



# Marlborough Sounds Future Access

*Workshop 1: 24 January 2023*



Karakia  
timatanga

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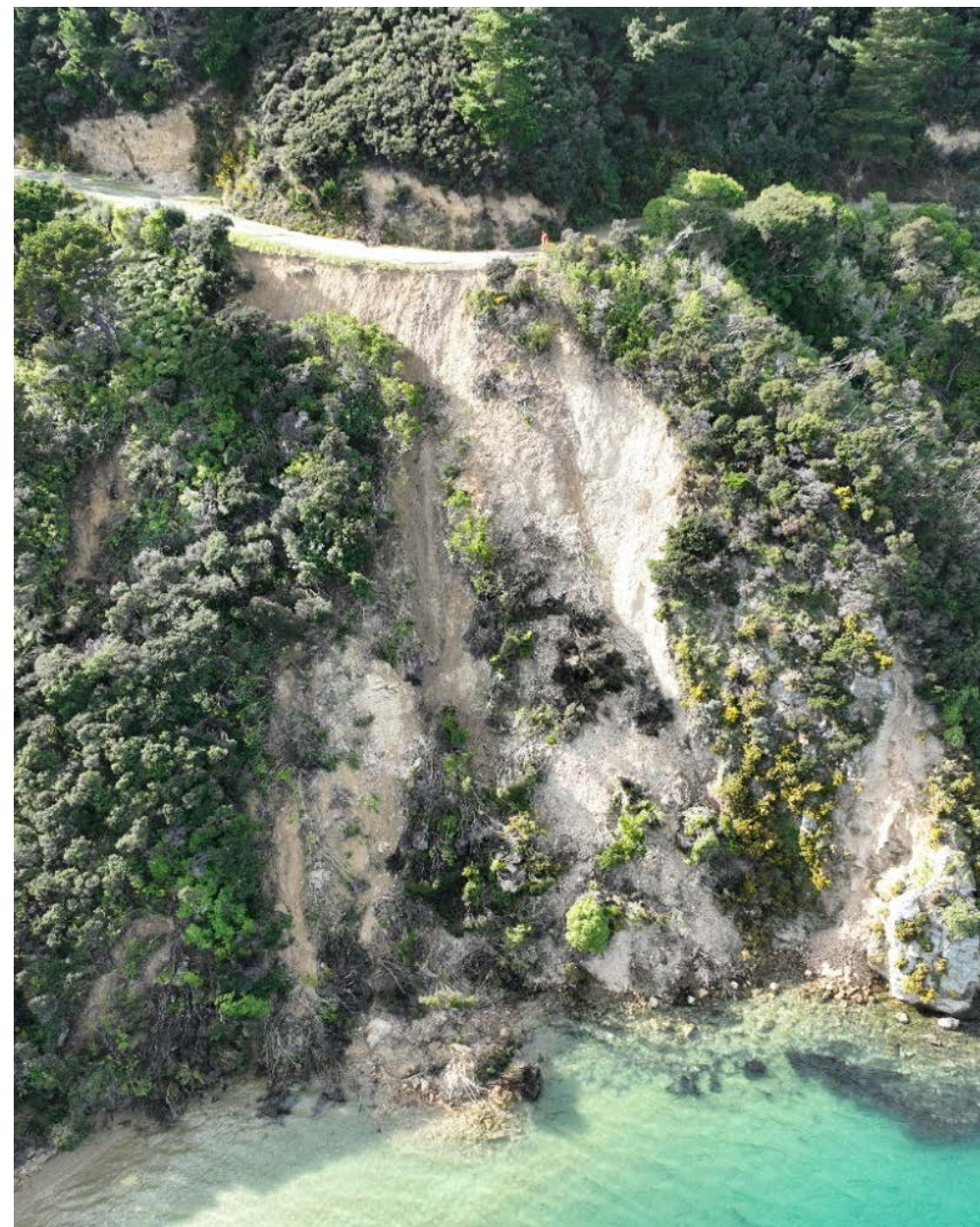


# Agenda

- Welcome and Overview
- Strategic Case Context
- Access Issues
- Problem Evidence Summary
- Break**
- Issue identification break out
- Break**
- Possible solutions break out
- Next Steps
- Close

# Introductions and Overview

- Stakeholder introductions
- Project overview
  - Governance Advisory Group
  - Scope
  - Key milestones
  - Business case process
  - Workshop purpose



# Project Governance Advisory Group

- Marlborough District Council
- Marlborough Roads
- Mana whenua and tangata whenua representative(s)
- Te Kotahi o Te Te Tauihu Charitable Trust
- Port Marlborough
- Waka Kotahi NZ Transport Agency
- Department of Internal Affairs
- National Emergency Management Agency
- Department of Conservation
- Regional Public Service Lead - Te Tau Ihu





# Study Scope

- French Pass
- Pelorus
- Kenepuru
- Port Underwood





# Key Milestones

Milestone	Target Date
Consult with community	January 2023
Investigate options	February 2023
Consult with funders	March/ April 2023
Consult with community	May 2023
Identify preferred option and next steps	June 2023
Funding decision	TBC
Inform community of funding decision	TBC

# Business Case Process

- What is the problem?
- Why do we need to solve it? Why now?
- What are the options to solve the problem?
- Evaluate and decide what is the preferred option
- Plan the next steps including:
  - Who will fund it?
  - When will it be delivered?
  - How will it be delivered?



Ronga Road





# Surveys

- Will inform the business case and final project
- Residents and business survey



Queen Charlotte Drive

# Workshop Purpose

- Bring key stakeholders together
- Build common understanding of scope and study outcomes
- Study team to present their understanding of the problem
- Stakeholders to provide feedback to the study team of key issues
- Stakeholders to identify options they think need to be considered
- Discuss next steps



An aerial photograph showing a coastline with turquoise water on the left, a steep, eroded hillside in the center, and a paved road on the right. The hillside is covered with green vegetation and has some exposed brown soil. The road has orange traffic cones along its edge. The text 'Marlborough Sounds Context' is overlaid in white on the water and hillside.

# Marlborough Sounds Context



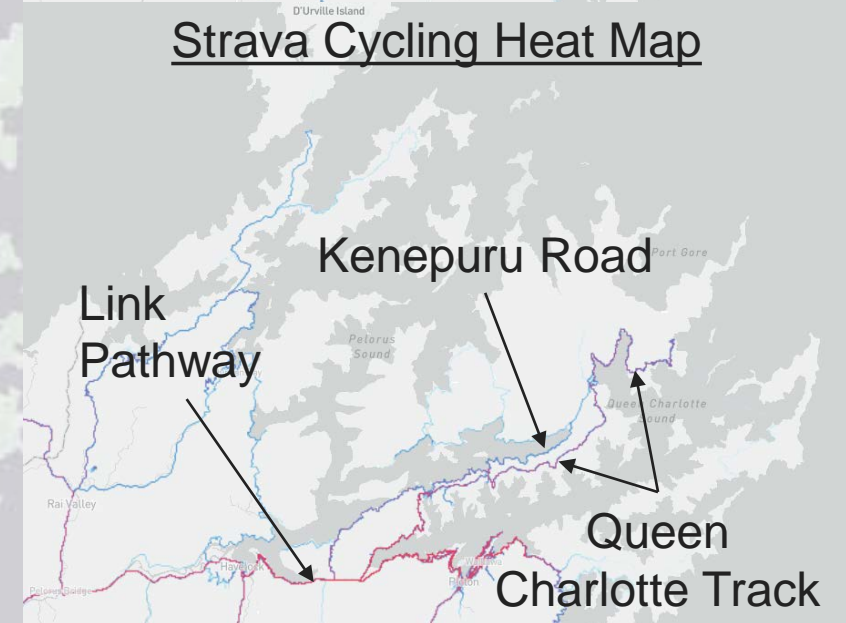
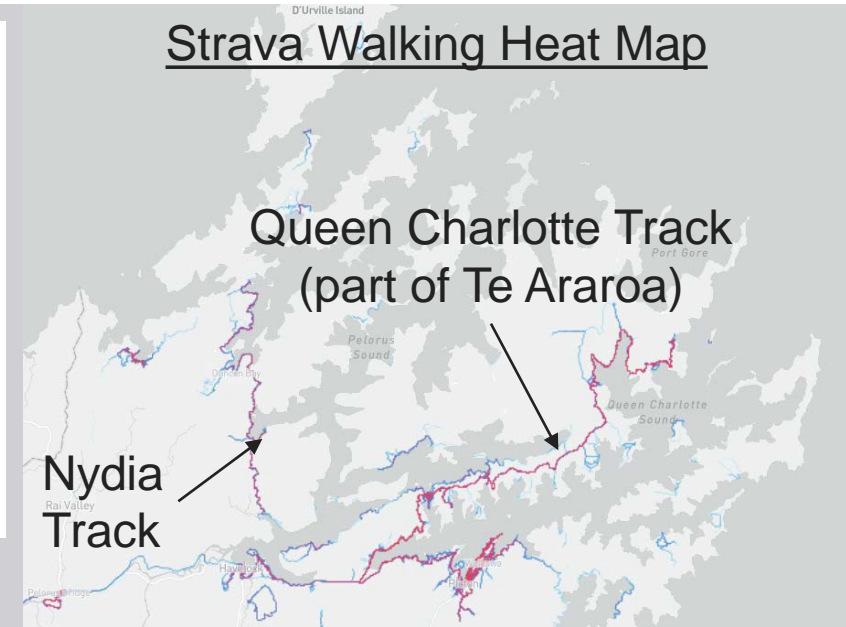
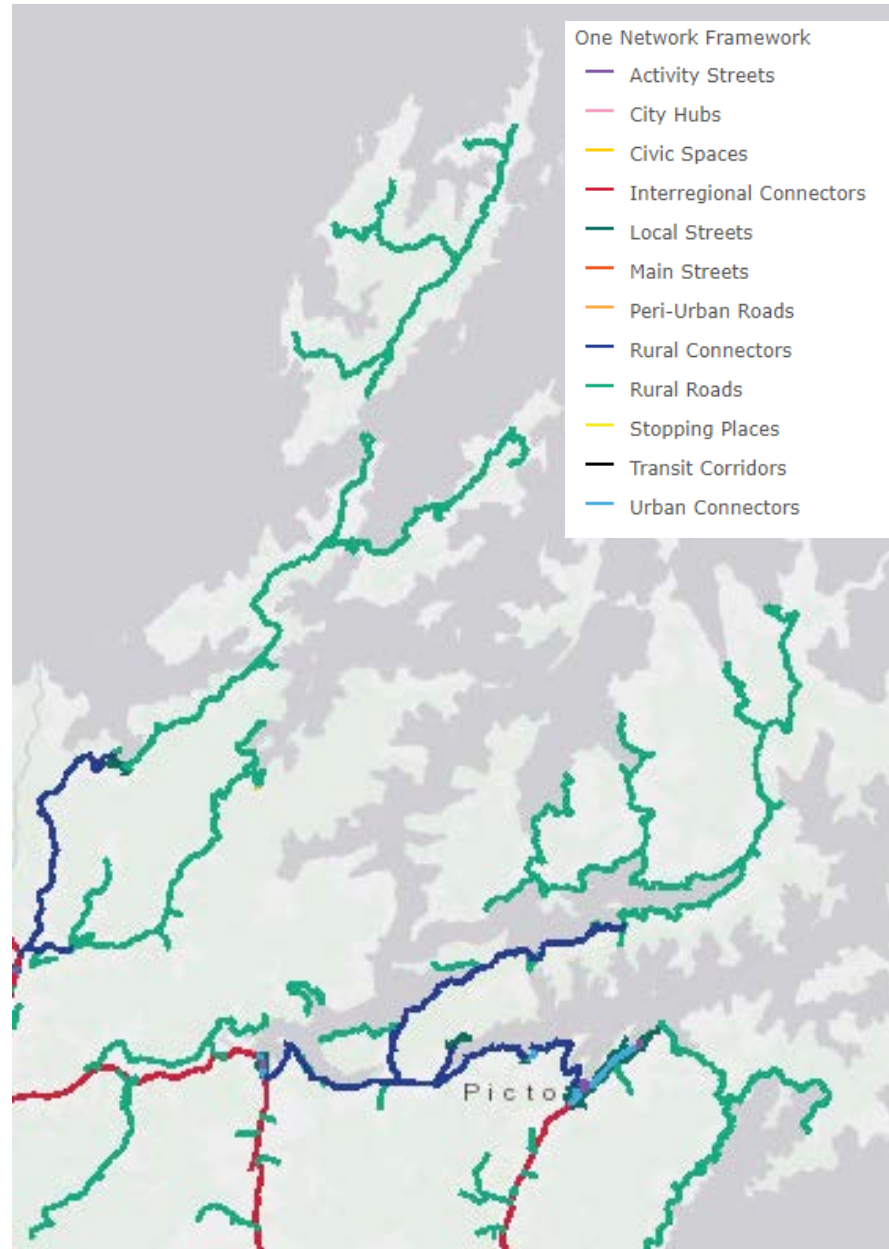
# Transport

