

# Kenepuru Road Community Update



## Marlborough Roads



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### What we know

On 17 July, the Marlborough region was hit hard by a storm causing widespread flooding, and the Marlborough District Council declared a local state of emergency.

The heavy rainfall caused significant slumps, landslides and debris which wreaked havoc across many local roads making them impassable. Marlborough Roads have been responding to this civil defence emergency, clearing minor slips, debris and blocked culverts, as well as making minor repairs to open roads where they can.

There are several areas across the district—from the Marlborough Sounds to the Awatere—which are still fragile and remain vulnerable to further weather events. It is a dynamic environment, with constantly shifting risks and changes to the network. For example, the rain event this month just before Level 4 lockdown caused at least three major slips along Queen Charlotte Drive.

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### From response to recovery

Damage of this scale requires several steps before teams can safely repair and reopen roads.

Right now, roading inspection engineers are in the early assessment stage. These were under way at Kenepuru Head when the country entered Level 4 lockdown and will continue until completed. Engineers are traveling the network using a GIS programme, QuickCapture, to take photos and document a brief summary of the damage.

At this stage, we are still coming to grips with the severity of damage across the region—from the Marlborough Sounds to Northbank, Waihopai and Awatere Valleys. The concern is that a road may appear drivable, but the extent of the risk is not yet known as to what damage may lie beneath the road or up above the road.

As we move from response to recovery, the main priority is ensuring that lifelines stay connected. This will ensure essential services can keep moving as we gain more of an understanding of the network in its entirety.

We understand the importance of Torea Road at Portage and Akerbloms Road at Punga Cove as lifelines for the Kenepuru and Central Sounds communities, so priority will be given to these roads. While Torea Road has been re-classified as resident-only controlled access, there are multiple slips and the road is only suitable for provisioning essentials from Portage to Torea Jetty. Under resident-only controlled access, light vehicles are permitted with no towing. Light vehicles include cars, 4x4s and utes.

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## What's next?

QuickCapture is nearing completion, but of course we don't have to wait for 100% of early assessments to be completed before we can start building a picture. So, we've started on the next phase, which is the technical hazard assessment.

What is seen on the surface, which may appear harmless, may not be the case for what's happening above or below the road. This is where a deeper level of technical understanding about the extent of the problem will help to define its solution.

For example, "the rock" on Kenepuru Road could be linked to further risks uphill and potential risks underneath. These risks can be far greater than just the size of the rock that the community sees. Added to this scenario is the dynamic environment of the roading network, including ongoing weather events.

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Beyond the scale of the devastation, the biggest challenge has been the need for re-prioritisation of resources when the public is seen to be putting themselves and others at risk.

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Removing signage, travel on restricted roads and the use of heavy equipment are just a few examples. When reports of these safety risks are received, it pulls much needed resources away from pushing forward with recovery.

The transition from 'response to recovery' might appear a little different to the public.

One major difference is the legislation that all our inspections, assessments and construction works must operate under. In a declared emergency, the goal is preservation of life and community members across the district pulled together to assist. In a recovery phase, all contractors must be compliant with the Health and Safety at Work Act 2015, such as having all the right gear and safety procedures in place. This is a legislative requirement to operate.

Together, we face a massive task with devastation from the July storm far greater than the storm of 1994 in Kenepuru and Queen Charlotte Sounds. The recovery efforts will need more people and the Council and Marlborough Roads fully supports development of the local economy, opportunities and upskilling. Marlborough Roads has already agreed to consistent rates with contractors across the district for the recovery. We need to work together to do the mahi to get through this.

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## Kenepuru In Brief

- QuickCapture is now largely complete for Kenepuru. These early assessments are nearing completion across the network.
- We are actively working on solutions, such as controlled access for light vehicles in some areas (under 3.5 tonne, and no towing). These will be communicated on the Council's map and roading alerts as they become available.

