



# Marlborough Sounds

## Future Access Study

Other Options Booklet > June – July 2023

To inform your views this booklet contains maps and information about the additional options considered for future transport solutions in and out of the Marlborough Sounds. Use this booklet alongside the study's *engagement booklet*, which has detail about the emerging preferred options and the hazard adaptation pathways. For more information about the options, you are invited to one of 7 public drop-in sessions in the Sounds, Picton, Blenheim or Nelson, or to the online webinar. See the website for event details, the *engagement booklet* and the study's technical information.



[marlborough.govt.nz/services/roads-and-transport/  
marlborough-sounds-future-access-study](https://marlborough.govt.nz/services/roads-and-transport/marlborough-sounds-future-access-study)



### Have your say by 5pm, 11 July.

The online survey for your feedback on the options is on [marlborough.govt.nz/services/roads-and-transport/marlborough-sounds-future-access-study](https://marlborough.govt.nz/services/roads-and-transport/marlborough-sounds-future-access-study)

For assistance please call the Council on **03 520 7400**.

## CONTENTS

|  |           |                                      |           |
|--|-----------|--------------------------------------|-----------|
| <b>Introduction</b>                          | <b>3</b>  | <b>Kenepuru</b>                      | <b>14</b> |
| <b>Background</b>                            | <b>3</b>  | Current Status                       | 14        |
| <b>The options</b>                           | <b>4</b>  | Road Focus                           | 15        |
| <b>Rai Valley to Te Aumiti / French Pass</b> | <b>4</b>  | Road Access                          | 16        |
| Current Status                               | 4         | Marine Access                        | 17        |
| Road Focus                                   | 5         | <b>Te Whanganui / Port Underwood</b> | <b>18</b> |
| Balanced                                     | 6         | Current Status                       | 18        |
| Marine Focus                                 | 7         | Road Focus                           | 19        |
| <b>Te Hoiere / Pelorus</b>                   | <b>8</b>  | Balanced                             | 20        |
| Current Status                               | 8         | Marine Focus                         | 21        |
| Road Access                                  | 9         | Definitions                          | 22        |
| Marine Focus                                 | 10        | Roading approach key                 | 24        |
| <b>Queen Charlotte Drive</b>                 | <b>11</b> | Marine key                           | 25        |
| Current Status                               | 11        | Notes                                | 26        |
| Balanced                                     | 12        |                                      |           |
| Marine Focus                                 | 13        |                                      |           |

### HIGH-LEVEL OPTION TERMINOLOGY

- **Current Status:** This is the baseline, with road conditions as of February 2023, with some damage repaired following the 2022 storm event and the restriction of non-residents removed, except in Kenepuru.
- **Road Focus:** Most roads strengthened, with marine transport primarily for emergency responses.
- **Road Access:** Key roads strengthened, with marine available where needed as back up.
- **Balanced:** A mix of investment in road and marine transport.
- **Marine Access:** Essential roads repaired, and marine transport made more available and more resilient.
- **Marine Focus:** Roads repaired where affordable, but roads are mostly focused on providing access to marine transport as the primary transport mode/method for access into and out of the area.

Although options in different areas may have the same category title, such as road focus or marine access, the exact programmes vary based on the specific area's unique vulnerabilities and priorities – i.e. a road focus option for one area could look quite different to road focus in another area. The specifics for each area are on the following pages.

## Introduction

The Marlborough Sounds Future Access Study considered 28 options across the five storm-damaged areas of the Sounds. Five have been selected as the emerging preferred options and five as the hazard adaptation pathways. This “other options” booklet outlines the other 18 options.

The study’s *engagement booklet* has details about the emerging preferred options, which for your reference are:

**Rai Valley to Te Aumiti / French Pass:** Road Access

**Te Hoiere / Pelorus:** Road Focus

**Queen Charlotte Drive:** Road Focus

**Kenepuru:** Balanced

**Te Whanganui / Port Underwood:** Road Access

Also in the *engagement booklet* are Council’s options for hazard adaptation pathways, which are:

**Rai Valley to Te Aumiti / French Pass:** Marine Access

**Te Hoiere / Pelorus:** Marine Access

**Queen Charlotte Drive:** Marine Access

**Kenepuru:** Marine Focus

**Te Whanganui / Port Underwood:** Marine Access

Please use both the *engagement booklet* and this booklet to inform your feedback in the survey about the options for the Sounds’ future transport network.