## Roads

- 259 km sealed
- 266 km unsealed
- Speed limit: ~100km/h
- Operating speed: between 30 – 50km/h
- 10 – 380 vpd (9-12% heavy)
- Significant increase in traffic volumes over summer

## Walking and Cycling

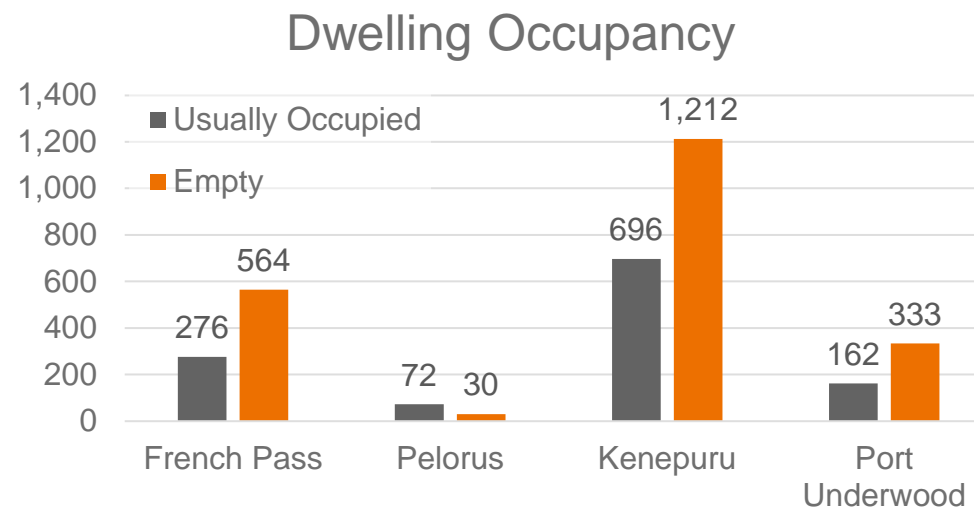
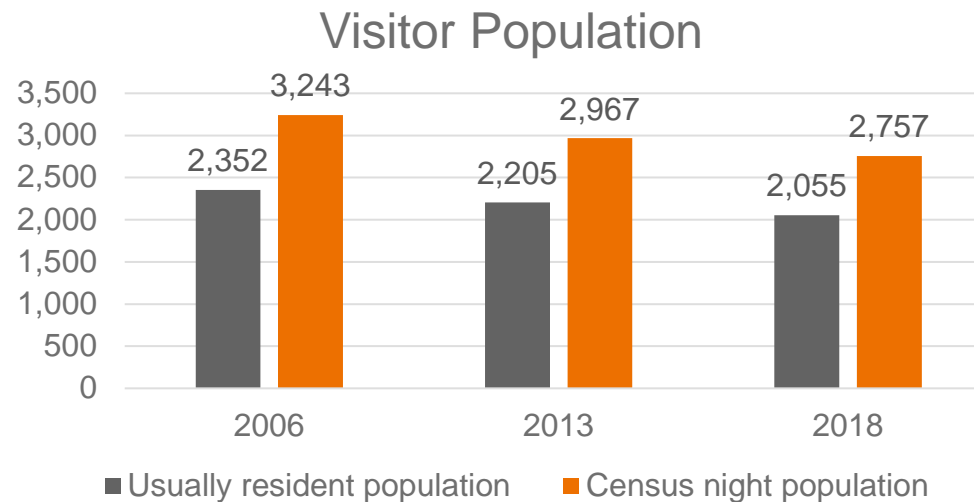
- Many popular recreational tracks



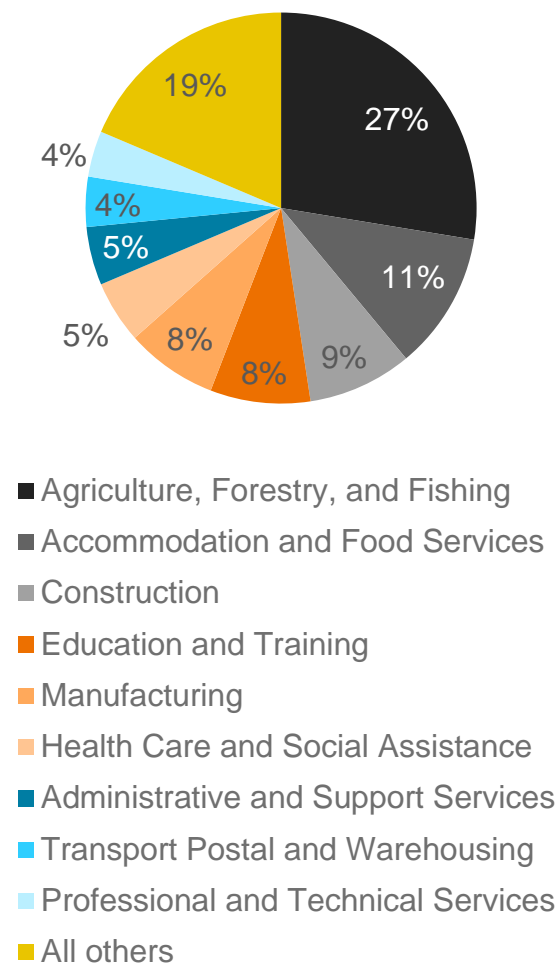


# Social and Economic Context

- Population: 2,055
- Shrinking 15-64 age group
- 63% of dwellings are usually empty
- Biggest employers:
  - Agriculture, forestry and fishing (240)
  - Accommodation and food services (99)
  - Construction (75)



