

Community Webinar on Storm Recovery

Agenda

4.00 pm Mayor Leggett to give an opening address

Introduction

MDC Chief Executive , Mark Wheeler, & Dean Heiford, Recovery Manager

2022 Event and response to date

Recovery Ahead - Short Term

Dean Heiford, Recovery Manager

Marianne Aitken, Recovery Manager

Roading

Richard Coningham, Manager Assets and Services & Steve Murrin, Marlborough Roads Manager

Future – Longer Term Recovery Plan

MDC Chief Executive, Mark Wheeler

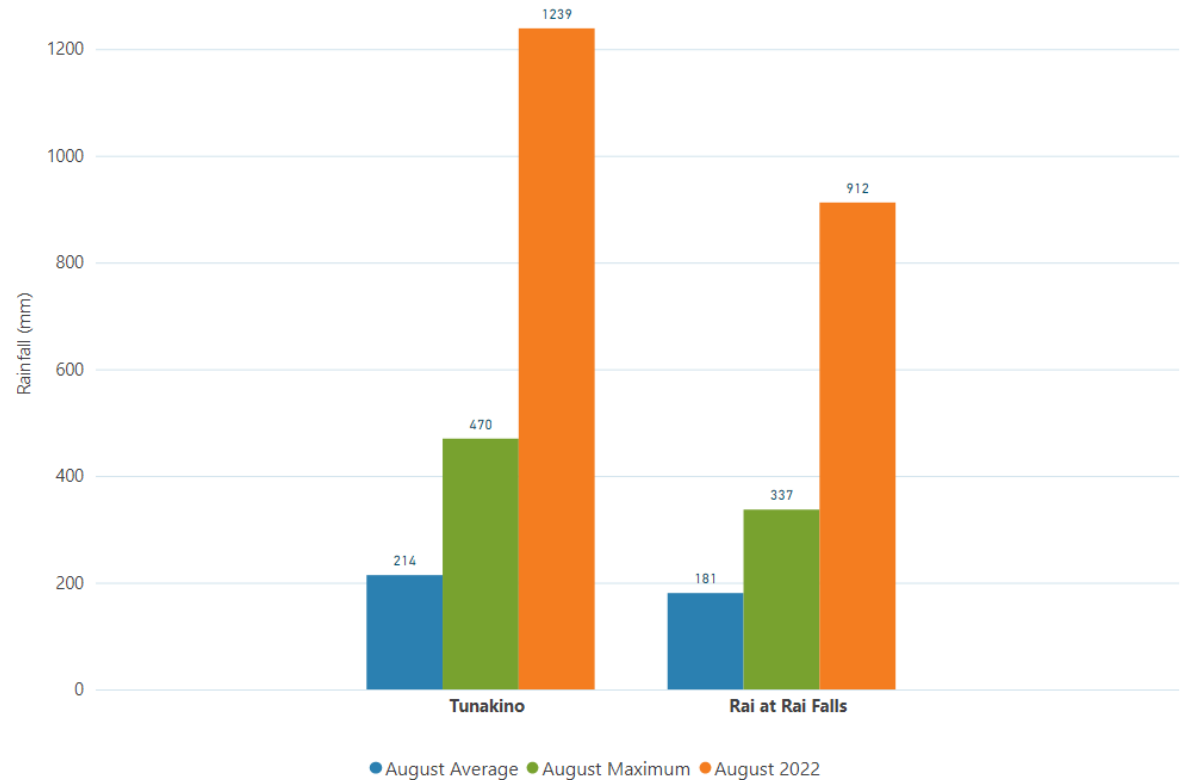
Neil Henry, Manager Strategic Planning and Economic Development

Close

Mayor Leggett

August Rainfall Event

Graph of August rainfall for the sites Tunakino and Rai at Rai falls. The graph compares the average monthly August Rainfall, the maximum August Rainfall and the August 2022 Rainfall.



