



The Bulletin Kaikōura earthquake update

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NCTIR project information evenings



Rākautara resident, Bill Campbell was the happy winner of a jelly bean gabion basket from NCTIR's public information evenings. Bill's guess came closest to the 1,167 jelly beans that were inside the basket.



Your questions answered

During our recent NCTIR project information evenings, you asked us some great questions. We're answering them here so everyone can read our responses.

We'll continue to answer your questions in future issues of the editions of the Bulletin. If you have anything you want to know, please email info@nctir.com. We appreciate your comments and feedback.

Why are there so many guardrails? Wouldn't 'slow down' signs be cheaper and safer?

Guardrails are being installed at various spots along SH1 to help improve safety for road users. They are a safety tool used when the consequences of a vehicle hitting them is less than the hazard which they are protecting. So, for example, they could be installed near an unexpected curve to stop someone going down a slope if they lose control.

'Slow down' signs are a useful road safety tool, but they're not an active road safety measure and don't achieve the same outcome as barriers. We know people make mistakes, and those mistakes shouldn't result in death or serious injury.

The 2018 Government Policy Statement, which sets out the Government's priorities for transport funding, encourages investment in treatments that reduce the risk of head-on and run-off road crashes, such as installing median and side barriers.

People have been seen climbing over the guardrails to get to the beach, is this safe?

The guardrails we're installing are only 790mm high, so people can easily step over them to access the beach. But drivers will need to make sure they're parked in a safe and appropriate place before leaving their vehicle.

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.



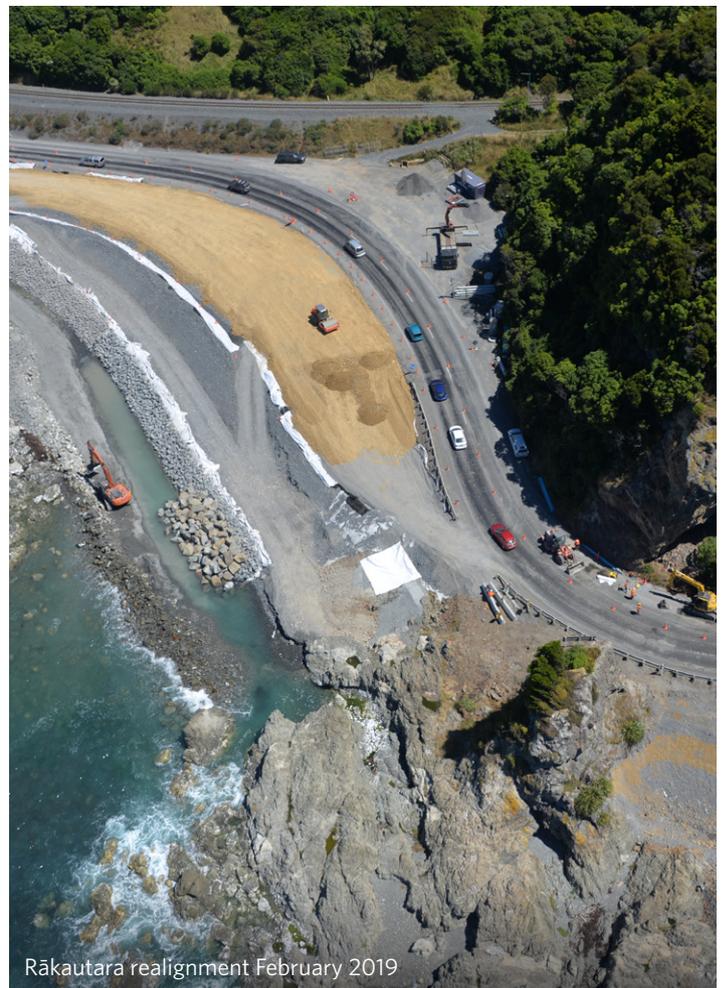
Will smoothing out curves in the road (as part of the safety improvements package) encourage higher speeds?

Losing control on a curve is one of the most common causes of crashes on rural state highways. Unexpected curves, like some of the ones around Kaikōura, can be problematic for drivers because they require special concentration as it's difficult to maintain a consistent speed on them. Smoothing out the unexpected curves on a road makes it more consistent, which helps reduce the risk of a driver losing control.

Why have speeds been lowered between Clarence and Kaikōura on a road that is new and improved?

Too many people have been killed or seriously injured on this stretch of road. So the Transport Agency reviewed the speeds people were driving, as well as the road itself. The review indicated 80km/h was the safe and appropriate speed to balance safety and the efficient movement of people who live, travel and work along the road, except for part of the road over the Hundalee Hills where 55–59km/h was the typical travel speed, resulting in a new speed limit there of 60km/h.