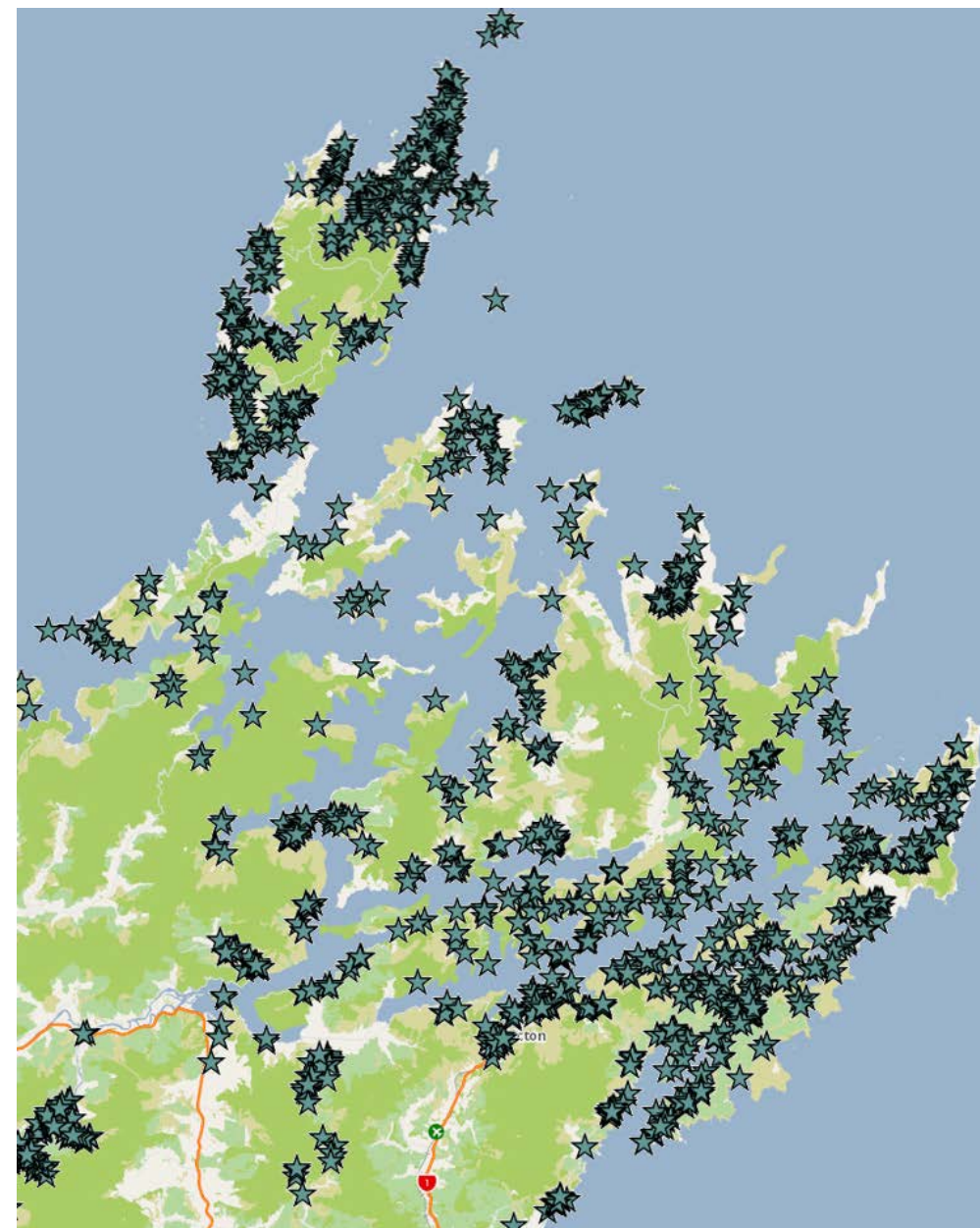
## Employment Industries



# Cultural and Historical Context

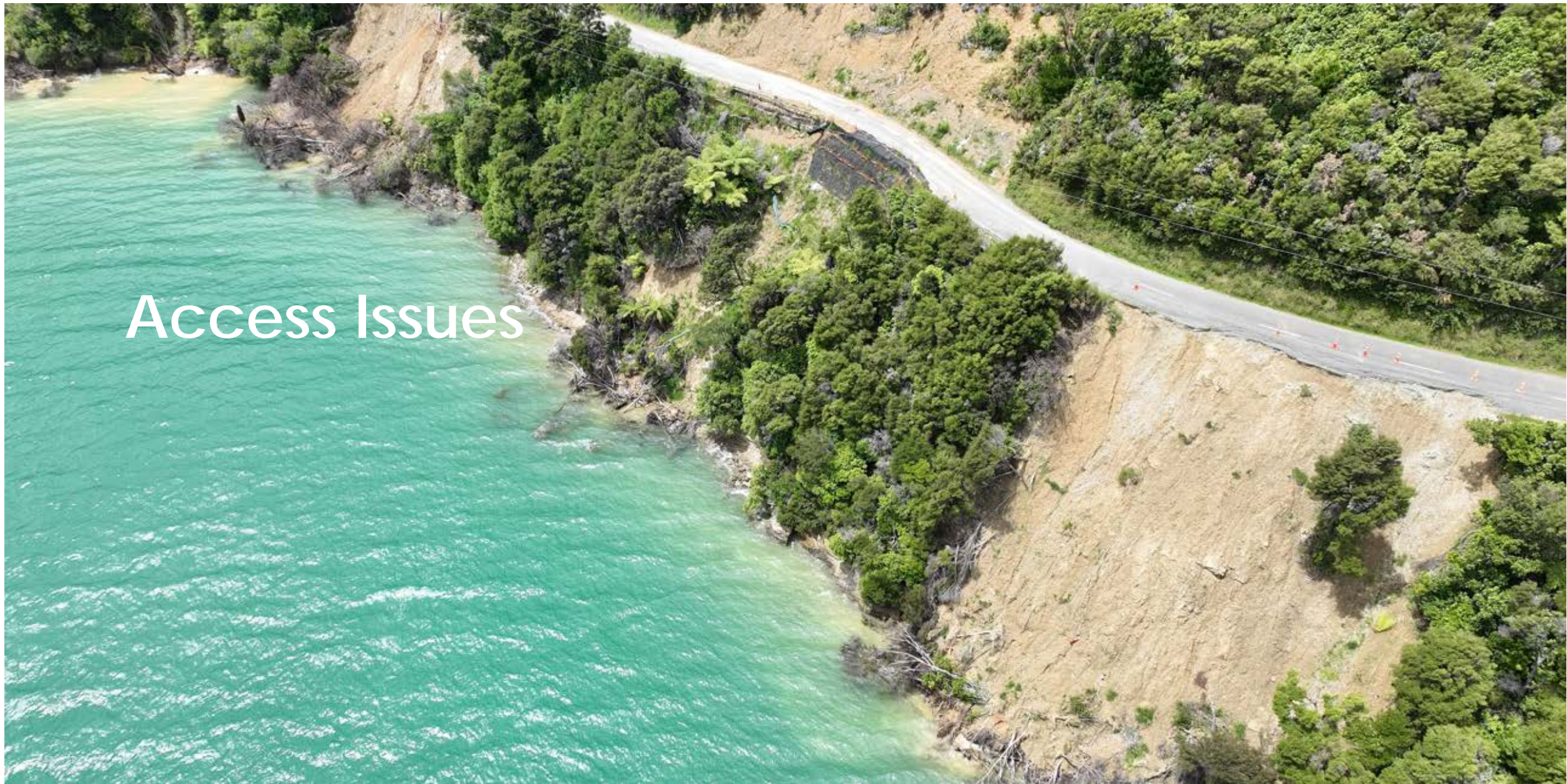
Hundreds of recorded archaeological sites  
Proposed Environmental Management  
Plan:

- 8 sites with significance to Marlborough's Tangata Whenua Iwi
- 3 Category A heritage resources
- 13 Category B heritage resources





# Access Issues



# Business Case Purpose

Provide access for the wellbeing of Marlborough Sounds communities *with a safe and resilient transport system*

## Comments

- Agree this represents the aspiration for this project
- Any decisions will affect wellbeing
- Reflects feeling of community
- Don't want to see this a pure financial case







# Issues

- 2021 thought could restore road network
- Subsequent event within 12 months increased magnitude of damage before could recover
- Soils are poor
- Roads not built to proper standards when initially built
- Use and increasing use by heavy vehicles creating more damage
- Always expensive to maintain
- These two events far worse than previously experienced
- Almost as expensive as NCTIR (Kaikoura EQ recovery project) but only servicing 1,000 properties
- Can we affordably sustain them in Climate change more frequent intense events
- What needs to be done to make them more resilient, affordable to District and government
- Are levels of service affordable and fit for purpose
- People rely on roads as if they are in town, and expectation is that they can run down to 1 days supply, expectation road will always be open, local businesses have done the same
- Emergency access for the community following events
- Large number of visitors can be impacted if event occurs while they are there
- Main North South power cables, Port Underwood Road was to service this, and cable is buried in this road and overhead, National Grid
- Fibre optic cables Fighting Bay managed by Transpower (buried in Port Underwood, Tumbledown) interisland, cable protection zone across Cook Strait, National Grid



## Issues (cont.)

- Kenepuru Road is main route for power cables, and needed for servicing, services around 1,500 properties Kenepuru Community
- Businesses rely on the roads to be kept open, higher cost for them to use alternative modes for access, particularly aquaculture (Elaine Bay example), impacts major employers
- Need fire trucks able to get in to fight fires, need roads
- Remote workers unable to access airport when needing to travel to work
- Don't have clear picture of what an acceptable level of service is going forward
- Community has expectation that doesn't fit with Council's Roding Asset Management Plan and One Network Road Classification for this road
- Expectation doesn't match available funds
- Amount of rates probably only half what road maintenance costs are excluding damage from exceptional events
- Increased frequency of emergency events and higher maintenance costs make it a bigger issue now
- Kenepuru geotechnically unstable, people don't understand this
- Roads were sealed for amenity value, drainage was never addressed, standard was poor, causing a lot of problems now
- Don't know volume of people, permanent versus temporary residents
- Don't know who has alternative access, for example in boats



## Issues (cont.)

- Community isn't expecting gold plated, would be happy providing there is some sort of road, expectations may be different for different parts of the community such as farmers versus residents
- Biggest social issue, can't live lives impromptu now, biggest impact is having to plan
- Every time it rains, very worried about what impact is, creating a lot of stress for the community, lack of certainty
- Issues with coastal access: barge, jetties, etc., limited capacity if needed
- Issues with access to coastal facilities, not everyone can get to coast if there is no road access, might need access through private properties
- Not enough providers / operators such as water taxis if demand increase
- Much of sounds are too shallow to develop new water access points
- QCD is a primary collector and is alternative route for SH6 and SH1 of this is out, Kenepuru, dairy farms etc....
- Safety issues with road network: driving off the edge, narrow, no edge barriers, conflicts between heavy vehicles and light vehicles, increasing number of narrow areas as a result of the storm events increasing safety risk
- Visitors aren't used to roads, roads aren't suitable for different types of vehicles such as campervans, boat trailers, etc..
- Heavy vehicles cross centrelines on blind corners, not just farm servicing trucks but other businesses and development