August Rainfall Event

Came on top of record July rainfall

- Ground saturated
- Immediate run off
- Severe erosion damage
- Significant number of slips, quantity of mud and debris

Storm Outcomes

- Over 90 Red or Yellow stickered houses
- Massive road damage, especially in the Marlborough Sounds
- Closure of State Highway 6 and State Highway 63 and multiple local roads
- Record Rai River flood
- Extensive land damage
- Large Wairau flood
- 3 Waters service damage and overflows
- Flooding in Wairau Valley and Renwick
- Many drainage issues
- **Focus today on the Sounds where the worst damage occurred**

Recovery Ahead - Short Term

Dean Heiford, Recovery Manager

Marianne Aitken, Recovery Manager

Building Placard System

Rapid Assessment placards		
Observed damage	Residential Rapid Assessment outcome	Placard
Light or no damage (Low risk)	W CAN BE USED No <i>immediate</i> further evaluation required	CAN BE USED (WHITE)
Moderate damage (Medium risk)	Y1 RESTRICTED ACCESS TO PART(S) OF THE BUILDING ONLY No entry to parts of building with significant damage	RESTRICTED ACCESS (YELLOW)
	Y2 RESTRICTED ACCESS – SHORT TERM ENTRY ONLY with or without supervision Entry restricted to removal of contents and securing work	
Heavy damage (High risk)	R1 ENTRY PROHIBITED At risk from external factors such as adjacent buildings or from ground failure	ENTRY PROHIBITED (RED)
	R2 ENTRY PROHIBITED Significant damage	

19 August 2022 Weather Event

Work since July '21

- 1648 faults
- 1349 complete as at 31 July
- 299 were left, of these 83 were complex sites.