For more information about the study and the survey please visit: [www.marlborough.govt.nz/services/roads-and-transport/marlborough-sounds-future-access-study](http://www.marlborough.govt.nz/services/roads-and-transport/marlborough-sounds-future-access-study)

---

## Background

The significant storms that hit the top of the South Island in 2021 and 2022 created serious access challenges in the Sounds, the Awatere Valley, the Waihopai Valley and Northbank. Although road access for residents has been partially reinstated since August 2022, the network remains fragile and there are restrictions. Many Sounds roads were originally built as simple access tracks and not designed for today’s loads or damaging storms. The severe weather events of the last two years have left many people with limited or no access for prolonged periods.

The Marlborough Sounds Future Access Study project team has completed eight months of technical analysis. Their work also considered feedback from Marlborough Sounds’ landowners, homeowners and businesses collected earlier in the year.

Based on their analysis 28 options were developed and evaluated across the study areas.

Your views about all the options and pathways considered are very important to the study’s project team, Council and Waka Kotahi as recommendations and funding is decided for the future of the Sounds’ transport network.

Please provide your feedback on all the options and the rating impact by 5:00 pm 11 July 2023 in the online survey at [www.marlborough.govt.nz/services/roads-and-transport/marlborough-sounds-future-access-study](http://www.marlborough.govt.nz/services/roads-and-transport/marlborough-sounds-future-access-study)

If you need assistance with the survey please call Council on **03 520 7400** and someone will help you fill out the survey over the phone.

**Including Tennyson Inlet and Rangitoto ki te Tonga / d’Urville Island**

**Roads and restrictions**

Roads would remain as they are as of early 2023, with no vehicle restrictions, although Rai Valley to Elaine Bay and Croisilles-French Pass Road between the Port Ligar turn off and Te Aumiti / French Pass would have multiple one-lane sections under traffic management.

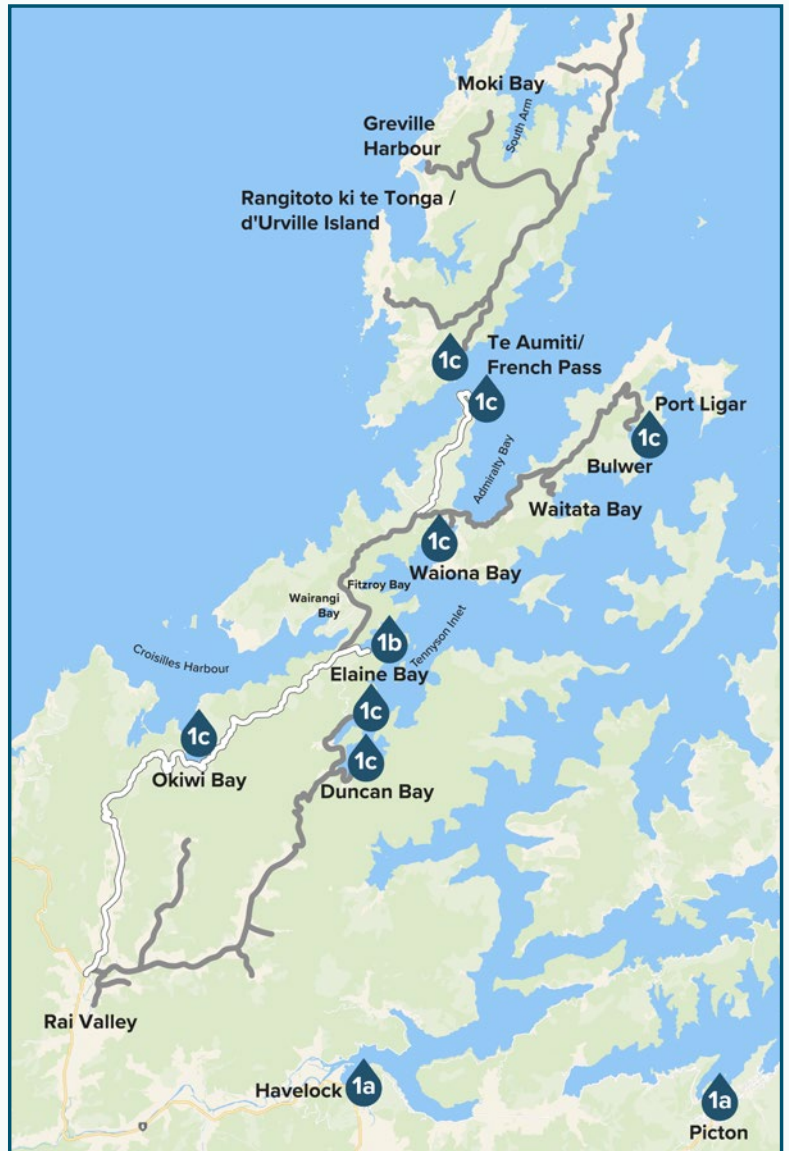
The level of service would be expected to deteriorate over time.