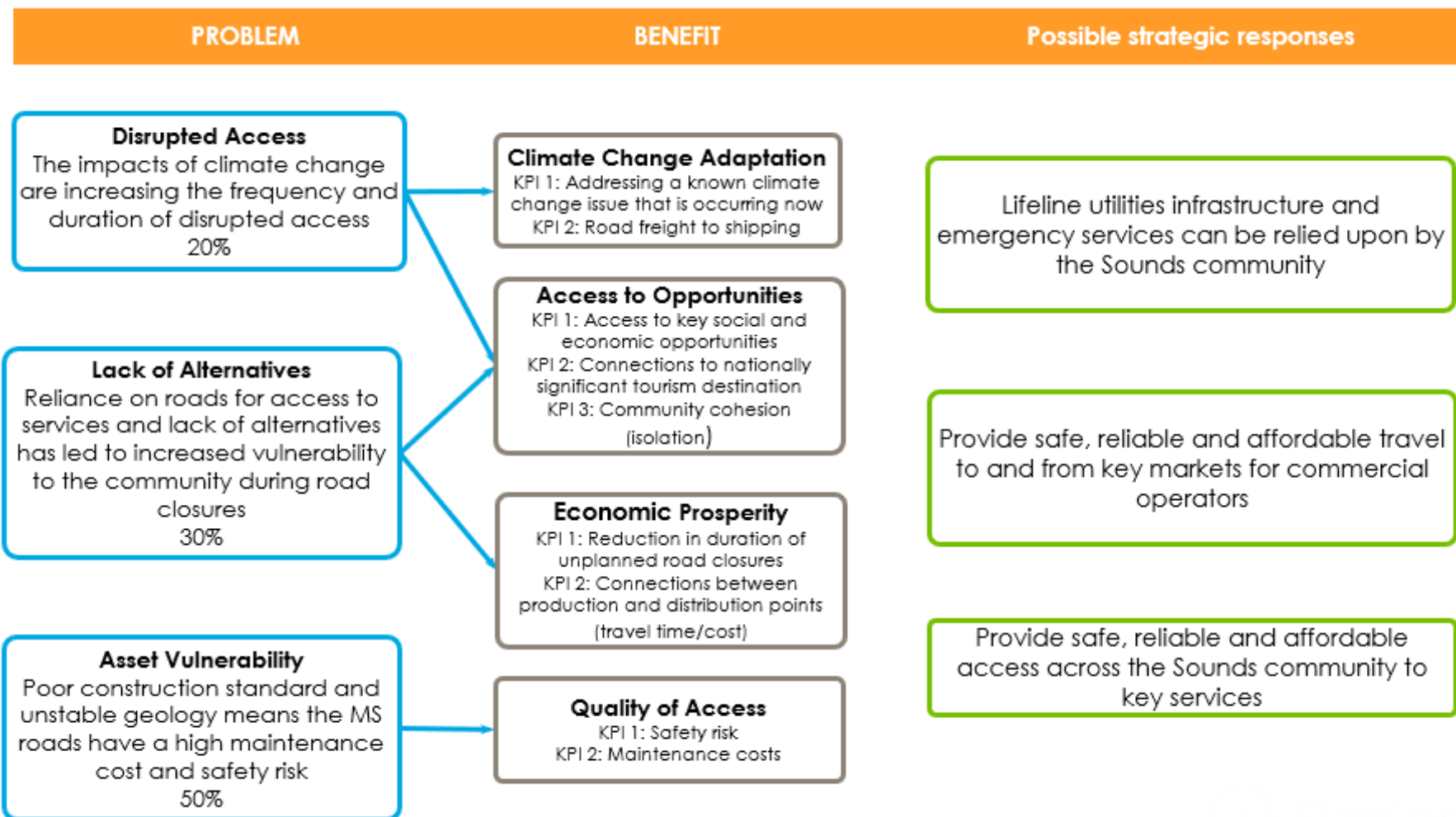
# Problem theme, cause and consequence

- Climate Change – frequency of storm events
- Unstable soils and underlying geology
- Poor road construction standard (especially heavy traffic)
- Water access not set up (road reliance)
- Small number of properties (high cost to maintain road)
- Varying LoS expectations across community / sectors on access
- Deteriorating road condition
- High cost to fix road
- Ratepayers base small compared to cost
- National risk to power and fibre optic cables
- Environmental / prevailing and changing conditions (Geology and climate change)
- Road standard and level of service
- Alternative access modes
- Lifelines utilities vulnerability



## Marlborough Sounds Future Access Final Investment Logic Map

**Outcome Statement:** Provide access for the wellbeing of Marlborough Sounds Communities, through a safe and resilient transport system



An aerial photograph showing a coastal road. The road is paved and curves along a steep, eroded hillside. The hillside is covered in dense green vegetation, but a large section of the topsoil has been lost, exposing a light brown, sandy or silty surface. The road is bordered by orange traffic cones. To the left of the road is a body of water with a greenish tint, and some driftwood is visible on the shore.

# Strategic Case Overview: Problems



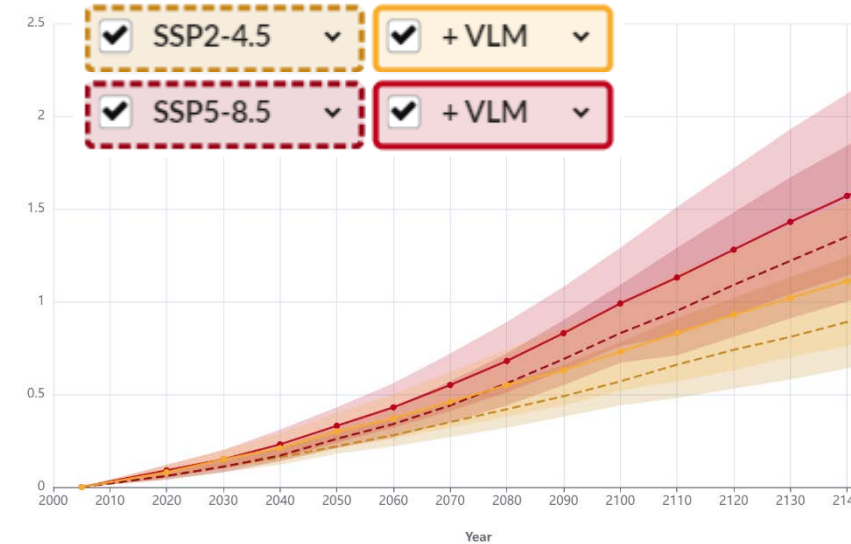
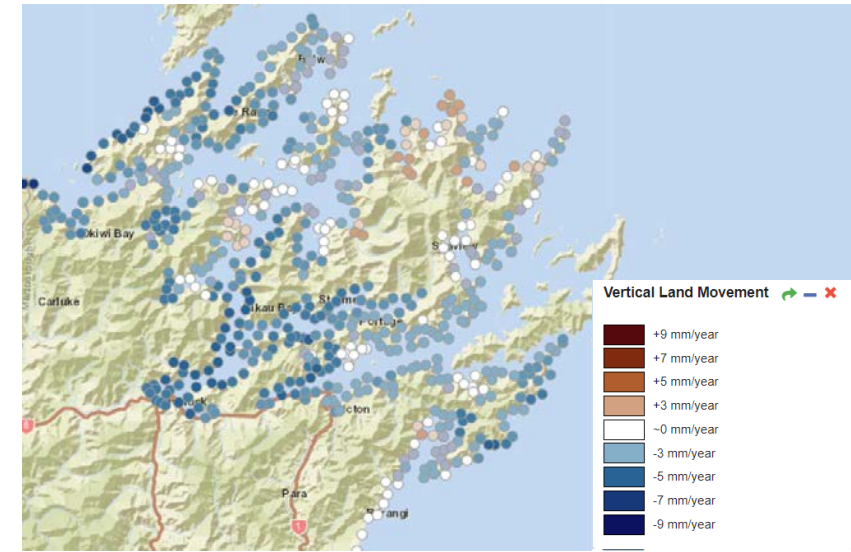
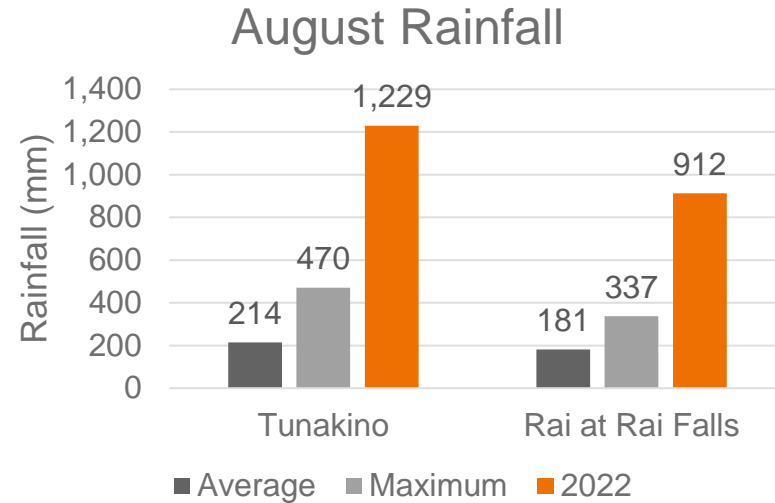
# Problem 1: Disrupted Access

The impacts of climate change are increasing the frequency and duration of disrupted access



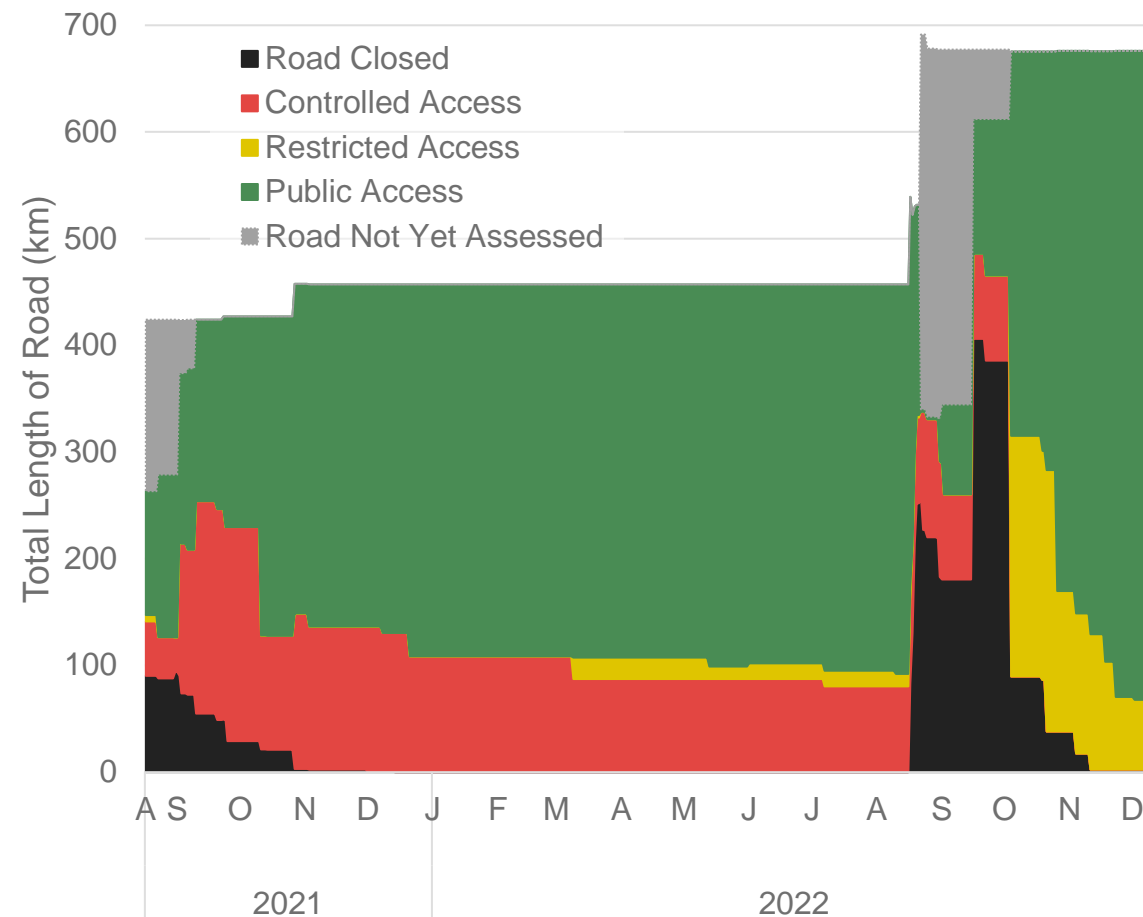
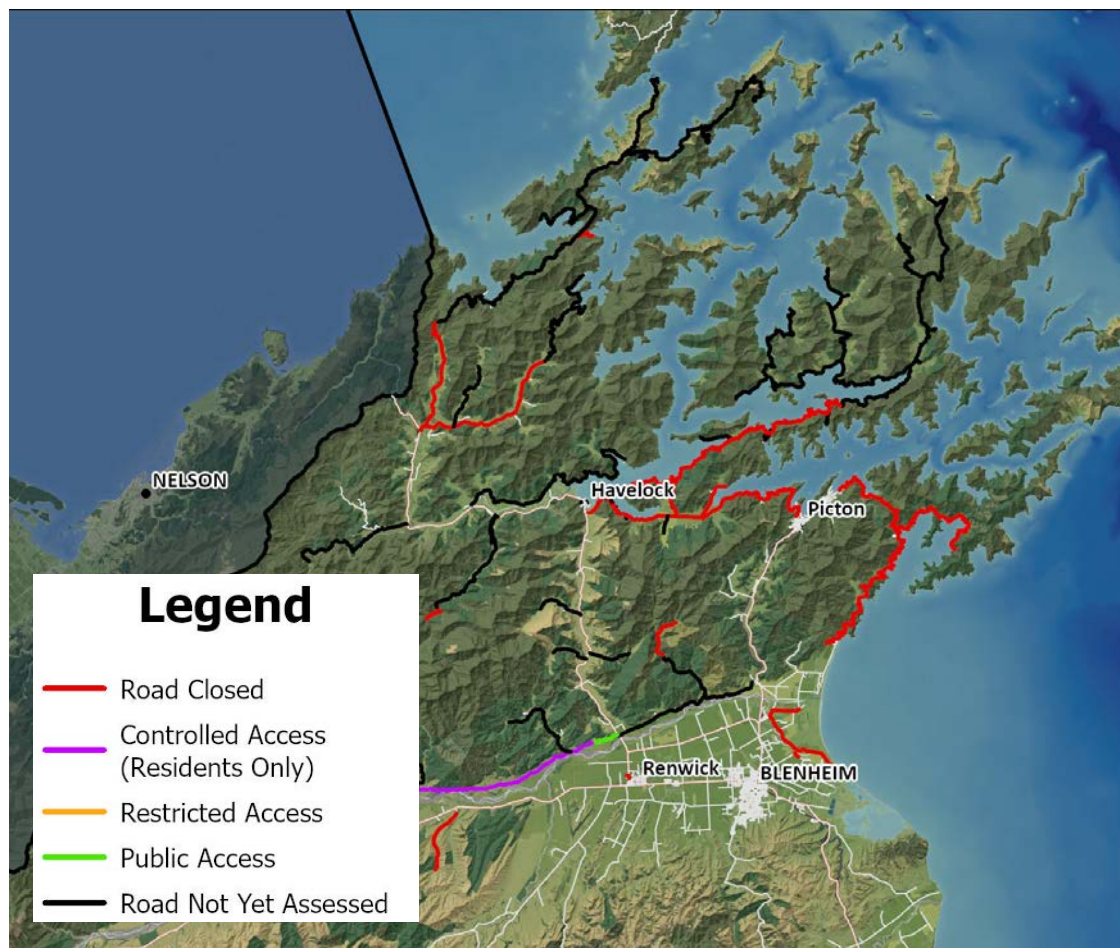
# P1: Causes