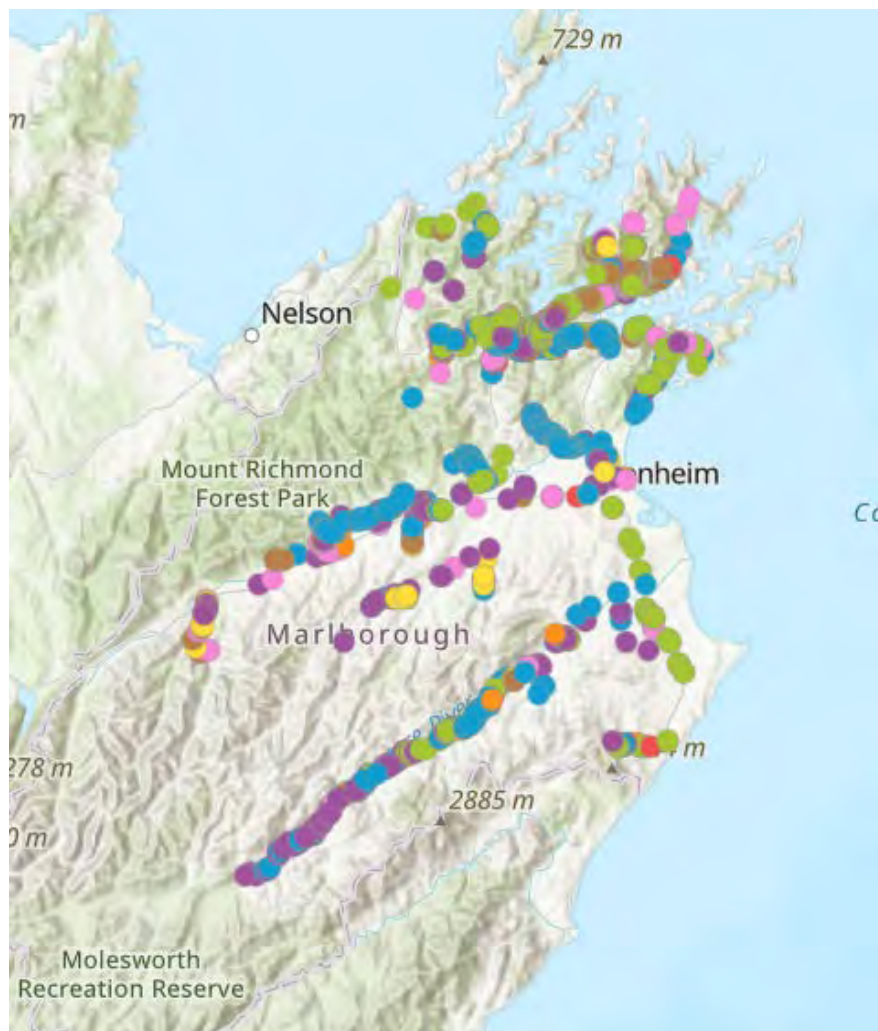
Funding left

- \$85.3m approved in 2021
- Circa \$40m remains unspent

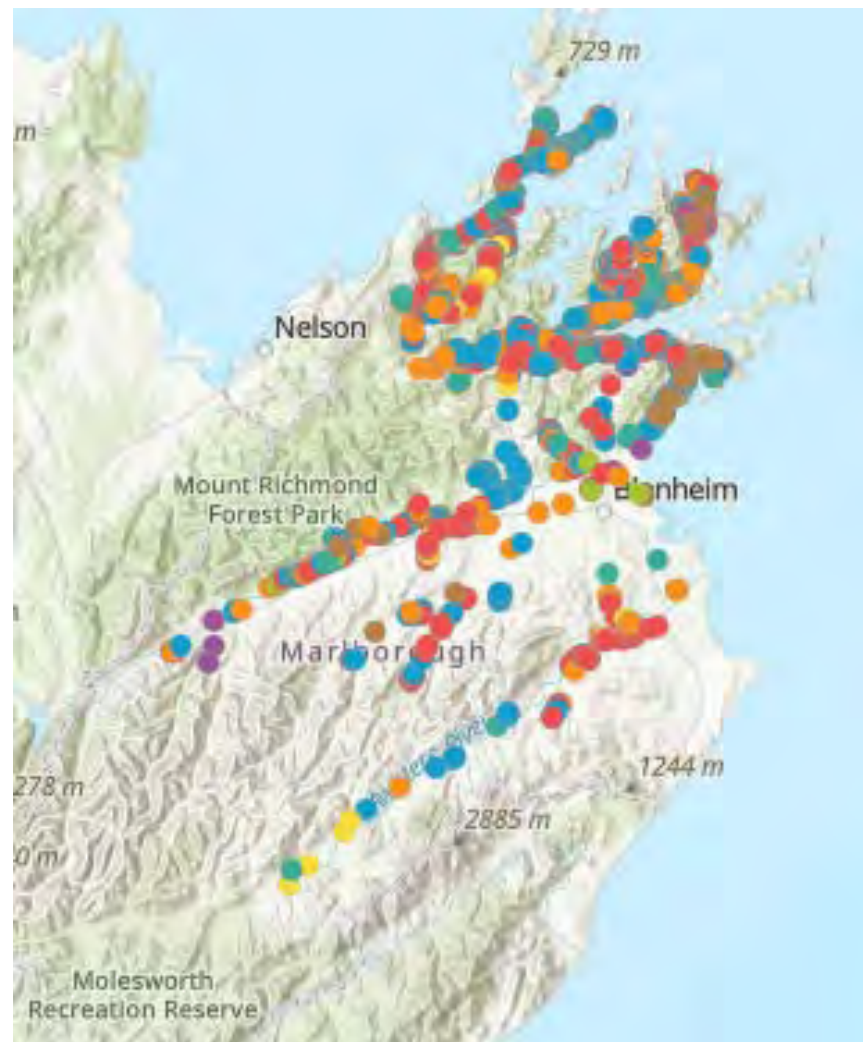
MDC have made a request to Waka Kotahi that this funding be re-allocated to;

