



The Bulletin Kaikōura earthquake update

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From the beginning



Holly Reitveld and Brandon Te-Rewiti Timms have been working on the earthquake recovery project since the beginning. Each of them starting work during the emergency response phase, when NCTIR was still in its formative stages.

While Holly has worked as a traffic controller since January 2017, Brandon was initially hired by a recruitment agency to deal with road closures through the Inland Road, and to assist the NZ Army with bringing in supplies. Brandon recalls that back then workers had to go to site in pairs and work back-to-back as a safety precaution, so they could watch the hills for rockfall. Some workers, including Brandon, had to be flown by helicopter to access their sites. This led to a few late nights waiting for a clear weather pocket to be flown out again.

Before joining NCTIR Brandon was an anthropology student in Auckland, but put study on hold to come home to Kaikōura. 'This is a historic moment for New Zealand, and I really wanted to be part of it. And I think [Holly and I] have an extra sense of pride and loyalty because it's our home town.' As a descendent of Ngāti Māmoē, Brandon says he's enjoyed watching progress at Irongate the most, as this land has been in his family for hundreds of years. He even sat his abseilers licence so that he could work alongside local iwi on some of the sites.

He said it was 'otherworldly' to be working at Irongate while learning about its history from NCTIR's cultural monitors. 'That was the highlight. That, and meeting all the people.'

Brandon and Holly agree that it is the people on the project who make up for the long hours and exposure to the elements. For Brandon the mixture of different cultures and humour on site has been a highlight. 'You end up building really strong relationships with people because of the amount of time you spend with them.'

Holly agrees humour has been a key element. 'I've never had so many laughs in my life' she says, recounting a day when she and another traffic controller were chased by a seal. Holly says her grandfather enjoys hearing her work stories when she visits him at the Kaikōura hospital. 'He's always asking me what's going on!'

Both traffic controllers admit that they can't stop themselves from waving at motorists, even after their shift has ended. 'I like waving,' says Holly. 'Everyone gives you a different wave. It's interesting seeing how people react.' Brandon observes that motorists are more content to wait if they have been greeted by traffic control with a big wave and a smile.

Holly says she will get a real sense of accomplishment to look back on the project and think 'we actually worked on it from start to finish.'

NCTIR inbox 9 June 2019

Dear Sir/Madam,

My husband and I have just completed a road trip around the South Island [...] I have to say that the crews from NCTIR on SH1 around the Kaikōura rebuild are outstandingly polite [...].

I know that it's impossible to feed this back to each and every one of them but I wish that you could because they are doing a damn fine job in pretty trying conditions.

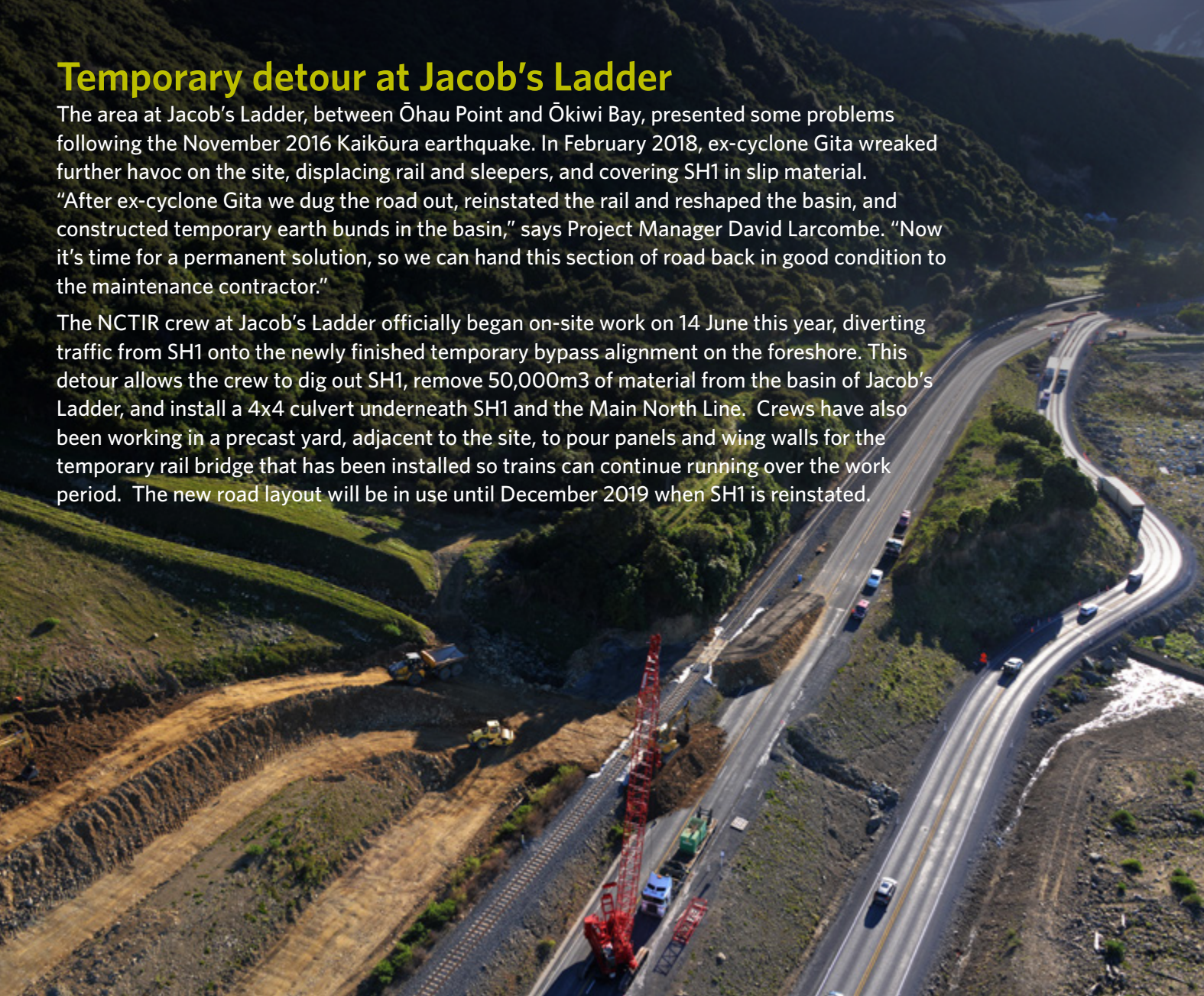
We just wanted to say thanks very much and acknowledge their efforts.