- Storm frequency and intensity changes
- Vertical land movement
- Sea level rise
- Coastal erosion
- Slips and dropouts





# P1: Effect and Consequence





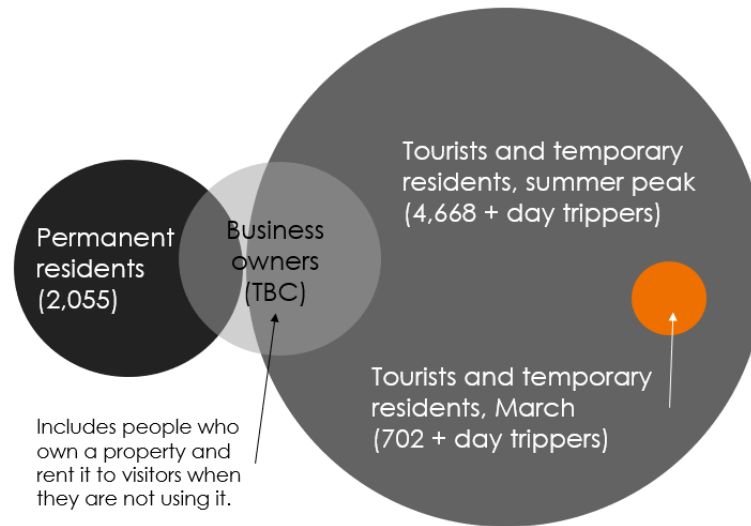
## Problem 2: No Alternate Routes

Reliance on roads for access to services and lack of alternatives has led to increased vulnerability to the community during road closures.

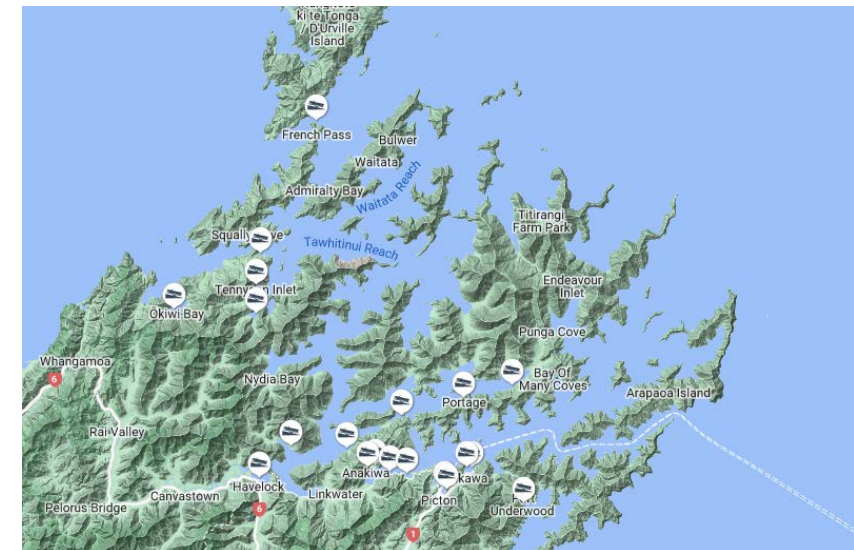


## P2: Cause

- Permanent and temporary residents live here
  - Generations of visiting/ownership
- Businesses are established here
  - Range of accommodation
- No alternative overland routes
- Air and water poorly developed



Includes people who own a property and rent it to visitors when they are not using it.



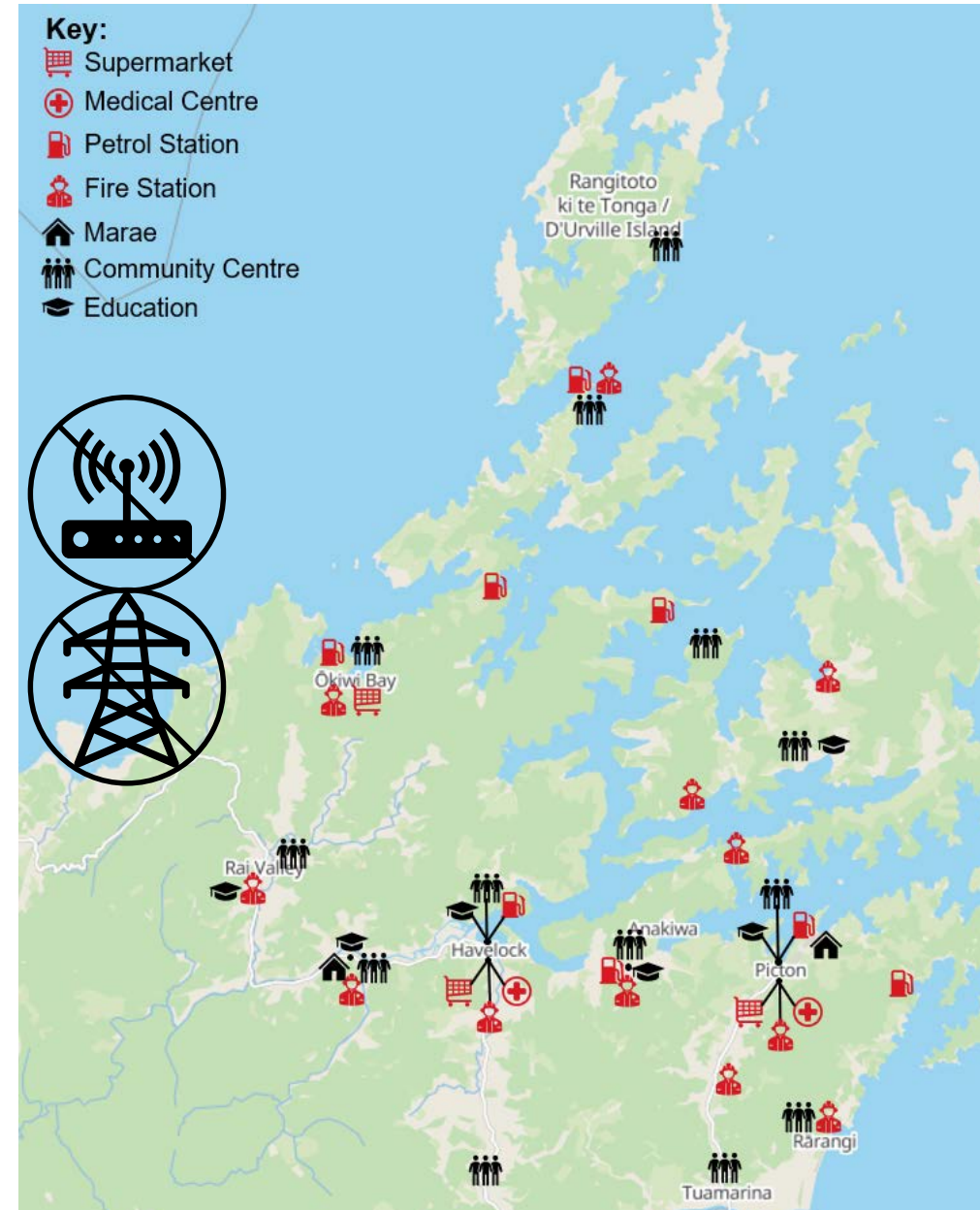


# P2: Effect

Loss of access to services and markets

Loss of lifelines during events

- Interisland utilities
  - Main North South power cables (serviced by Port Underwood Road)
  - Fibre optic cables (buried in Port Underwood, Tumbledown)
- Kenepuru Road is main route for local power cables, and needed for servicing (services around 1,500 properties in Kenepuru Community)
- Emergency Services access affected when roads closed





## P2: Consequence

### Uncertainty:

- Every time it rains, people are very worried about what the impact might be,
- Significant social issue, the luxury of being impromptu has been take away .