**Marine**

There would be no investment in marine alternatives.

**Indicative high-level cost estimate**

\$4 million



**Roading Approach Key**

| Key | Vehicle Restrictions               | Lane Width   |
|-----|------------------------------------|--|
|     | No restrictions                    | Multiple one-lane sections with traffic management       |
|     | No vehicles over 12.6-metre length | Multiple one-lane sections with traffic management       |
|     | No restrictions                    | No or isolated one-lane sections with traffic management |

**Marine Key**

**Maintain & protect existing marine hubs**

- Primary Marine Hub
- Arterial Marine Hub
- Local Marine Hub

**Including Tennyson Inlet and Rangitoto ki te Tonga / d'Urville Island**

**Roads and restrictions**

The route from Rai Valley to Elaine Bay would be strengthened. Remaining roads would receive targeted improvements. Some sections of road may have an increasing number of one-lane sections and may have vehicle restrictions.

**Marine**

The marine facilities at Elaine Bay (arterial hub) would be protected and upgraded for all users. There would be no change to existing marine service.

**Indicative high-level cost estimate**

\$75 million



**Roading Approach Key**

- **Protect**  
*Build back stronger  
(No additional restrictions)*

---

- **Accommodate**  
*Build back with targeted improvements  
(No additional restrictions)*

---

- **Accommodate**  
*Build back with targeted improvements  
(Additional restrictions)*

**Marine Key**

- Maintain & protect existing marine hubs**
- 1a Primary Marine Hub
  - 1b Arterial Marine Hub
  - 1c Local Marine Hub
- 
- Protect & upgrade existing hubs (All users)**
- 3a Primary Marine Hub
  - 3b Arterial Marine Hub

**Including Tennyson Inlet and Rangitoto ki te Tonga / d’Urville Island**

**Roads and restrictions**

The route from Rai Valley to Te Aumiti / French Pass and Rai Valley to Tennyson Inlet would receive targeted improvements. For the routes from Elaine Bay to Te Aumiti / French Pass and Rai Valley to Tennyson Inlet there would be an increase in the number of one-lane sections and there may be vehicle length restrictions.

The road to Port Ligar and the roads on Rangitoto ki te Tonga / d’Urville Island would receive essential repairs only and would experience increasing one-lane sections and vehicle length restrictions.

**Marine**

There would be investment to protect and upgrade the marine facilities at Havelock and Picton (primary hubs), Elaine Bay (arterial hub), Duncan Bay, Tennyson Inlet, Cissy Bay, Port Ligar, Te Aumiti / French Pass, Rangitoto ki te Tonga / d’Urville Island, and Okiwi Bay (local hubs).

Passenger services from Havelock to the Outer Sounds would increase to three services per week.

A once-per-week scheduled freight service between Havelock and the Outer Sounds may be introduced. Routes, frequencies and subsidies would be subject to consultation.

**Indicative high-level cost estimate**

\$30 million



**Roading Approach Key**

- **Accommodate**  
Build back with targeted improvements  
(No additional restrictions)

---

- **Accommodate**  
Build back with targeted improvements  
(Additional restrictions)

---

- **Accommodate/retreat**  
Build back with essential repairs only

**Marine Key**

**Protect & upgrade existing hubs (All users)**

- **3a** Primary Marine Hub
- **3b** Arterial Marine Hub
- **3c** Local Marine Hub

**Including Tennyson Inlet and Rangitoto ki te Tonga / d’Urville Island**

**Roads and restrictions**

The road from Rai Valley to Okiwi Bay would receive targeted improvements, although there may be an increase in the number of one-lane sections.

The route from Okiwi Bay to Elaine Bay and Rai Valley to Tollgate Bridge would receive essential repairs only.

There would be an increase in the number of one-lane sections and possible vehicle length restrictions.

All other roads would only be repaired so that access to marine hubs is provided.

**Marine**

A new arterial marine hub and access road would be established near Wairangi Bay as an alternative access into the Sounds.