- Responding to the August 2022 event
- Achieving Emergency Service / Essential Service Access where possible
- Achieving public access and then truck access on priority routes
- Continue with 2021 damage sites on priority routes that have not been affected by August event

Quick Capture Map Faults 2021 vs 2022



2021 – 1,648



2022 – 3,248

Zone	2021 Faults	2022 Faults
Queen Charlotte	332	326
Kenepuru	495	1300
Port Underwood	87	397
Waihopai Valley	49	65
Awatere	256	66
French Pass	32	598
Pelorus	85	104
Northbank	229	200
SH/Other	83	192
Total	1648	3248

Emergency Access

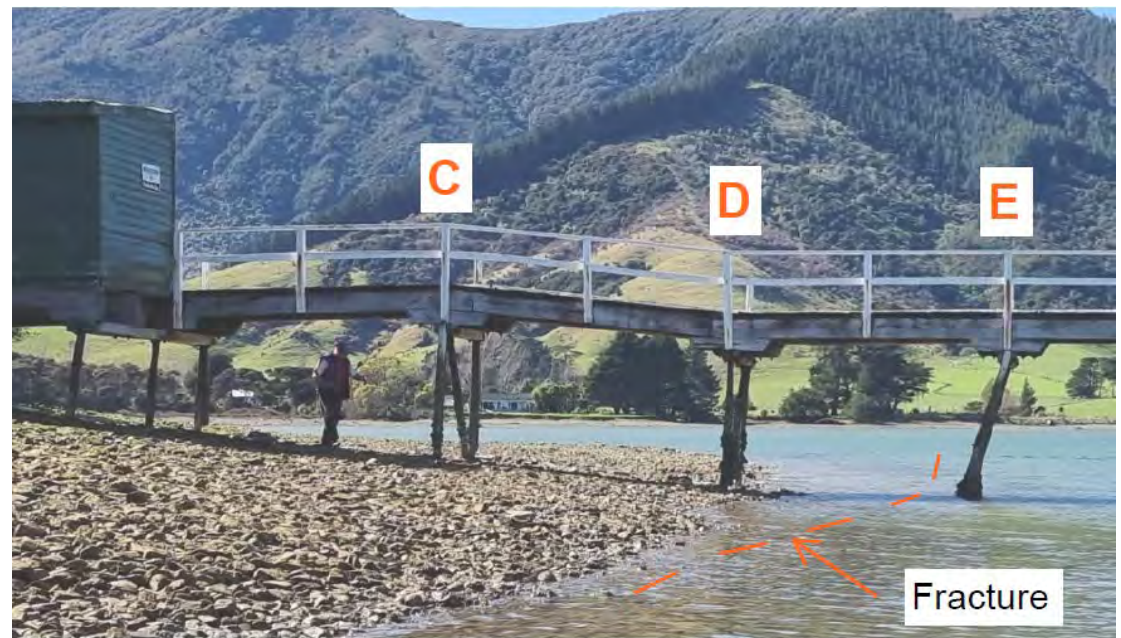
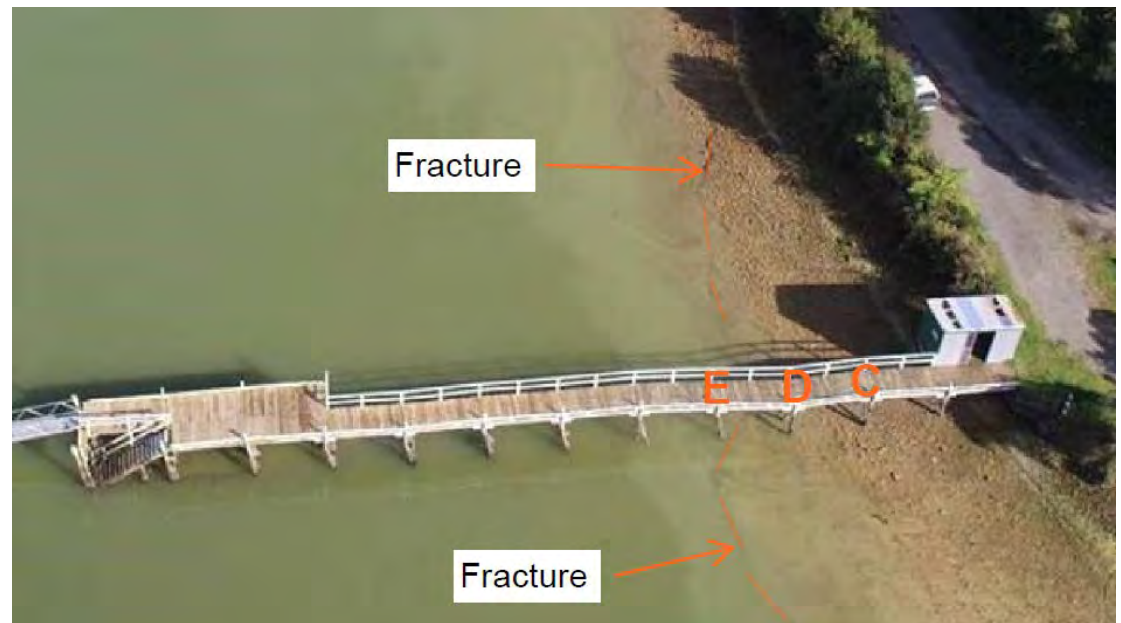
- Insurance Council advice:
 - Closed Road Limited Access: Motor policies typically provide on-road cover anywhere in New Zealand. Drivers should check if their insurer covers what would be considered off-road driving (there is no road). Motor policies do not cover reckless acts.
- At present Kenepuru Road from Moetapu Bay Road to Kenepuru Heads and the last 3km of French Pass Road are fully closed. Anyone using these stretches of road do so at their own risk.
- All other closed roads are classed as Closed Road Limited Access to allow resident access
- Visit the CDEM Map to view a roads current status:
<https://www.marlborough.govt.nz/civil-defence-emergency-management/cdem-official-public-information-map>
- Council has specialist teams including geotechnical engineers assessing closed roads to confirm before they can be safely re-opened.

