



The Bulletin Kaikōura earthquake update

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Welcome back for 2019

Welcome to the first issue of the NCTIR Bulletin for 2019. If you're a local, you'll have already noticed our people back at work after the Christmas break. It was great to see the roads running efficiently and being well-used during the holidays, as well as the rail corridor, with the Coastal Pacific passenger trains and rail freight trains. Coming back to Kaikōura myself it's been fantastic to see how busy and vibrant the town is over summer with so many tourists and holiday makers coming through.



NCTIR has a full workload planned through to December 2019, with an estimated spend on par with 2018. So NCTIR orange will still be a feature of Kaikōura, and you'll continue to see our friendly stop-go workers managing traffic. Much of this work was already on the cards in 2018: finishing off the Ōhau Point safe stopping area with extra planting and design elements, and completing a further six formal safe stopping areas, as well as 13 informal stopping areas. These will enhance the experience for locals and visitors - and make the roads much safer for everyone. In addition to the previously planned work, we've also had approval on some extra work for the Inland Road, which includes seven bridge repairs and the repair of two slips.

If you're local, and want to know more about what we've got planned this year, we have community information evenings coming up in early February. I really would encourage you to come along if you can, they're your chance to come and ask questions and talk to our people. You can find the full details on these further on in the Bulletin.

It's going to be a busy year for us at NCTIR, and our ultimate aim is to leave the area in a safer, more resilient state for all users. We're geared up to make the journey in 2019 a great one.

Brian Kirtlan, Project Director

Light at the tunnels' end



The December 2018 re-opening of both Parititahi Tunnels for the first time since the November 2016 earthquake was cause for celebration. The inland tunnel was completely buried by a landslide and both tunnels required repairs. Along with those repairs, the twin tunnels required widening to accommodate larger freight vehicles which will help to make State Highway 1 a more efficient freight route.

While repairing the tunnels the crew were able to mill out and provide extra height and side clearance for larger vehicles.

The new 4.6m height allows freight vehicles under the Vehicle Dimensions and Mass rules of 4.3m to travel the road. The original lane widths have not changed and remain as 3.6m.

The iconic tunnels were opened with a blessing and karakia from the acting chair of Te Rūnanga o Kaikōura, Rawiri Manawatu, followed by a huge thanks from the NCTIR management team to all of the crews involved in restoring and improving the tunnels.



The Parititahi Tunnels

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.





Staying on track

While the NCTIR project moves ahead full-steam in 2019, the integral regular maintenance work continues along the corridor. 'Renewing ballast is part of our regular track maintenance and it's the foundation of the railway,' says Greg Hackett, safety specialist for KiwiRail. 'Ballast holds the railway track and sleepers in place so it's important that there is plenty of it. Since the November 2016 earthquake, the ballast has been disturbed by necessary work that's been going on in the project, and renewing it is an important part of keeping everything on track.'



Rail Protection Officer, Paul Jones at Hapuku



Getting the weight right

The NZ Transport Agency's Weigh Right programme is about keeping a check on heavy vehicle weight compliance as one important measure to help keep roads safe and ensure a level playing field for the freight industry.



New heavy vehicle screening technology is being installed at 12 commercial vehicle safety centres (formerly weigh stations) around New Zealand as part of the new compliance activity. This includes one at Glasnevin, North Canterbury on State Highway 1.

How vehicle screening works

Vehicle screening involves weigh-in-motion or in-road scales and automatic number plate recognition cameras that link to a screening system to detect if a vehicle is potentially overweight.

If it is, the system will send a message to a roadside electronic sign to alert the driver to 'pull in now' to the commercial vehicle safety centre to be checked on the weigh bridge.

Cars, and other heavy vehicles within their weight, can continue their journey uninterrupted.

You can find more information at: www.nzta.govt.nz/weigh-right-programme



NCTIR project information evenings

Please join us for a project update and to find out more about our work in 2019. This will be a great opportunity to talk to our team, have a look at our latest designs and share your thoughts.

Drop in anytime between **6pm and 8pm** at one of our venues below:

Monday 11 February - Hapuku School

Tuesday 12 February - Memorial Hall, Kaikōura

Wednesday 13 February - Matariki Woolshed, Clarence

Thursday 14 February - Goose Bay Campground

Safety and resilience work

The safety and resilience work designed to provide better and safer travel and access to the coastal environment will continue through 2019.