Even when speed doesn't cause a crash, it is most likely to determine whether anyone is killed, injured, or walks away unharmed. The new speed limits may take some time to adjust to, but they will help keep our community and visitors safer.



Rākautara realignment February 2019



Half Moon Bay realignment February 2019



Ongoing improvements to Hundalee Road

Work is underway at one of three ex-cyclone Gita major washouts on the Hundalees, roughly 4.5km north of the Conway Bridge. 'The road, with its existing crib wall, was washed out by the storm, leading to a steep, deep drop out into the Limestone Creek,' says project engineer Anil Balgumar.

'The washout took away almost half of one of the lanes and left the road in a fragile state, with minor cracking continuing even after Gita,' he says. 'We are monitoring and measuring the cracking to ensure safety for current single-lane traffic and now we are able to start repairs.'

Temporary stabilisation works are underway to ensure traffic and crews will be safe. This includes drilling 6 metre long, 20 millimetre in diameter GRP bars (commonly referred to as soil nails) 5.5 metres into the ground, injecting grouting, and finishing with shotcrete (strong flowable concrete delivered through a high-pressure hose).

Permanent work includes the construction of four layers of gabion walls with 32 mm GRP bars anchored 9 metres deep, grouted, and shotcreted for stabilisation. 'We are building future resilience into the road, which should prevent washouts like this from happening in this location in the future,' says Anil.

Works are due to be completed by the end of June and then the road will re-open to two-lane traffic. In the meantime, expect delays of up to 10 minutes as crews work hard repairing the road and making it more resilient. As always, your patience and safe driving is greatly appreciated.



Load testing each GRP bar for safety and resilience

Expect delays south of Kaikōura to Oaro

With the summer road maintenance season in full swing and construction work continuing, multiple work sites are in place along the State Highway 1 coastal route between Picton and Christchurch.

In particular, south of Kaikōura to Oaro, the number of work sites has increased with several stop/go traffic management sites in place.

Allow up to three hours to travel between Christchurch and Kaikōura and five-and-a-half hours between Christchurch and Picton.

Upcoming night work in the Hundalees - asphalt sealing at two places

Around five full night closures are planned for mid to late March in the Hundalees at Okarahia. The highway will be fully closed from 9pm to 7am with a detour for through traffic north of Peketa and at Waipara to Route 70 via Waiau. Residential and emergency access either side of the work sites will be available. More details will be provided by the highway maintenance team closer to the date.

For real-time travel information and details on SH1 go to www.nzta.govt.nz/p2c or call 0800 4 HIGHWAYS (0800 44 44 49).

Work programme update

The NCTIR programme has delivered \$900m to date and we have around \$300m to go within the existing work programme. Additional work is currently being scoped out - this is expected to be finalised in April. With this extra work in the NCTIR programme, the end date of physical works will extend into 2020. We expect to know the new NCTIR programme completion date soon and will let you know.



Peer support training at NCTIR

In preparation for life after NCTIR, and in recognition of their massive contribution, Kaikōura locals involved in the recovery effort got the opportunity to take part in important peer support training. The initiative, a collaborative partnership between the Ministry of Social Development, Kaikōura District Council, Te Hā o Mātauranga, and NCTIR, grew out of a conversation about how to prepare locals to transition back into the community when their time with NCTIR comes to an end. With \$300 million worth of work remaining on the project, the initiative is focused on proactive preparation.

Award-winning leadership coach and author Kathryn Jackson led the peer support training session on 13 February, and offered practical advice on how to transition well, what recruiters are looking for, and what kind of future opportunities might be the right fit.

'I've found it surprisingly helpful,' says construction phase administrator Haylee Tehuia-Claxton, who has worked with NCTIR for almost two years.

'I'm looking forward to working on my CV, and I feel like it's helpful moving forward to have these new skills. I feel better equipped to look for jobs and apply for them with confidence.'

The training also encouraged participants to pass their new skills on to others, creating a network of locals supporting locals. 'It's all about preparing more people at NCTIR to support others,' says people and culture advisor Robyn Laurenson. 'It's equipping people with good tools, and I think it's fantastic.'



NCTIR Village update

In October 2018 we announced we'd started the long tender process of putting the NCTIR Village up for sale, in advance of our programme of work coming to an end. The tender process closed on 22 February 2019. While we received some tenders, the Transport Agency, KiwiRail and NCTIR will retain the village for now, given the extension of the works programme. We will revisit what happens next with the village towards the end of 2019.



The NCTIR team were thrilled to win the best trade site at the Kaikōura A&P Show, awarded by the Kaikōura Youth Council.



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