

KAIKOURA EARTHQUAKE UPDATE

WEEKLY BULLETIN – no. 10

31 March 2017

This weekly bulletin aims to give you an overview of the latest information on some of the work underway to rebuild and repair the road and rail networks damaged by the Hurunui/Kaikoura earthquake in November 2016. The bulletin is provided by the North Canterbury Transport Infrastructure Recovery (NCTIR) – an alliance representing the NZ Transport Agency and KiwiRail, on behalf of Government. We're keen to hear from you with any questions about our work, or with any feedback on this bulletin. Drop us a line via email at info@nctir.com or give us a call on **0800 NCTIREQ** (0800 628 4737) – we'd like to hear from you.

TEMPORARY WORKER ACCOMMODATION

A purpose-built, prefabricated accommodation facility is being set-up in Kaikoura to house the 300-plus workers who are needed to get State Highway 1 and the Main North Line railway re-opened by the end of the year. We worked



with the Kaikoura District Council and local accommodation suppliers and found there wasn't enough accommodation in the town to cater for these workers. It was important that in housing these workers, there was still sufficient accommodation available for visitors to the town. As a result, the decision was made to bring in a prefabricated facility from Australia.

We're currently working with the Kaikoura District Council to find the best location for this temporary village and get approval for its establishment. There will be 75 units, each with four self-contained bedrooms/ensuites, along with recreational facilities, such as a dining hall, laundry, and gymnasium. The aim is to have the temporary accommodation facilities up and operational by mid-May.

The village will generate a large amount of economic activity for Kaikoura, its people and businesses, in terms of food supplies and catering, laundry workers, cleaners and other services.

If you want to know more about this facility, attend this Saturday's Kaikoura District Community Expo, at the Memorial Hall, from 2.30pm to 3pm.

SH1 NORTH

Road and rail links north of Kaikoura to Picton remain closed. Access to the beach and the surrounding areas near our work sites will be restricted to the public at all times while construction work is underway. The focus is on getting the road and rail networks re-opened as quickly as possible.

Latest update:

- With the earthworks now completed at Site 1A and the temporary concrete block bund built (*see photo on the right*) work will begin next week to build the new road



and rail alignment around this site. This is a significant milestone for the programme.

- At Site 3, we have brought down another 10,000 cubic metres of material to stabilise the slip face after the recent heavy rain. Sluicing and earthworks will continue at this site over the next few weeks.

See photo on the right.

- At Site 6 (Ohau Point), two excavators are working to the south, pulling down the slip and creating a work bench along the bottom for truck access to remove this material. Good progress is also being made on the northern side.
- Work continues bringing down the third slip shoot at Site 7. This material is being carted to the crusher for stockpiling and use as a sub-base for the road repairs. Sluicing and scaling continues at the other two shoots of this slip, along with the blasting of large rocks.
- At Site 8, we have spent the last two weeks at the top of the slip pushing the material down the slip face and have now started to cart this away to a temporary stockpile.
- Excavation work at the Waima overbridge is now complete. This has created a 35m long and 12m deep hole in which mechanical props will be used to help reshape the structure. ***See photo on the right.***



SH1 SOUTH

State Highway 1 south of Kaikoura remains fragile. Twenty-nine slips have been identified along this stretch of the highway as requiring further repair. The road remains subject to on-going closures because of repair work and bad weather. (For the latest travel information:

<http://www.nzta.govt.nz/traffic/regions/11>)

Latest update:

- Great progress has been made this week on the emergency slip stabilisation work which has resulted in the closure of SH1 south of Kaikoura. We've got 82 people on site, including 30 abseilers scaling the five zones between Peketa and Goose Bay. We are on schedule to re-open the road on Tuesday 4 April at 7am.
- Work has continued clearing rock and debris from the slip at Rosie Morn. Rockfall protection work will get underway once our abseilers have removed the large boulders from this site.
- Strengthening work is 45% complete at the Oaro overbridge, and next week we plan to dismantle the central access scaffold, ready for work trains to travel through this area.
- Strengthening work of the Parnassus overbridge is progressing well. We have now drilled 69 of the 110 soil nails in the south-west wall which secure the abutments and enable work to get underway on deck repairs. We expect to have completed the south-western wall this week and begin on the north-eastern wall next week. ***See photo on the right.***



MAIN NORTH LINE RAILWAY



The Main North Line railway (MNL) between Picton and Christchurch is a critical part of the network for moving freight between the North and South Islands. More than 1 million tonnes of freight is moved on the MNL each year.

Latest update:

- Work is underway at Pines, south of the Clarence River, removing the railway track and ballast for realignment of both SH1 and the Main North Line to begin early next month. The ground in this area rose up four metres and moved five metres in the earthquake. **See photo above, left.**
- Major repair work is currently underway at tunnels 6, 16 and 18 – all north of Kaikoura and near the fault line – where crews have now arrived onsite. **See photo above, right.**
- To the south, minor repairs are underway to the portals at tunnels 1 and 2.
- Work trains are now operating on the Main North Line between Picton and Clarence. These trains are carrying ballast and other materials to work sites along the railway line for the rebuild. Please take extra care when near the railway lines – **use safety info sheet**



Crossing railway tracks anywhere other than a level crossing is extremely dangerous behaviour. It is the leading cause of deaths on the railway network in New Zealand and around the world.