The work between Clarence and Oaro includes:

- Seal widening of the road carriageway
- Installation of guard rails
- Developing seven formal safe stopping areas, two with toilets
- Reinstating 13 informal safe stopping areas
- Realignments of small sections of the road.

As a result of this work there will be ongoing traffic management and 'Stop/Go' around the construction sites throughout 2019. We are aware that this may slow your trip around the coast and appreciate your continued patience.

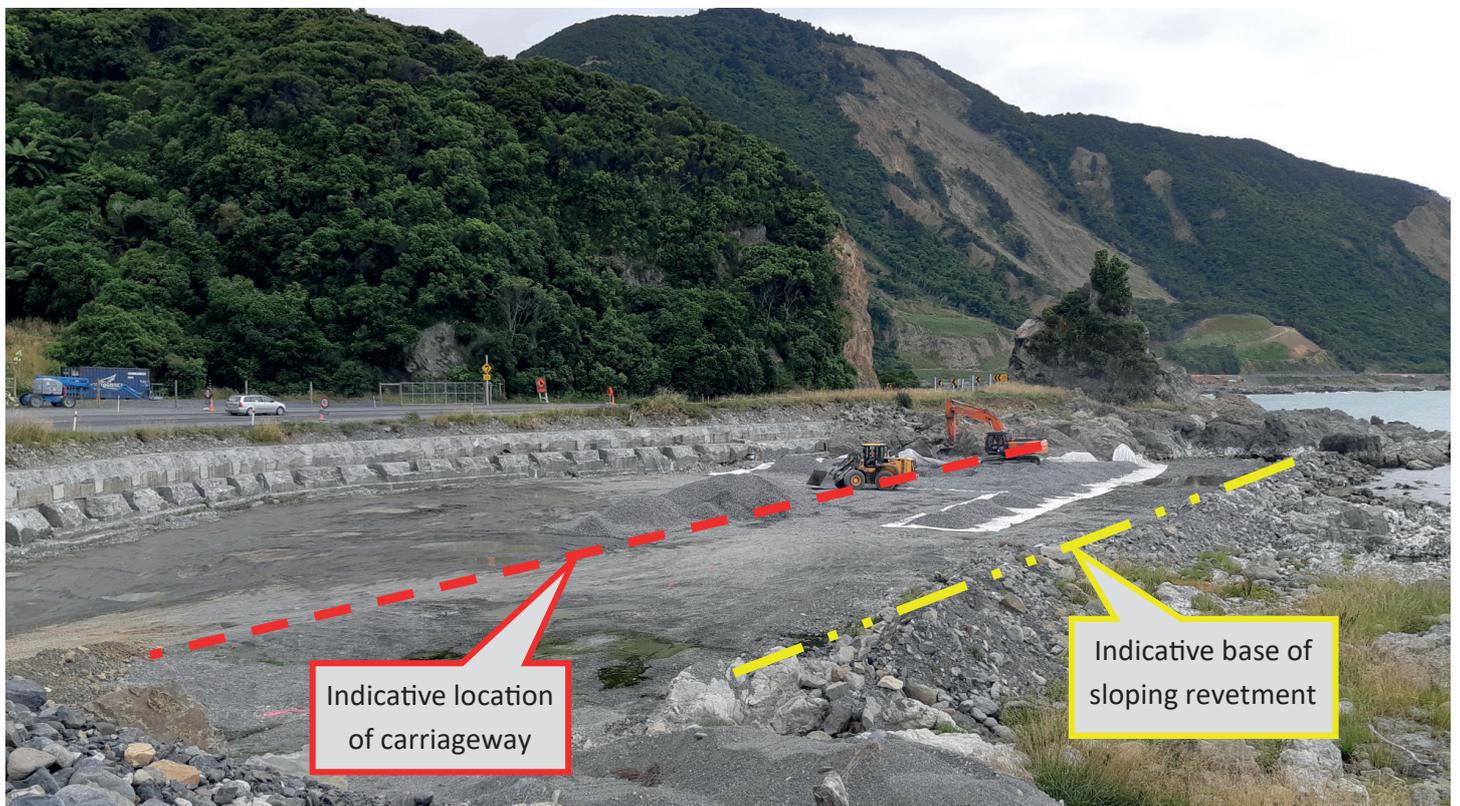
The formal safe stopping areas will be constructed with parking bays, cycle stands, most with beach access, landscaping and in some cases picnic areas and a lookout area.