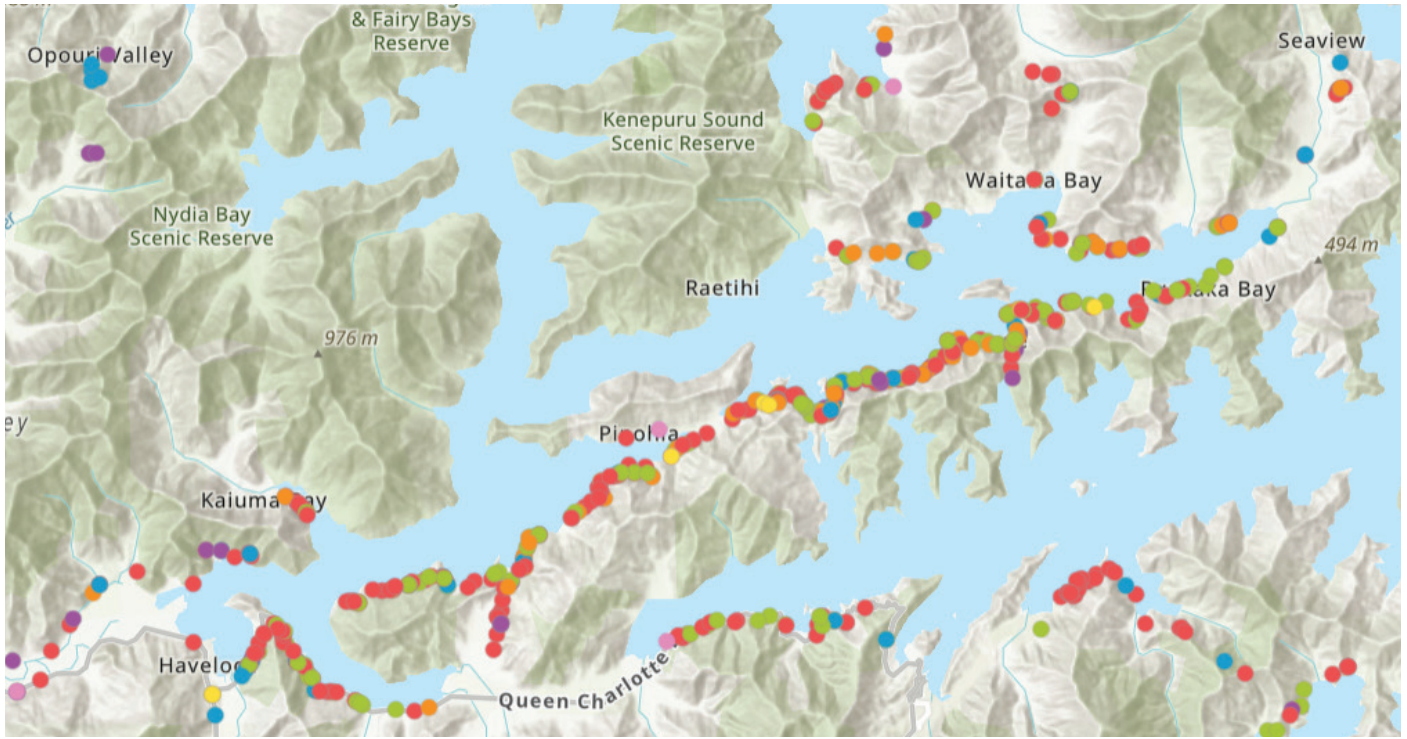
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## How can I help?

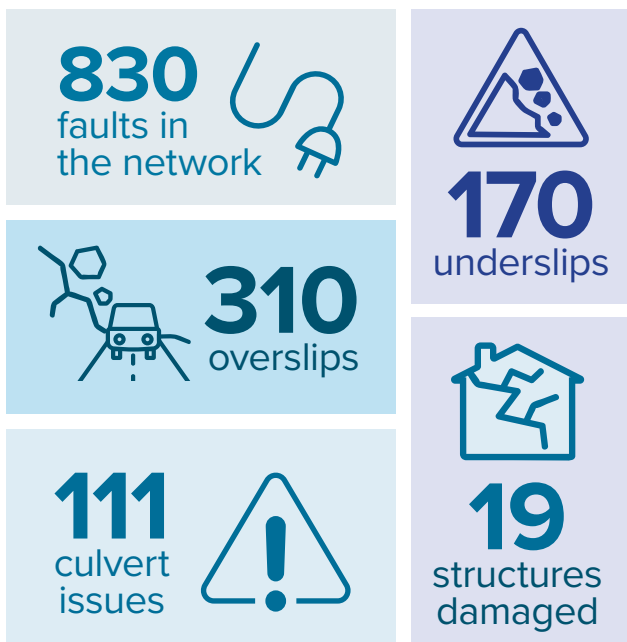
- Stay safe while our teams complete assessments and categorise risk. By adhering to signage and the current road classifications, it's helping to keep you and your community safe.
- Give us your ideas for spoil sites. We're looking for temporary spoil sites along Kenepuru Road that can be cleared at a later date. Identifying spoil sites now would enable quicker clearing and access. Email your suggested sites to [recovery@marlboroughroads.com](mailto:recovery@marlboroughroads.com) or phone 03 520 8024.
- Keep the Council informed about wider recovery and welfare issues, such as medication, fuel or water taxis. Issues cannot be resolved if they are not communicated or heard second-hand without all the information. To discuss welfare, please contact [recovery@marlborough.govt.nz](mailto:recovery@marlborough.govt.nz) or phone 03 520 7400.

## Marlborough Flood Data

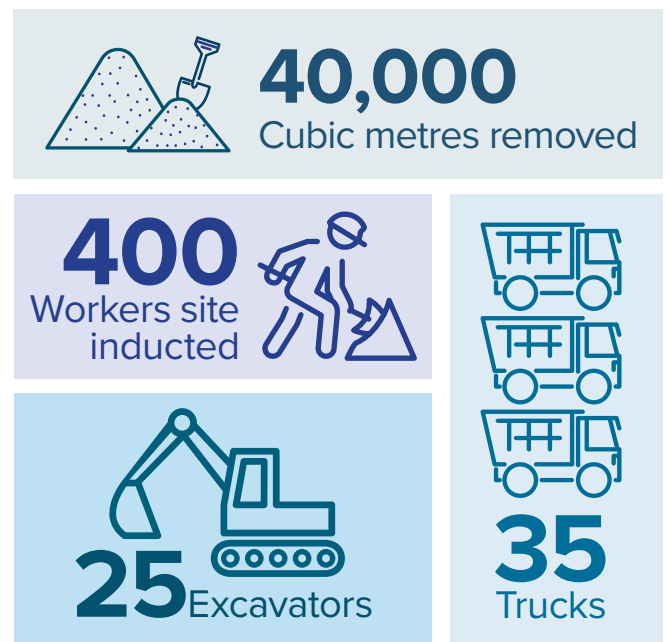
- Over Slip
- Under Slip
- Trees/Debris
- Surface Flooding
- Culverts
- Scour
- Structure Issue
- Asset Damage



### The scale of the damage to date



### The scale of the operation to date



As of 22 August 2021