### Health Impacts

- “Feeling overwhelmed as often simple tasks pose a lot of logistical difficulties”

- “way more stressful as everything is difficult and complicated”
- 69% replied they are more concerned with their mental wellbeing since this weather event

### Economic Impacts

- Current alternate modes higher cost
- Reduction in holiday rental occupancy

	French Pass	Pelorus	<u>Kenepuru</u>	Port Underwood	Total
<b>Population</b>	<b>459</b>	<b>183</b>	<b>1,170</b>	<b>243</b>	<b>2,055</b>
Under 15 years	57	39	102	21	219
15 – 64 years	258	111	648	141	1,158
65 years and older	144	108	420	81	678
Median Age (years)	53.2	47.4	58.1	56.8	57.6
Median Personal Income	\$22,900	\$34,200	\$26,300	\$33,400	\$26,700
<b>Dwellings (2013 data)</b>	<b>849</b>	<b>102</b>	<b>1,917</b>	<b>501</b>	<b>3,369</b>
Occupied	252	69	642	150	1,113
Empty	564	30	1,212	333	2,139
Percentage empty	66%	29%	63%	66%	63%



# Problem 3: Asset Vulnerability

Poor construction standard and unstable geology means the Marlborough Sounds roads have a high maintenance cost and safety risk



Bill Partridge drives  
Gillbert Wells' bulldozer



Croisilles-French Pass Road



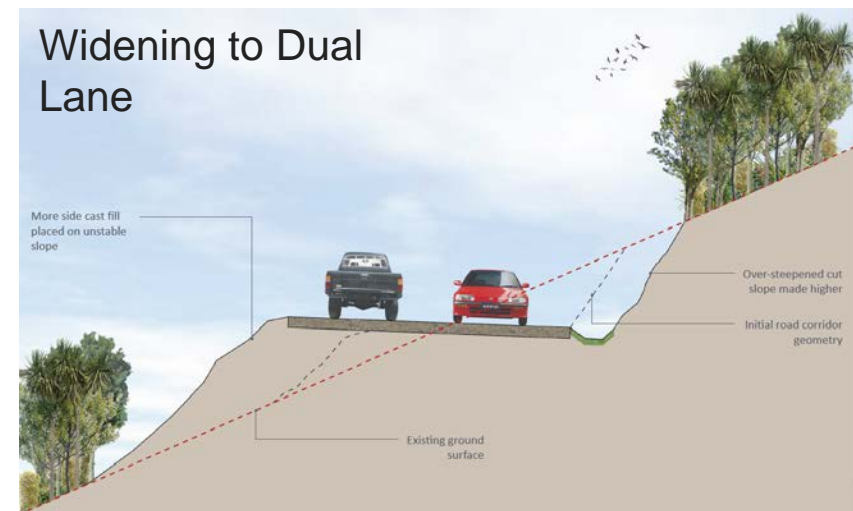
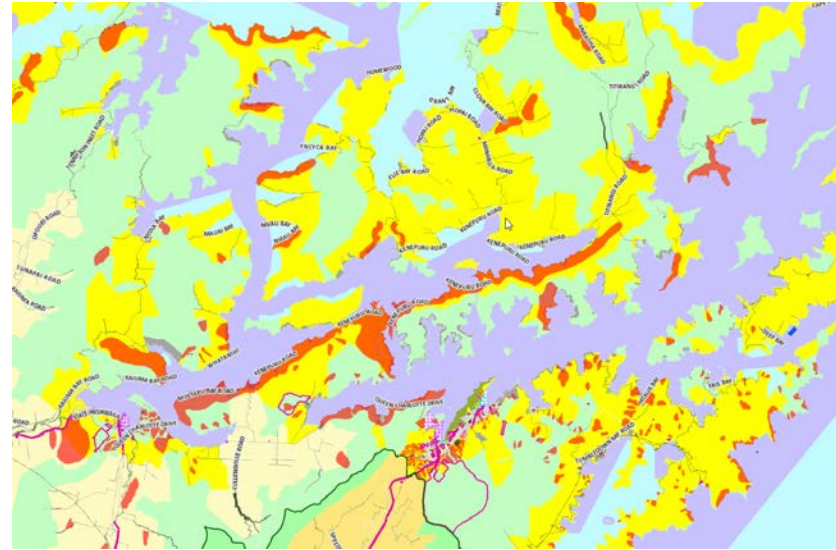
Safety risk



# P3: Cause

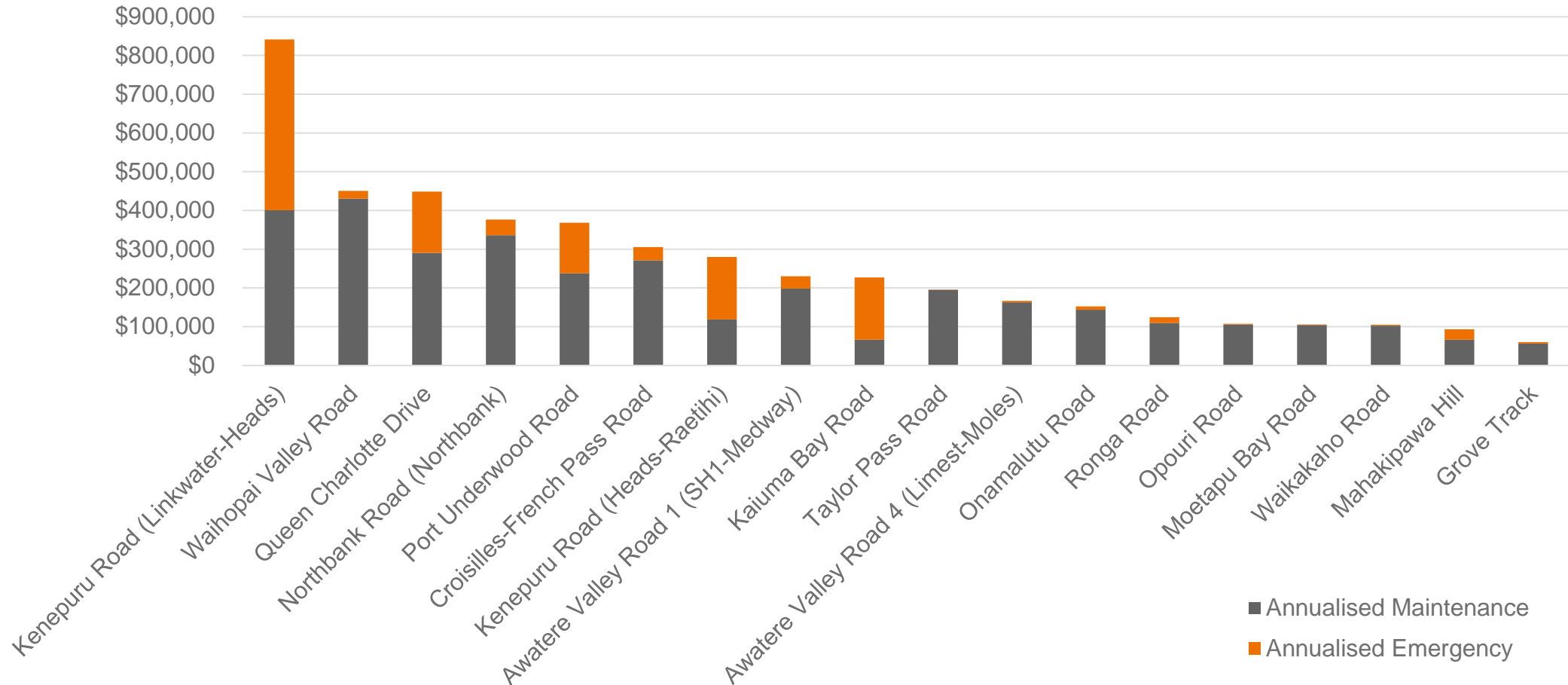
Geology/ Land stability

Construction standard





# P3: Consequences (spending)





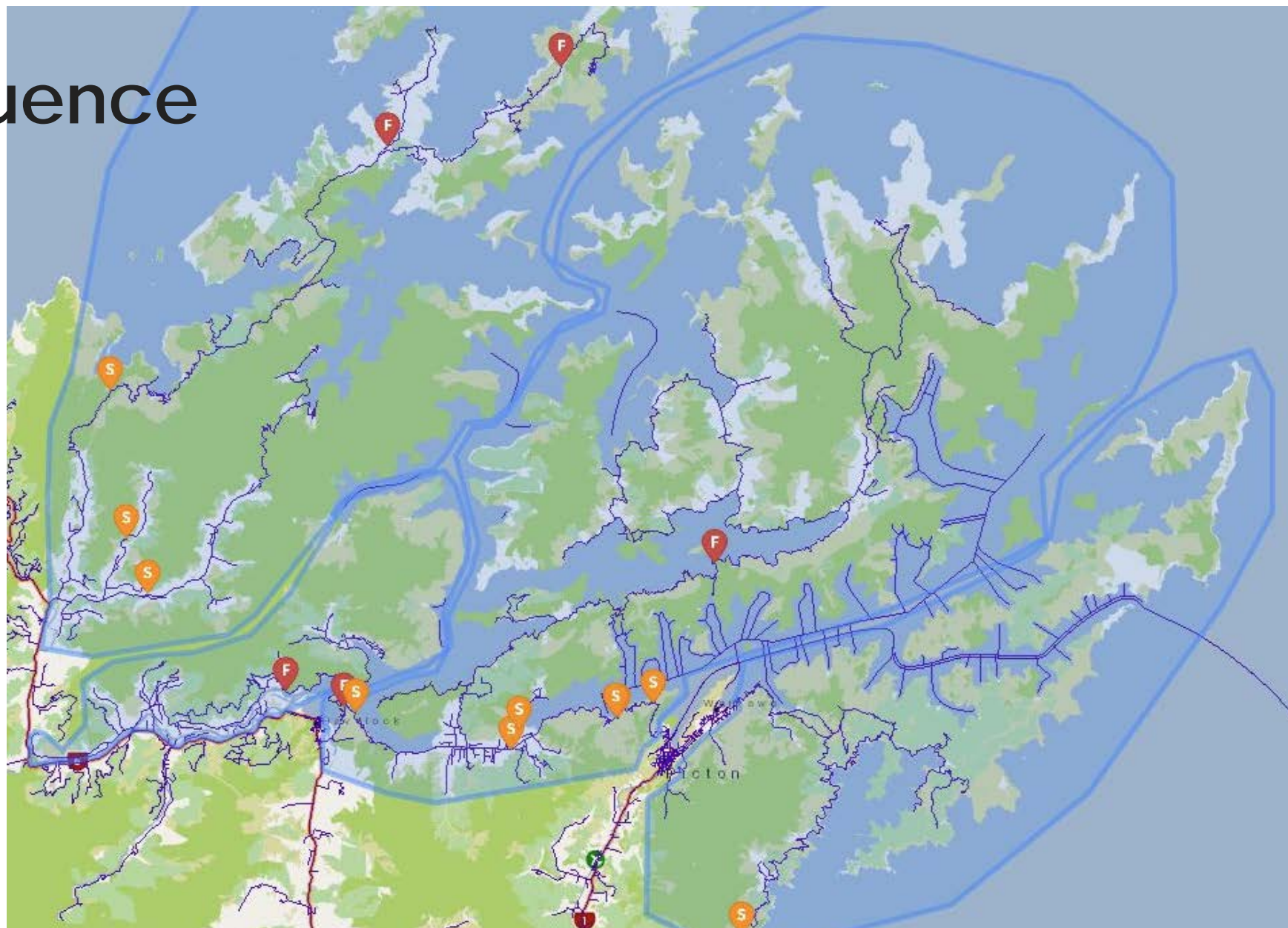
## P3: Consequence (Safety )

