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# The Bulletin Kaikōura earthquake update

## Improving safety and resilience between Peketa and Oaro

NCTIR is completing its recovery work and is set to start on the safety and improvements programme on SH1 between Peketa and Oaro, south of Kaikōura.

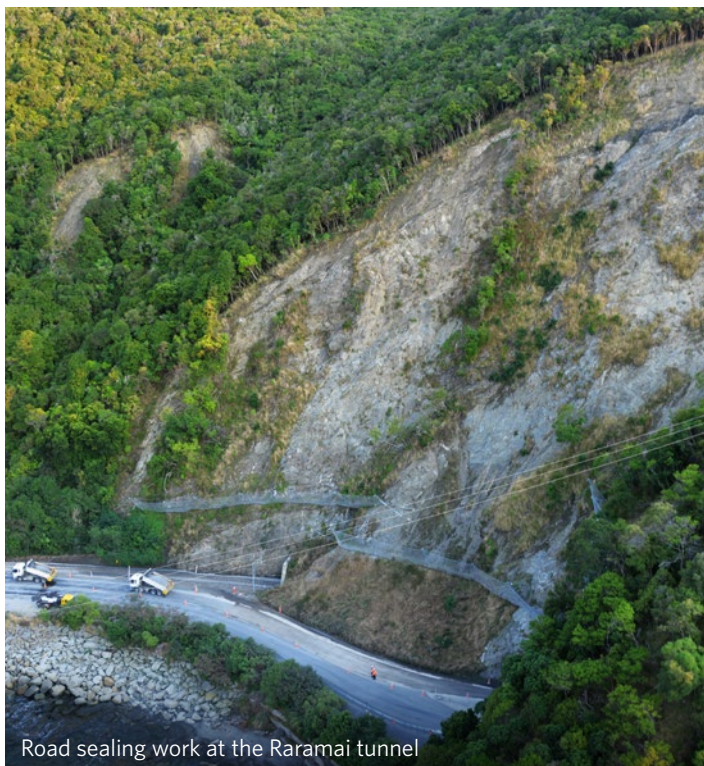
The improvements, funded by the NZ Transport Agency, will improve the safety and resilience of the road for all road users and help improve journey time reliability. The activity includes:

- Increasing the road width. This involves milling the existing carriageway and extending it by up to two metres to provide more room. Kerb and channel is also being laid in places
- Installing guardrails to protect against large drop offs and obstacles, which could result in injury in the event of a crash

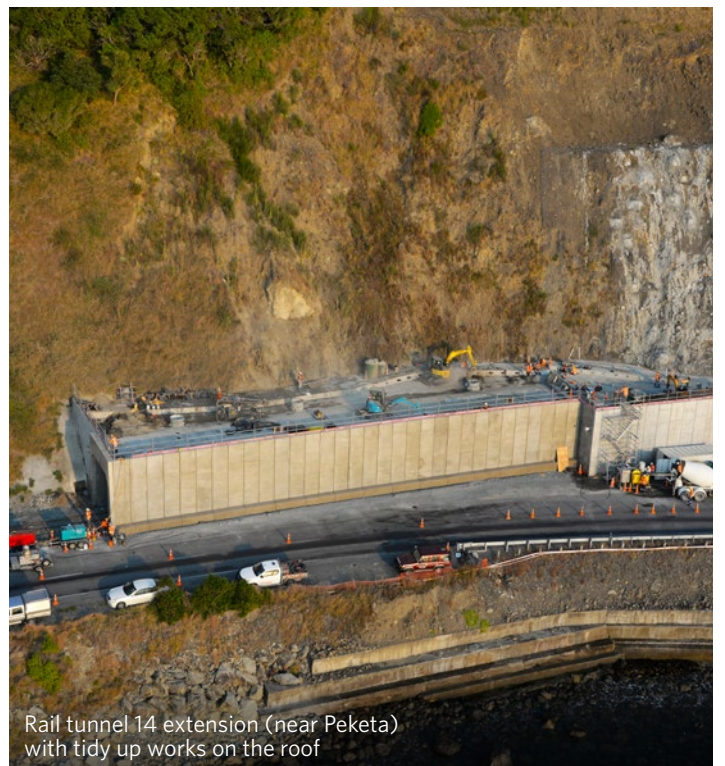
- Guardrails being installed which vary from the low metal 'W' barrier to solid concrete barriers
- Adding a double median line, when the final seal is complete, to help separate traffic
- Drainage work, to be completed by the end of April, which will include catchment drainage along the inner edge of the road and a small number of culverts across the road.