There would be investment to protect and upgrade the marine facilities at Havelock and Picton (primary hubs), Elaine Bay (arterial hub), Duncan Bay, Tennyson Inlet, Cissy Bay, Port Ligar, Te Aumiti / French Pass, Rangitoto ki te Tonga / d’Urville Island, and Okiwi Bay (local hubs). Other local marine hubs would be established as required.

Passenger services from Havelock to the Outer Sounds would increase to twice daily.

Daily freight services between Elaine Bay and Havelock, and Wairangi Bay and Nelson would be introduced.

Routes, frequencies and subsidies would be subject to consultation.

**Indicative high-level cost estimate**

\$20 million



**Roading Approach Key**

- **Accommodate**  
*Build back with targeted improvements (Additional restrictions)*

---

- **Accommodate/retreat**  
*Build back with essential repairs only*

---

- **Retreat others**  
*Build back roads that provide marine hub access*

**Marine Key**

**Protect & upgrade existing hubs (All users)**

- 3a Primary Marine Hub
- 3b Arterial Marine Hub
- 3c Local Marine Hub\*

**New infrastructure or upgrade of level (All users)**

- 4b Arterial Marine Hub

\*A selection of Local Marine Hubs are indicatively shown, whilst other locations will need to be added if an event severely compromised road connections. Locations to be determined by consultation.



**Including Kaiuma Bay Road**

**Roads and restrictions**

Roads would remain as they are as of early 2023, with no vehicle restrictions and no/limited one-lane sections under traffic management, as they are currently. The level of service would be expected to deteriorate over time.

**Marine**

There would be no investment in marine alternatives.

**Indicative high-level cost estimate**

\$1 million

**Roding Approach Key**

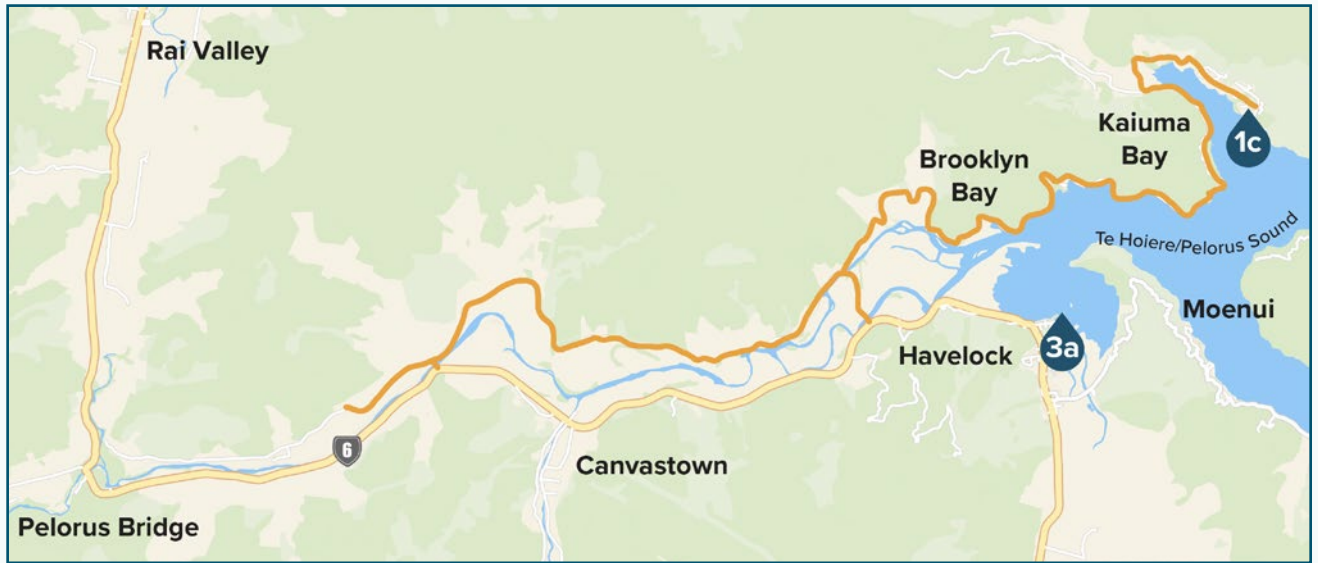
| Key | Vehicle Restrictions               | Lane Width   |
|-----|------------------------------------|--|
|     | No restrictions                    | Multiple one-lane sections with traffic management       |
|     | No vehicles over 12.6-metre length | Multiple one-lane sections with traffic management       |
|     | No restrictions                    | No or isolated one-lane sections with traffic management |

**Marine Key**

**Maintain & protect existing marine hubs**

- Primary Marine Hub
- Local Marine Hub





**Including Kaiuma Bay Road**

**Roads and restrictions**

The route would receive targeted improvements and there may be increased one-lane sections along the road. The section between Brooklyn Bay and Kaiuma Bay may have vehicle weight and length restrictions.