Causes:

66% loss of control off road

5 years:

- 5 fatal crashes
- 10 serious injury crashes
- 21 minor injury crashes
- 57 non-injury crashes

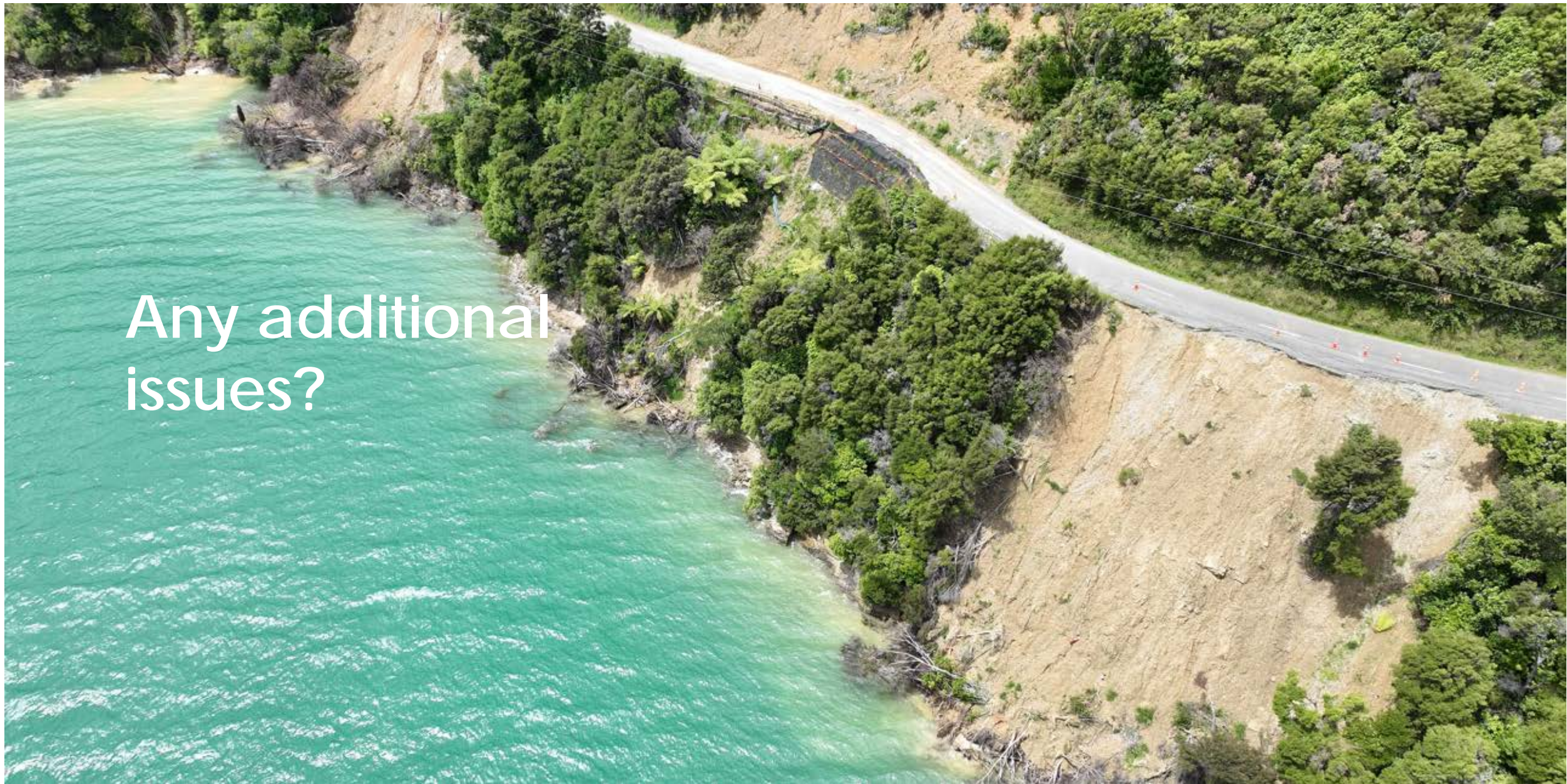


An aerial photograph showing a coastal road. The road is paved and curves along a steep, eroded hillside. The hillside is covered in dense green vegetation, but a large section of the road is blocked by a landslide of brown earth and debris. The water in the bay is a vibrant turquoise color. The text 'Health Break Be back in 10 minutes' is overlaid in white on the left side of the image.

Health Break  
Be back in 10 minutes



Any additional  
issues?



# Additional Issues and Evidence

- Are there additional issues you want to raise?
- Are there area specific issues we have missed?
- Do you know of additional information we can use to support the business case?

There will be 15 minutes at the end to visit other tables and contribute.

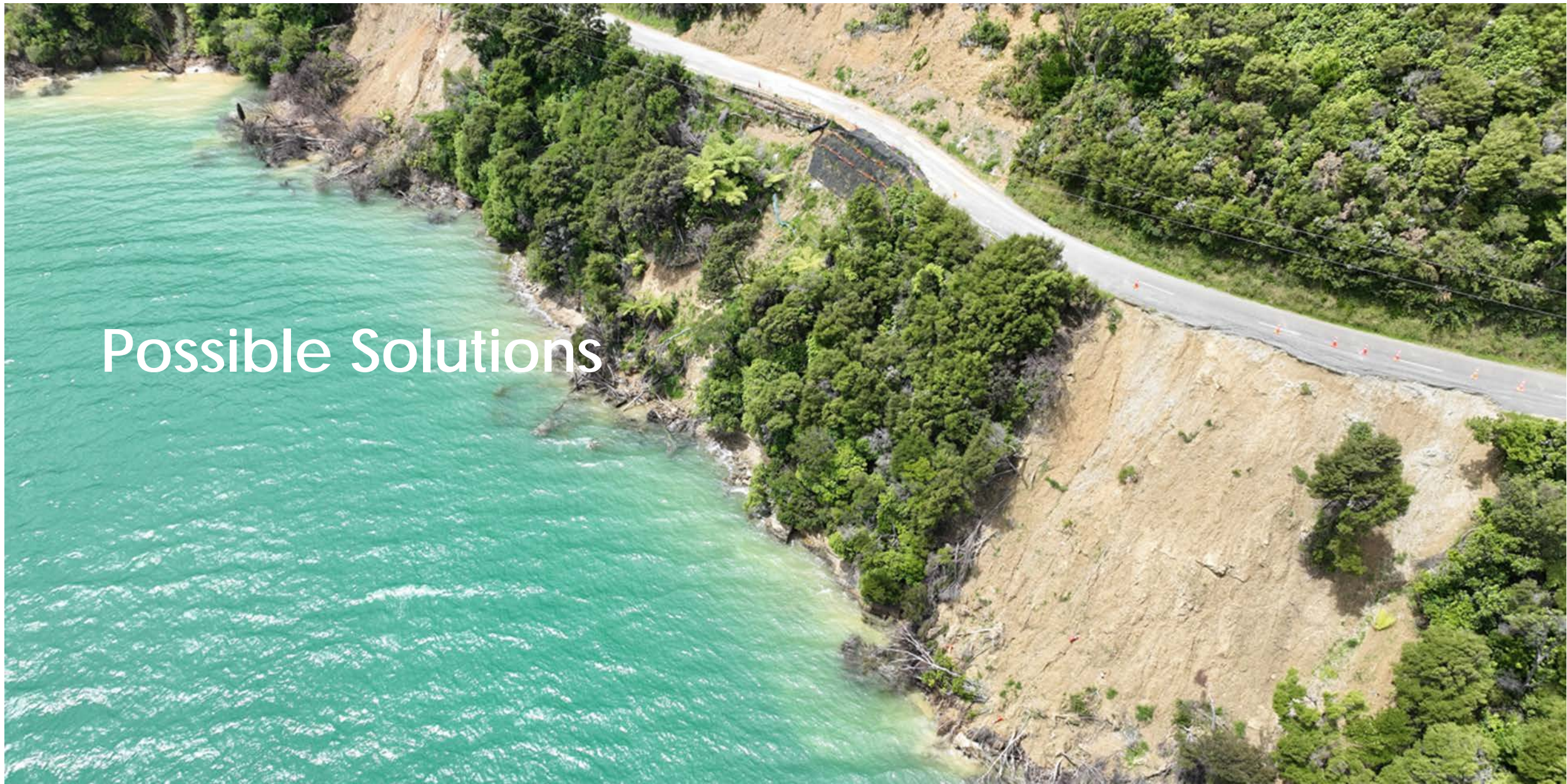


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Health Break  
Be back in 10 minutes