There are still several slip sites where work is being completed.

Because sealing work is weather dependent it is ideally done in warmer months. You will notice many small areas being sealed during April, while other areas will then be sealed in November when conditions are optimal again.



Road sealing work at the Raramai tunnel



Rail tunnel 14 extension (near Peketa) with tidy up works on the roof

This Bulletin provides the latest information about the rebuild of road and rail networks damaged by the Kaikōura earthquake in November 2016. The Bulletin is produced by the North Canterbury Transport Infrastructure Recovery (NCTIR) – an alliance representing the NZ Transport Agency and KiwiRail, on behalf of Government.



## Your questions answered

### You're planning formal safe stopping areas but what about the informal areas we regularly use?

There are seven formal safe stopping areas planned which will include parking and landscaped areas as well as various levels of amenity such as seating, viewing areas, and toilets. They are at Ōkiwi Bay, Papanoa, Ōhau, Te Ana Pōuri (Rākautara north), Rākautara, Raramai and Toka-ānau (Hikurangi marine reserve).

There are also 13 informal safe stopping areas where NCTIR has been working that will be tidied up with some planting to help them blend back into the environment. Some planting will not be available until the 2020 planting season.

There will also be numerous casual places along the coastline where there will remain room to park and access the coast as before the earthquake. Only the areas where parking is considered unsafe will be closed off.

### I like the boulders at Ōhau. Will the other safe stopping areas look natural?

Yes. The safe stopping areas will be softened by using landscaping, local materials and planting so that they blend into the natural environment. This blending will increase over time as the materials weather and plants mature.

The planting season for these areas is June and July and we will use eco-sourced seeds that are native to the area.

### Please explain how the new names for safe stopping areas, such as Te Ana Pōuri, came about

The names for the formal safe stopping areas have been agreed through our local Cultural Advisory Group. They originate from the Ngāi Tahu maps of the local area and are from nearby landmarks.

### Will there be wheelchair access to the coast? There is currently no access from the pathway that has been constructed to date

Providing continued access for all community members is a priority. Easy access for the coast will be available at Toka-ānau (Hikurangi marine reserve), Raramai, Rākautara and Ōkiwi Bay. The other areas being developed have rocky foreshores or drop offs where ramped access is not practical.

## Train spotting

This KiwiRail freight train was spotted crossing the Clarence River Rail Bridge shortly after sunrise. Watch out for trains and send your (safely-taken) train picture to [info@nctir.com](mailto:info@nctir.com) for a chance to be featured in the next NCTIR bulletin!



Thank you for your patience and for driving to the speed limit

## Thank you for your patience

The work undertaken by Transport Agency contractor, Downer, during the recent night closure of SH1 in the Hundalees, was completed within the five nights planned for. With the public well-informed, traffic was detoured between 9pm and 7am during the closure. Work is now continuing on this section of road while the west lane is being rebuilt.

We are aware that the number of work sites can be frustrating for drivers, and we know that small delays can add up, but by maintaining oversight across the network we try to make sure collective delays aren't too long. Please allow plenty of time for travel between Christchurch and Kaikōura.

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# Repairs south of Oaro

NCTIR is preparing one of the three sites damaged by Cyclone Gita, 4km north of the Conway Bridge.

We are excavating and making it a safe work site before starting reconstruction of the washed-out road. The original crib retaining wall has collapsed and will be replaced with a new resilient retaining wall.

The steps to construct the new road are:

- Installing soil nails that are grouted and load tested
- Constructing gabion baskets, to be held in place by more soil nails
- Constructing a new road base and completing with seal, line marking and a guard rail

This work is expected to take four to five months to complete.

The other two Gita-damaged sites, both 1km south of Oaro overbridge, will start later in the year. The retaining walls at these sites will be built using a metal and cement stabilisation mix in MSE flexy bags. These are placed on top of each other to build the wall and are tied into the road for resilience.