**Marine**

There would be investment to protect and upgrade the marine facilities at Havelock and Picton (primary hubs). There would be no change to existing marine services.

**Indicative high-level cost estimate**

\$4 million

**Roading Approach Key**

**Accommodate**  
Build back with targeted improvements  
(Additional restrictions)

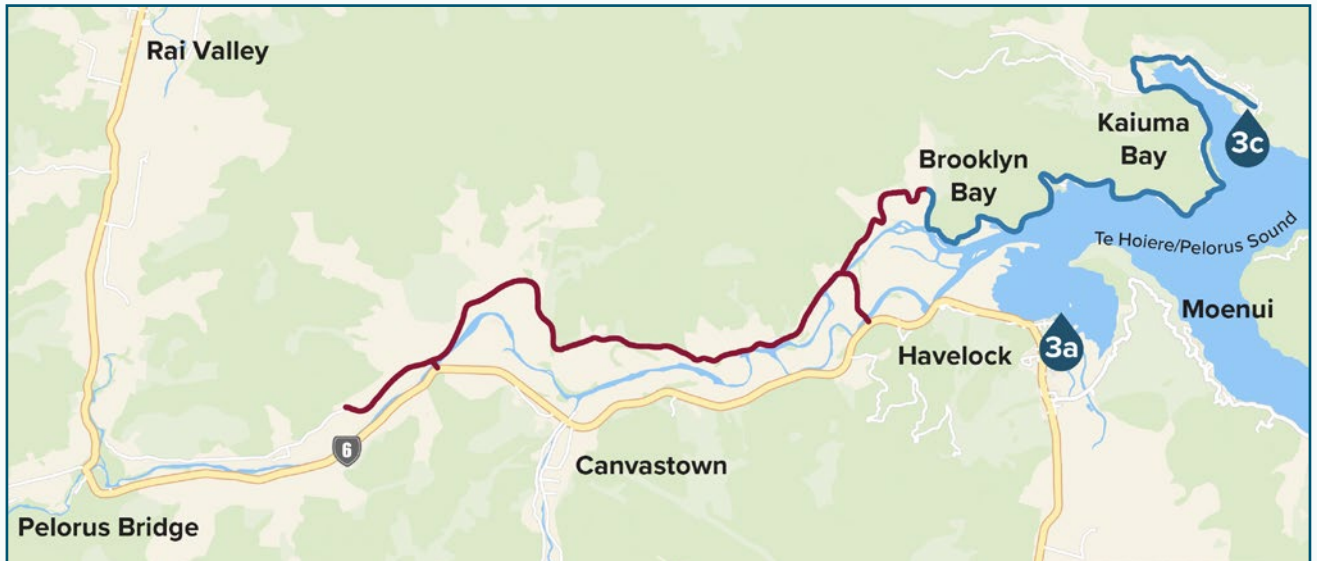
**Marine Key**

**Maintain & protect existing marine hubs**

**1c** Local Marine Hub

**Protect & upgrade existing hubs (All users)**

**3a** Primary Marine Hub



**Including Kaiuma Bay Road**

**Roads and restrictions**

Only essential repairs would be completed between Daltons Road and Brooklyn Bay.

While this may mean an increase in one-lane sections, it is not expected to result in additional vehicle restrictions. The road between Brooklyn Bay and Kaiuma Bay would only be repaired to ensure people have access to a marine hub.

**Marine**

There would be investment to protect and upgrade the marine facilities at Havelock and Picton (primary hubs), and Kaiuma (local hub).

Other local hubs may be established as needed. There would be no planned changes to existing marine services, subject to consultation.