Barge Sites

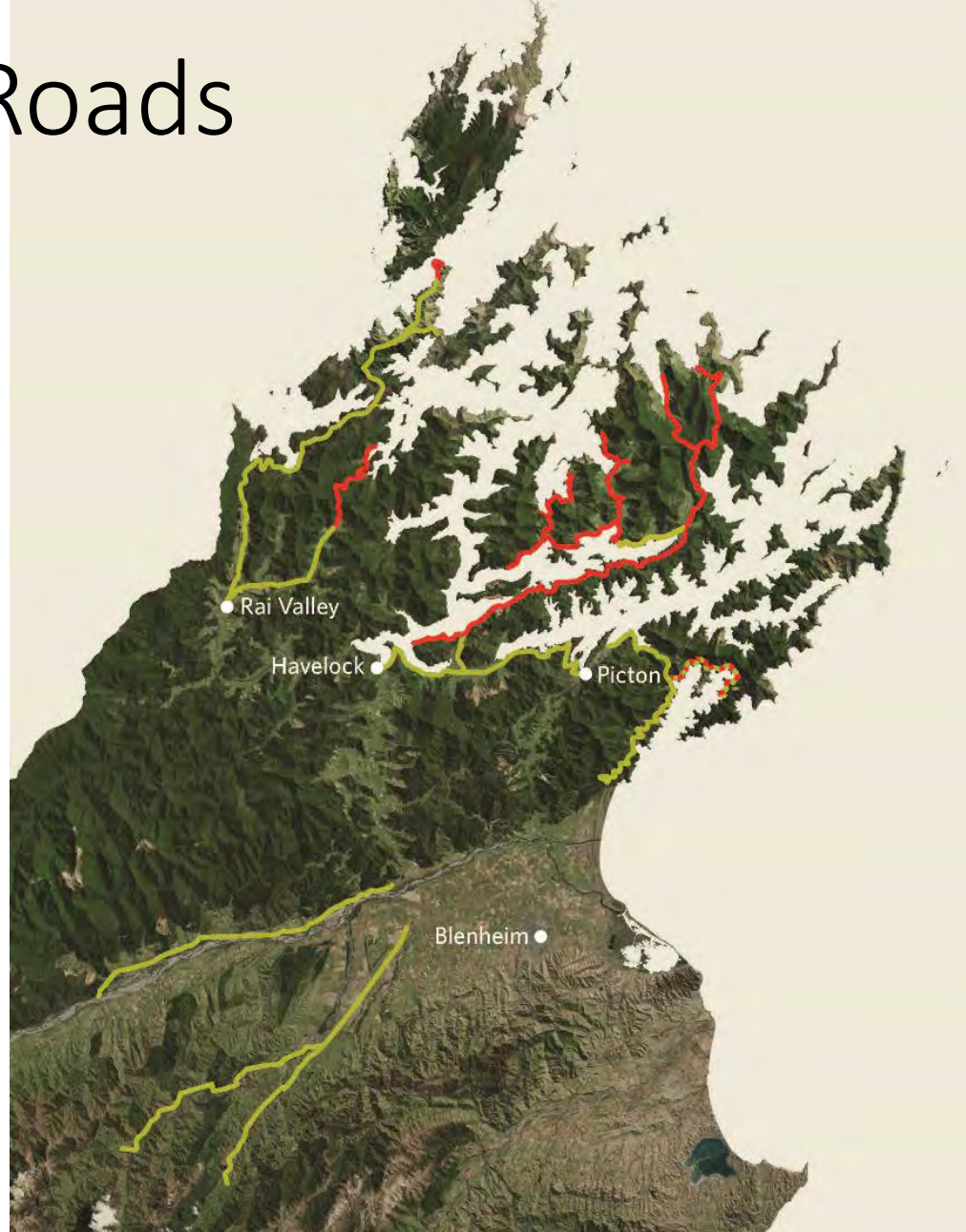


- Torea barge ramp to be extended to cater for all tides.
- Fish Bay barge ramp to be extended 10-15m so that it is usable at low tide.
- Waitaria Bay Jetty has been damaged by a deep seated slip and is to be closed.

Waitaria Bay Wharf



Priority Roads



Priority Roads

- **Queen Charlotte Drive** - alternative access to Picton and Port Marlborough; access to Queen Charlotte Track, major tourism route, 578 houses.
- **French Pass** (to 3km short of township) -key aquaculture freight route, pastoral farming, challenging water transport options.
- **Awatere Valley** - major pastoral farming, viticulture and tourism route.
- **Waihopai Valley** - major pastoral farming, forestry and viticulture route.
- **Northbank Road** – major forestry, dairy and pastoral farming route.
- **Port Underwood Road** – important aquaculture and forestry route, provides access to the interisland electricity and fibre optic cables.
- **Opouri Road** – pastoral farming, holiday home and tourism route.
- **Kenepuru Road** (Queen Charlotte Drive to Moetapu Bay intersection)
- **Kenepuru Road** (Fish Bay to Kenepuru Head; essential access to barge site)
- **Kenepuru Road** (Torea Bay to Kenepuru Head; essential access to barge sites)

Ongoing Maintenance in Outer Sounds

- Maintenance activities are continuing in the Outer Sounds.
- Next week a rock buster and gravel spreading will be operating on the Titirangi and Anakoha Roads.
- Inspections and programming of seasonal maintenance activities will be ongoing.