Every year there are hundreds of reports of people crossing railway tracks or entering railway land without permission. More than 100 people have died in New Zealand in the past 10 years on railway tracks, tunnels, or bridges.

It is not only unsafe but also illegal under the Railways Act 2005 to enter railway land without permission.

* Railways Act 2005, section 207

** See www.railways.govt.nz for more information

Crossing or walking along railway tracks at any place other than a formed level crossing is against the law. Even if a railway line is not in regular use (whether mothballed or closed due to repairs) it is still illegal to be on the tracks without a permit to enter.

The fine for illegally being on or crossing railway land without permission is up to \$10,000.

Stay safe:

- Only cross at formed pedestrian crossings or an overpass or underpass.
- Stop and look for trains both ways up and down the tracks.
- Only cross if you are sure there are no trains in sight.
- Obey the warning signs at the crossing – if lights are flashing or bells are ringing this means a train is approaching.
- If a train has passed or is stationary at a station – always check both ways again.

- to make sure another train is not coming. Two tracks might mean there is a second train approaching.
- If there is a pedestrian swing gate, wait until the gate opens fully before entering the crossing.
- Always stand at least two full metres away from the tracks or a station platform – fast trains can create a vacuum that can suck you under the train.
- Never put yourself at risk by walking on railway bridges or in railway tunnels.



INLAND ROAD

Inland Road (Route 70) is open 24/7 and remains a critical link for the Kaikoura community, with SH1 south open only during daylight hours. We continue to complete repair work along the Inland Road to ensure the road will be in the best possible condition before the start of winter, providing that important alternative access to Kaikoura.

Latest update:

- Slope stabilisation and rock fall mitigation work is scheduled to start at the Whalesback slip early April and be completed before winter. The work will involve helicopter sluicing, scaling and rock bolting of the rock face. Two-way traffic will continue to use the temporary carriageway around this site. **See photo right.**



- Throughout winter, the crews will carry out culvert replacement and geotech works along the route, as well as winter maintenance and demolition and replacement of the Wandle Bridge.

ALTERNATE ROUTE – PICTON TO CHRISTCHURCH

The alternate route (via Lewis Pass) is continuously being improved through the use of new technology, such as mobile towers to reduce coverage black spots, webcams and radar to monitor what is happening to keep everyone safe, and road improvements to make the route safer and easier to travel on.

Latest update:

- A month-long consultation begins on Monday (3 April) on the bylaw which will convert a range of temporary lower speed limits introduced on the Picton to Christchurch Alternate Route after the November 2016 earthquake, to permanent limits. The lower speed limits were introduced on the alternate route (state highways 63, 6, 65 and 7) under emergency legislation. Consultation also includes a proposal to lower the speed limit on a section of the Lower Buller Gorge that links to the alternate route. This road is not included in the current emergency rule. More information on the proposed changes, will be available on the Transport Agency website from this Monday 3 April: <https://www.nzta.govt.nz/about-us/consultations/>
- Work continues to make this route safe and able to cope with the greater traffic volumes during the winter months. This programme of work is expected to taper off from the middle of next month, improving journey times between Picton and Christchurch.
- Safety improvement projects will continue throughout winter and into spring. These improvements will be focused on the Springs Junction, Murchison, St Arnaud and Renwick townships.
- Police retain a strong presence along the route to help manage driver behaviour and speeds.

KAIKOURA HARBOUR

Reinstatement of Kaikoura Harbour is crucial to restoring the economic prosperity of the town's tourism and fishing industries. The marina has been raised by about a metre; work is focussed on deepening the harbour and resetting all the structures in the marina to the new depth.

Latest update:

- The coastguard ramp has now been demolished and excavated to the subgrade level of the seabed. *See photo on right*
- Dredging of the inner harbour is 75% complete.
- Dredging of Berth 4 is complete. At present both Berth 3 and 4 are operational, until we need to close them off for the piling works. Whale Watch continues to operate from these berths, rather than from a trailer. Dolphin Encounter continues to operate their daily services from within the harbour area, by using their trailer via the boat ramp.



KEEP UP-TO-DATE

How to contact us and keep up to date with the NCTIR project:

- Subscribe to receive our weekly bulletin by emailing info@nctir.com, with 'Bulletin' in the subject line.
- Visit our website: www.nzta.govt.nz/projects/kaikoura-earthquake-response/
- Call our Freephone: **0800 NCTIR EQ** (0800 628 4737)
- Email us if you have a question: info@nctir.com,
- Attending one of the community meetings, keep an eye on your local newspapers.
- Follow us on Facebook: www.facebook.com/nztasouthisland/ or www.facebook.com/kiwirailNewZealand/
- For travel information: <http://www.nzta.govt.nz/traffic/regions/11>

SH1 Kaikōura Coast remedial works

