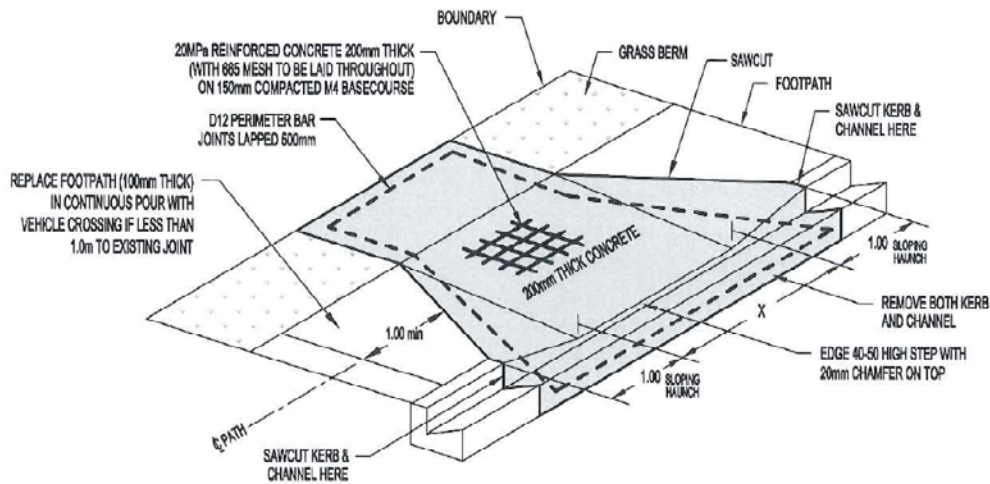
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BERM ADJACENT TO KERB



TYPICAL SLAB CROSS SECTION

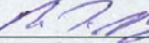


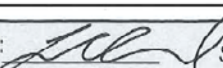
FOOTPATH ADJACENT TO KERB

Extra Heavy Duty Vehicle Crossing

This type of crossing required if regularly used by very heavy trade vehicles

NOT TO SCALE

Approved: 
Road and Traffic Divisional Manager
Hutt City Council

Approved: 
Director, Infrastructure Services
Upper Hutt City Council

Standard Plan No:
Date: 29 / 10 / 12

CM1005 27R