Kind regards
Megann & Mark

Temporary detour at Jacob's Ladder

The area at Jacob's Ladder, between Ōhau Point and Ōkiwi Bay, presented some problems following the November 2016 Kaikōura earthquake. In February 2018, ex-cyclone Gita wreaked further havoc on the site, displacing rail and sleepers, and covering SH1 in slip material. "After ex-cyclone Gita we dug the road out, reinstated the rail and reshaped the basin, and constructed temporary earth bunds in the basin," says Project Manager David Larcombe. "Now it's time for a permanent solution, so we can hand this section of road back in good condition to the maintenance contractor."

The NCTIR crew at Jacob's Ladder officially began on-site work on 14 June this year, diverting traffic from SH1 onto the newly finished temporary bypass alignment on the foreshore. This detour allows the crew to dig out SH1, remove 50,000m³ of material from the basin of Jacob's Ladder, and install a 4x4 culvert underneath SH1 and the Main North Line. Crews have also been working in a precast yard, adjacent to the site, to pour panels and wing walls for the temporary rail bridge that has been installed so trains can continue running over the work period. The new road layout will be in use until December 2019 when SH1 is reinstated.



Students leaving their mark at safe stopping areas

NCTIR is engaging some amazing local artists to design and hand-paint tiles that will be permanently displayed in the toilet blocks at three future Safe Stopping Areas - Raramai, Rākautara and Ōkiwi Bay. For the first phase of the tile project, the young artists from Kaikōura's four local primary schools left their classrooms to learn from Te Rūnanga o Kaikōura representative, Rawiri Manawatu, who shared knowledge of the cultural history of each site. Following Rawiri's korero, the students sketched ideas for their tile design to reflect the unique imagery of the area where their work will be displayed. Kaikōura Primary School visited Ōkiwi Bay, Suburban and Hapuku visited Rākautara, and St Joseph's visited Raramai. The young artists will paint their final tile designs with Auckland based mural artist Nicola Francis-Gibb in late July.



A view from the Punchbowl: 1925 and now



1925



2019

Permanent works on Inland Road (Route 70)

After the November 2016 earthquake, emergency repairs enabled the Inland Road to be re-opened quickly and access restored to Kaikōura. Now NCTIR is undertaking 20 permanent repairs on the Inland Road. This work will take about 12 months.

Three separate crews are working on the 20 projects, which include bridges, culverts and retaining walls. A new reinforced concrete bridge over the Wandle River will replace the temporary Bailey bridge. Six other bridges require major structural work that will take between three and ten months to complete on each bridge. Many other culverts and bridges have minor damage, mainly cracking in concrete structures. These repairs will take between one and four months to complete.

The road at Lulus 'hairpin' bend will be realigned. This involves raising the road above the river level, up to 1.8 metres in some sections. Five culverts will be installed and along the side of this section of the Mason River, a rock armour protection will be installed. Between the Conway River and the Upper Mason Bridge there are six slip locations where we will be building retaining walls using gabion baskets. Each of these will take two to four months.

How this work may affect you:

- We will keep the road open. At each worksite, the road will be one-way with 'Stop/Go' or traffic lights.
- There will be one or two short 'Stop/Stops' (road closure) for up to 2 hours at Cribb Creek when lifting the bridge.
- Work will generally take place between 7am and 5pm Monday to Friday with some occasional weekend work.

Expect delays and allow extra travel time.



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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.