

## **Emergency Road Access Strategy Framework for the Wellington Region**

### **Project Objectives**

- To develop a comprehensive emergency road access strategy incorporating recommended actions across each of the 4Rs of *Reduction, Readiness, Response & Recovery*
- To establish an agreed priority road access strategy for the Wellington region following a major earthquake
- To assist all key response agencies to improve their plans to respond to a major emergency

### **Background**

Hazard information prepared by Wellington Regional Council during the 1990's indicated the vulnerability of many of the principal access routes around the Wellington region to landsliding and liquefaction.

Subsequent work by the region's emergency management agencies and the Wellington Lifelines Group has highlighted the operational challenges following a major earthquake. The extended time frames likely to be involved were further emphasised during the recent Operation Phoenix.

The councils of Wellington region and Transit New Zealand are working together to identify and address weak links in coordinated emergency road access response, and to develop a comprehensive emergency road access strategy.

### **Project Outcome**

The outcomes of the project will be a report which identifies the following:

1. The principal access route vulnerabilities, and from this an indication of likely priority routes and alternative routes, and the associated response procedures to be followed.
2. Additional specific response procedures to be developed by individual organisations.
3. Other reduction, readiness and recovery planning measures to be undertaken by the Road Controlling Authorities and emergency management organisations, and a programme for addressing these activities.

### **Project Participants**

- Local Road Controlling Authorities of the Wellington region
- Transit New Zealand
- Emergency Managers

### **Timeframe**

It is intended to produce the strategy document by 30 June 2003. The document will contain a programme of subsequent activities, including realistic time frames for the development/ implementation of specific elements.

### **Reduction of risks**

- Identify and focus mitigation programmes following seismic screening of bridges, culverts and retaining walls along key roads
- Incorporation of seismic considerations with asset improvement / renewal programmes
- Address location of Bailey Bridges stock as a contingent capability

### **Readiness**

- Each city / district within region makes robust provision for emergency (diesel) fuel following a damaging major earthquake
- Identify key segments along region roads required for immediate emergency response activities, prepare competent restoration arrangements or establish resilient alternate routes
- Identify key supply items required from outside region and make arrangements for delivery within a realistic timeframe
- Develop means of combining key internal and between city / district roads recon and passing to a road cell within Wellington region Lifelines Information Centre
- Clarify hierarchy of demands on road plant in each city / district and set up procedure to manage acute interdependencies and prioritising
- Develop an integrated post-event communications plan (across the TAs and linking road access with emergency management)
- Develop regional reconnaissance Plan

### **Response**

- Establish hierarchy of key access sites and routes
- Clarify currently available resources for assessment and initial repairs
  - as there will not simply be enough, develop contingency plans to mobilise additional and alternate resources
  - develop pre-event arrangements to focus specialised local equipment on meeting key routes needs to adjacent cities / districts
- Clarify principle of external contractors clearing into Wellington region with all within region plant committed internally
- What will be expected from contractors (resources, etc.)

### **Recovery**

- Strategy for management of mutual aid to maintain activities over long period