With safe stopping areas and informal areas in development along the coast the design team at NCTIR along with the Transport Agency and iwi advisors are developing a number of design elements to enhance the

journey along State Highway 1 and to tell the region's story. Illustrative and story-telling panels will be installed in safe stopping areas along the route and there's also an opportunity for art to feature on surfaces, such as retaining walls, tunnels, furniture, fences and the installation of artworks at key points. NCTIR's engineers and landscape architects are also involved in the project to help integrate the safe stopping areas into the coastal environment.

Work has already started at both Half Moon Bay and Rakautara where the road is being realigned, smoothing out the bends to make them safer for cars and trucks. The bends will be slightly straightened moving the carriageway towards the coastline and filling in the area between the existing road and the new alignment.

In preparation, the environmental team has carried out pāua investigations and temporarily relocated bird nesting material which will be placed back into the area post works to recreate the nesting habitats. An assessment of plants and lizards in each of these areas has also been carried out as well as daily checks for birds and fur seals prior to commencement of works. Ramps have been formed to enable machinery access into the bays to construct the seawall and the new road. On the sea edge the final product will have locally-sourced rocks placed in two layers forming a sloping revetment. A revetment is typically a sloping structure placed on banks or cliffs in such a way as to absorb the energy of incoming water.





Take a break!

'Operation Fatigue' is a NZ Police, Transport Agency and Marlborough District Council initiative that focuses on educating drivers about taking a break so they don't endanger themselves or others,' says police sergeant Michael Porter, after directing a vehicle into the designated stopping area. 'We are encouraging people to break up their journey and presenting them with info packs, first aid kits, water, and vouchers for a coffee at The Store in Kekerengu.' The crew is also encouraging everyone to participate in a Transport Agency survey to increase awareness and safety on the roads.



Sergeant Michael Porter directing vehicles into the designated 'fatigue stop' on 19 January 2019



PLAN YOUR JOURNEY SH1 - PICTON TO CHRISTCHURCH

PLAN YOUR JOURNEY - PICTON TO CHRISTCHURCH

Whichever route you take this summer plan ahead and allow enough time for your journey.

Things can change at short notice so please check real-time travel information: call **0800 4 HIGHWAYS** (0800 44 44 49) or visit www.nzta.govt.nz/p2c

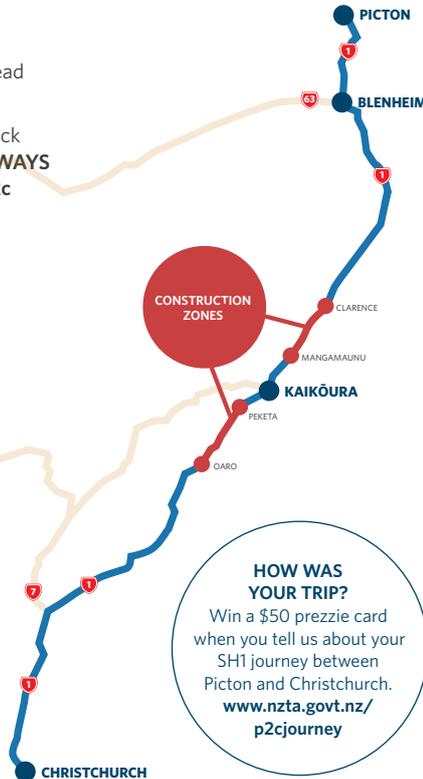
WHAT TO EXPECT ON SH1

Crews are now back working so please be aware that parts of the road will still be under construction, so there will be some unsealed sections, lane closures with stop/go controls, and speed restrictions in place.

Estimated travel time on SH1 between Picton and Christchurch is 5½ hours, but allow plenty of time in case of delays.

Speed limits north and south of Kaikōura have changed - please pay attention to signage.

Please drive safely, follow signage and stay safe on our roads this summer.



DRIVE SAFELY THROUGH ROADWORKS

SLOW DOWN - TAKE IT EASY

journeys.nzta.govt.nz



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Call our freephone: **0800 NCTIR EQ** (0800 628 4737) or email us: info@nctir.com