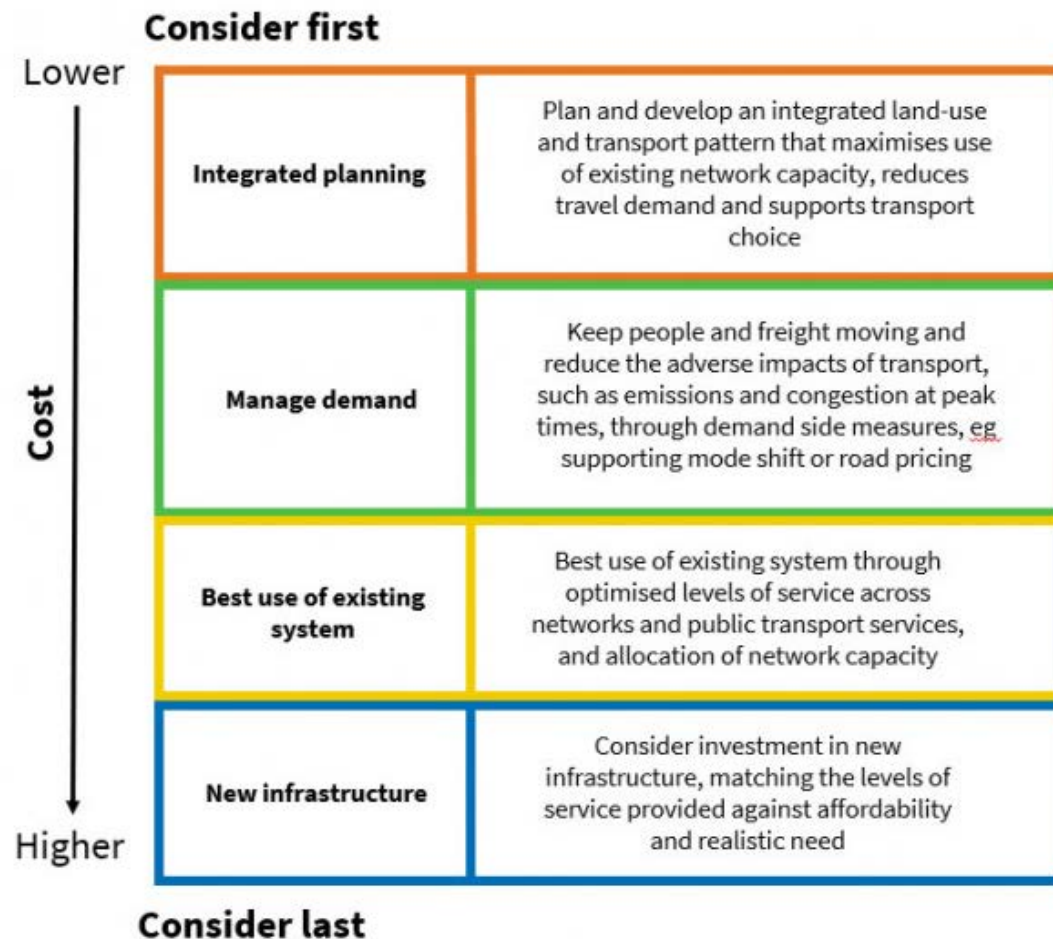


# Possible Solutions

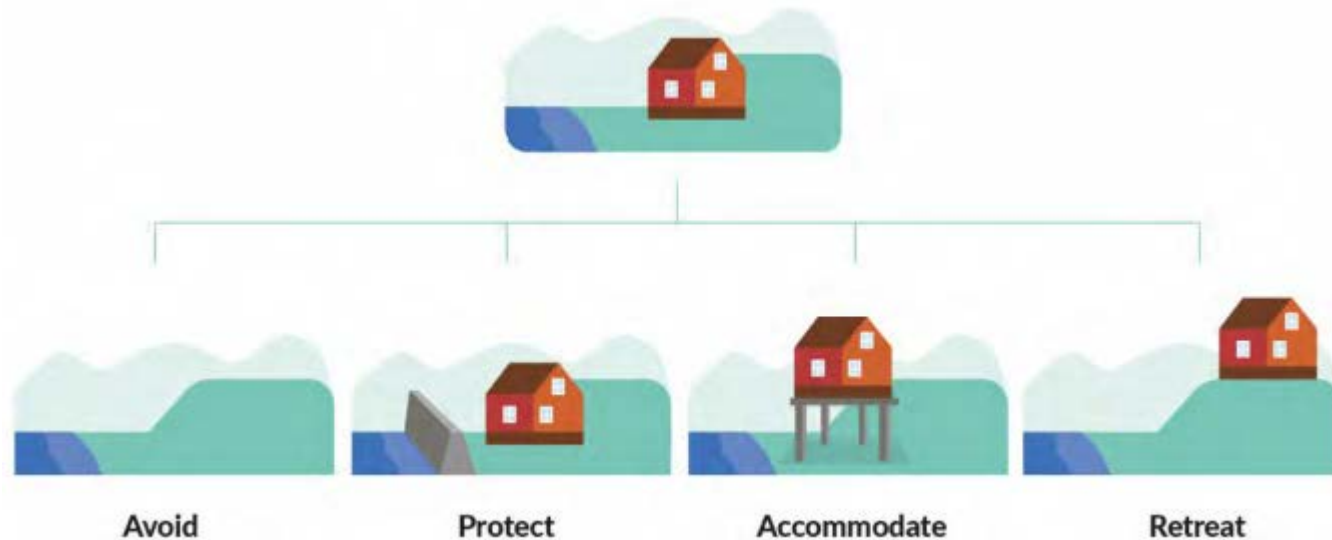




# Things to consider: Waka Kotahi Investment Hierarchy



# Things to consider: Adaptation Principles and Adaptation Options



## Principles for adaptation action

### 1. Be proactive

Anticipate change and take practical steps to adapt.

### 2. Think long term

Take an intergenerational perspective that spans political, planning and financial cycles, to plan for a changing climate.

### 3. Maximise co-benefits

Choose adaptation actions that achieve complementary goals while avoiding maladaptation.

### 4. Promote equity

Prioritise helping the people, places and infrastructure that are most vulnerable to climate impacts, while building adaptive capacity for all.

### 5. Collaborate

Adapt in partnership with iwi, hapū, Māori and all New Zealanders – ara whakamua (the path forward).

### 6. Adjust as we go

Design actions and decisions to be revisited and adjusted as circumstances change.

### 7. Mainstream adaptation

Embed climate resilience as a core consideration in all decision-making.

### 8. Make well-informed decisions

Use the best available evidence, including science, data, local knowledge and mātauranga Māori.

### 9. Work with nature

Policies, planning and regulation should protect, enhance and restore nature, and any impacts on nature should be mitigated as much as possible.

### 10. Adapt locally

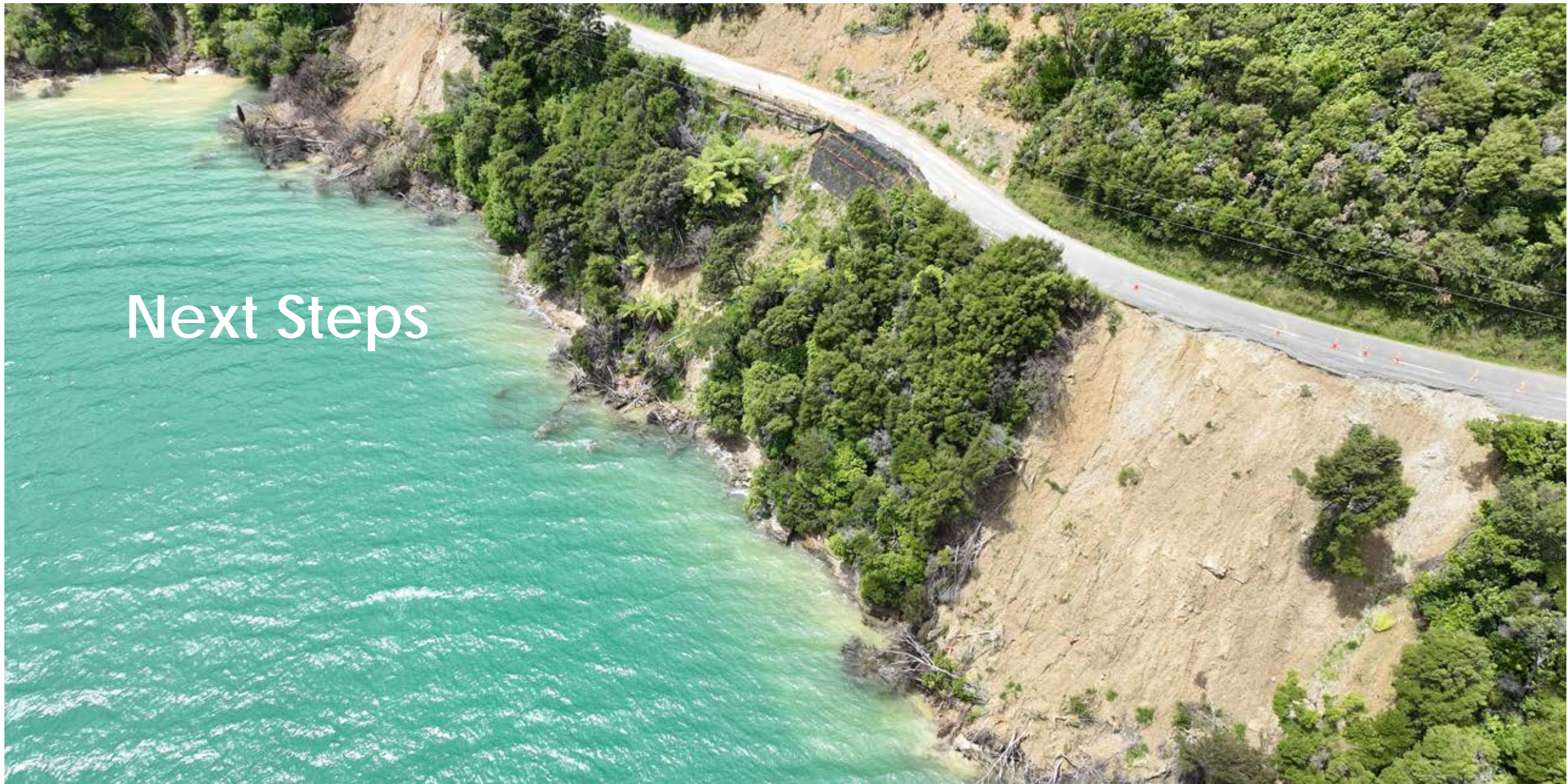
Enable communities to prepare for the unique risks and opportunities they face, and tailor interventions to the local situation.







# Next Steps





# Key Milestones/ Next Steps

Milestone	Target Date
Consult with community	January 2023
Investigate options	February 2023
Consult with funders	March/ April 2023
Consult with community	May 2023
Identify preferred option and next steps	June 2023
Funding decision	TBC
Inform community of funding decision	TBC

# How you can be involved

- Survey: Launched 31 January 2023
- Feedback forms
- Community engagement sessions (next week)
- Project website:  
<https://www.marlborough.govt.nz/services/roads-and-transport/marlborough-sounds-future-access-study>
- Project email:  
soundsfutureaccess@marlborough.govt.nz





Questions?



A close-up, low-angle shot of a person's hands weaving a basket. The hands are positioned in the center-right of the frame, with the left hand holding a green reed strip and the right hand weaving it into a complex, diamond-patterned weave. The background is a blurred view of the basket's interior, showing the intricate weaving pattern. The lighting is dramatic, with strong highlights on the hands and the reeds, and deep shadows in the surrounding areas. The overall mood is focused and traditional.

**Karakia  
whakamutunga**

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Provide access for  
the wellbeing of  
Marlborough Sounds  
communities