Excavation and preparation work at the cyclone Gita damaged site

# Safe stopping areas

Work will start on the two safe stopping areas, Raramai and Toka-ānau, in May and will take about six months to complete. To see concept designs of these areas, go to [www.nzta.govt.nz/projects/Kaikoura-earthquake-response/safety/](http://www.nzta.govt.nz/projects/Kaikoura-earthquake-response/safety/)

Additionally, four informal stopping areas along this section of the coast will also be completed during the winter months. These popular pull-off places will be tidied and landscaped.



## Winner!

The winner of our jelly bean count competition at the Flaxbourne A&P Show is Seddon local, Craig. Craig's workmate Gregg (pictured) accepted the prize on Craig's behalf, as the guess had been a 'team decision' by the crew at TRS. They have promised to make sure Craig gets at least one jelly bean upon his return to work - probably an orange one. Thanks to all who entered!



# Thank you for your feedback

Thank you to everyone who took part in our NCTIR Bulletin subscriber survey recently. Your thoughtful responses will help shape future issues of the Bulletin, and you can expect to see many more of your questions answered.

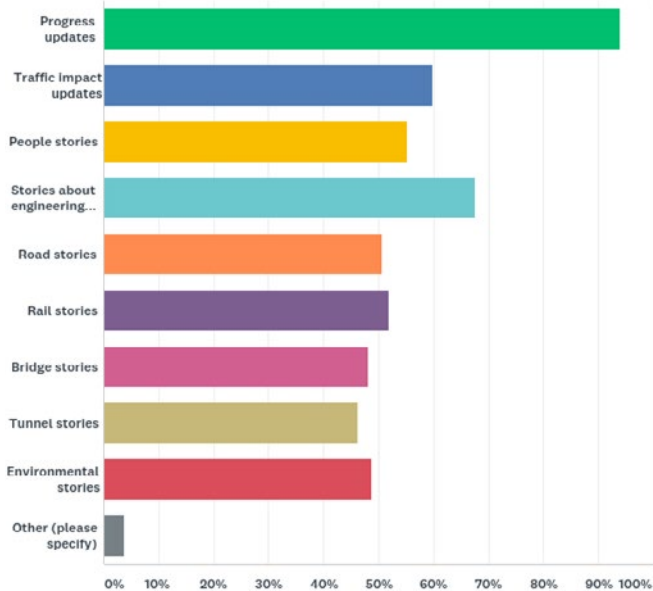
When asked to rate the Bulletin on a scale from 1 (not informative) to 5 (very informative), 87% of you rated it a 4 or 5. When asked if there was anything you would like to see less of in the Bulletin, 84% of you responded that you like the mixture of material.

The demographic information gave us some insight into who our readers are. Over 50% of our readers are 61 or older, with just one person under the age of 20 taking the survey. The majority of our readers are male (60%). Only 30% of our readers come from Kaikōura or the surrounding area where NCTIR is working, showing that news of the recovery and improvements work interests people much further afield.

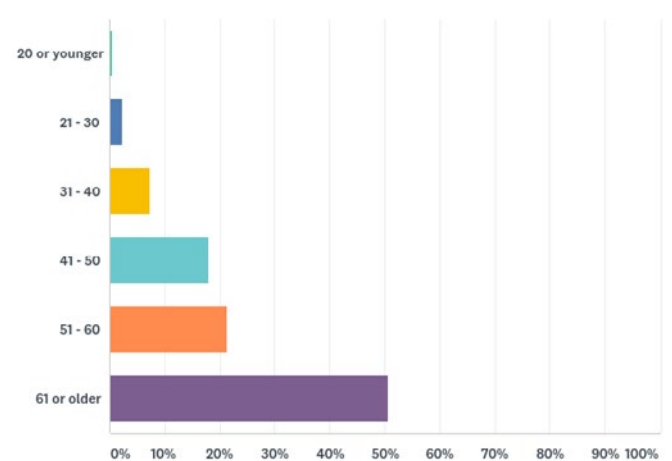
## Where our readers are from



## What do our readers enjoy about the bulletin



## Our readers ages



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