Queen Charlotte Drive



Queen Charlotte Drive



French Pass/Croisilles



Kenepuru Road – Above Te Mahia Lodge



Kenepuru Road – Tara Bay



Duncan Bay – Tennyson Inlet



Archers Road – Tennyson Inlet



Port Underwood Road



Opouri Road – Rai Valley



Marlborough Sounds Storm Event August 22 Long Term Recovery Overview

Recovery Planning

- Recovery planning has been divided into two components – short/medium and long term to reflect the severe nature of the event and the expected time recovery will take.
- **Short/Medium Term** recovery is being managed by Marlborough District Council's Emergency Management function to respond to more immediate needs.
- **Long Term Recovery** will require the development of a strategic plan to respond to the outcome of the damage assessment and agreed repairs to roads and other infrastructure.
- The **Long Term** recovery plan must consider the resilience of the roading network to expected future climate change and its financial sustainability.

Long Term Recovery

- Focus initially on roads and their resilience to climate change.
- Pre 2021 storm average Kenepuru Road costs more than double the rates collected. The deficit is funded by other areas.
- \$85 million required to restore roads after August 2021 storm.
- Several hundred million required to fully restore local roads from August 2022 (to be confirmed).
- Waka Kotahi 2021 – 95% assistance – balance remaining, \$46 million
 - Will support initial priority access repairs 2022
 - Will fund barge and water taxi subsidy during 2022 recovery phase
- Waka Kotahi 2022 onwards?
 - Will depend on outcome of planning work

Long Term Recovery Plan

- To invest this much, Council and Waka Kotahi need to demonstrate that the roads can be resilient and financially sustainable.
- If roads are not considered resilient and sustainable in an area, is marine transport viable?
- How can access to wharves, jetties and barge sites be provided?
- What are the community and economic impacts if access can not be provided?
- Government agencies and funding will be key. Significant investigation, engagement, consultation required before final decisions made.

Long Term Recovery Plan

- MDC is creating a framework for the long term recovery plan.
- The plan will require multi-disciplinary expertise and significant engagement.
- The plan will include the following components:
 - Future risks:
 - Climate change
 - Land stability
 - Safety
 - Economic impacts
 - Community impacts
 - Plan for roading repair locations
 - Locations/communities that will require alternative transport options, if any
 - Land use planning.
 - Provision of key infrastructure – power, communications, water etc.
 - Stakeholder engagement.

Stages - initial

#	Stage	Timing
1	Receive initial roading repair cost estimates and options from Waka Kotahi	September 2022
2	Confirm the Waka Kotahi financial assistance rate and thereby MDC's budget	September 2022
3	Initiate immediate priority road repairs	September 2022
4	Develop scope for technical expertise support to assist with long term recovery planning, begin procurement process	September 2022
5	Determine funding for planning (e.g. Better-off Funding, Waka Kotahi, Central Government)	October/November 2022
6	Engage technical expertise, establish project governance structure and iwi engagement	October/November 2022
7	Undertake further road repair assessments to support potential further roading repairs decision	October to December 2022
8	Council to consider budget request for potential further roading repairs	January/February 2023

Stages - main

#	Stage	Timing
1	Technical assessments, including: <ul style="list-style-type: none">- Geotechnical and land stability- Road and other transport options including resilience and safety of different transport options- Economic and community impact, and financial sustainability- Options for transition- Regulatory and non-road infrastructure implications	2023
2	Stakeholder engagement	2023
3	Recommendations: <ul style="list-style-type: none">- Road reinstatement and other transport options- Management of isolated properties, if required	2023

Stages - implementation

#	Stage	Timing
1	Consultation on final proposals	2023
2	Implementation pathways: <ul style="list-style-type: none">- Financial resources – government, private- Legal and regulatory responses- Policy responses- Road building and other transport assets- Other infrastructure assets	2023/2024
3	Management of isolated properties if required	2023/2024 onwards

Governance and Stakeholder Engagement

1. Governance structure to be developed to oversee project.
2. Multiple stakeholders to be engaged with the long term recovery project, including:
 - Community and community organisations, eg SAG, KCSRA
 - Business and industry
 - Iwi
 - Central and local government
 - Infrastructure providers
 - Recovery team
3. Statutory decision making processes will also require engagement.

Any Questions



Please email
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