**Indicative high-level cost estimate**

\$2 million

**Roading Approach Key**

- **Accommodate/retreat**  
*Build back with essential repairs only*

---

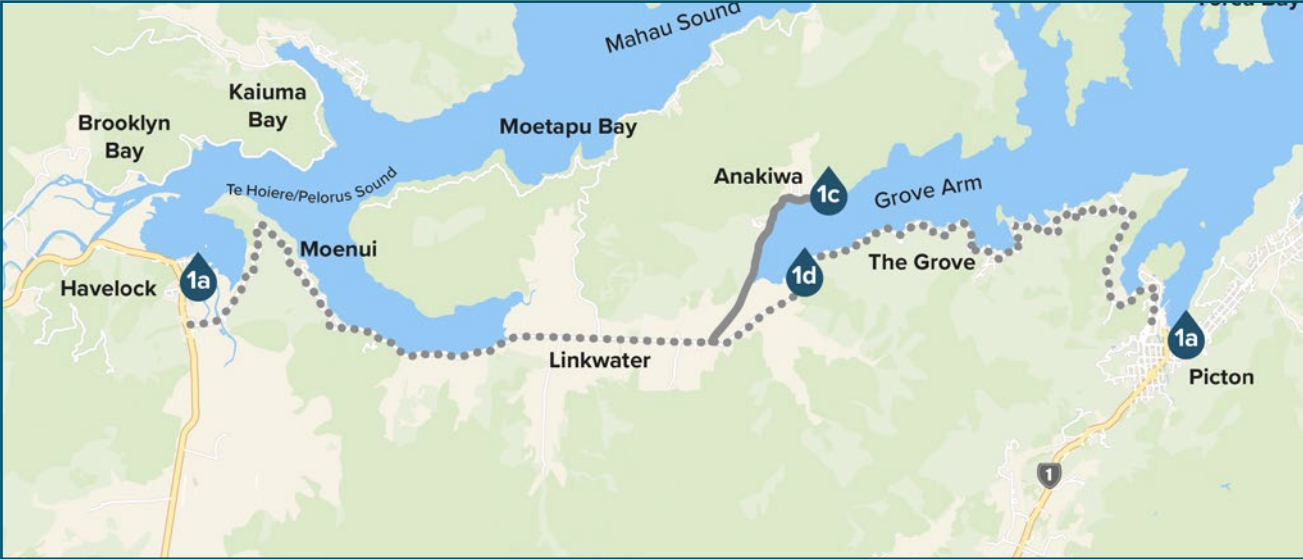
- **Retreat others**  
*Build back roads that provide marine hub access*

**Marine Key**

**Protect & upgrade existing hubs (All users)**

- 3a Primary Marine Hub
- 3c Local Marine Hub\*

\*A selection of Local Marine Hubs are indicatively shown, whilst other locations will need to be added if an event severely compromised road connections. Locations to be determined by consultation.



**Roads and restrictions**

Roads would remain as they are as of early 2023, with multiple one-lane sections along the length of the road between Havelock and Picton, and vehicles restricted to those under 12.6 metres in length, as they are currently. Permits could be issued for longer vehicles. There would be no restrictions on Anakiwa Road, except for a weight limit of 3 tonnes beyond the Tirimoana Jetty.

The level of service would be expected to deteriorate over time.

**Marine**

There would be no investment in marine alternatives.

**Indicative high-level cost estimate**




\$2 million

**Roading Approach Key**

| Key   | Vehicle Restrictions               | Lane Width   |
|-------|------------------------------------|--|
| ===== | No restrictions                    | Multiple one-lane sections with traffic management       |
| ..... | No vehicles over 12.6-metre length | Multiple one-lane sections with traffic management       |
| ————— | No restrictions                    | No or isolated one-lane sections with traffic management |

**Marine Key**

Maintain & protect existing marine hubs

- 
  
1a Primary Marine Hub
- 
  
1c Local Marine Hub
- 
  
1d Emergency Ramp



**Roads and restrictions**

The route from Havelock to Picton would be strengthened, although the section between Linkwater and Picton may be subject to additional vehicle weight restrictions. The 12.6-metre length restriction between Linkwater and Picton from pre-2021 would remain. Anakiwa Road would receive targeted improvements, although there may be length restrictions on vehicles.

**Marine**

There would be no change to existing marine services. There would be investment to protect and upgrade the marine facilities at Havelock and Picton (primary hubs).

**Indicative high-level cost estimate**

\$15 million

**Roading Approach Key**

- **Protect**  
Build back stronger  
(No additional restrictions)

---

- **Protect**  
Build back stronger  
(Additional restrictions)

---

- **Accommodate**  
Build back with targeted  
improvements  
(Additional restrictions)

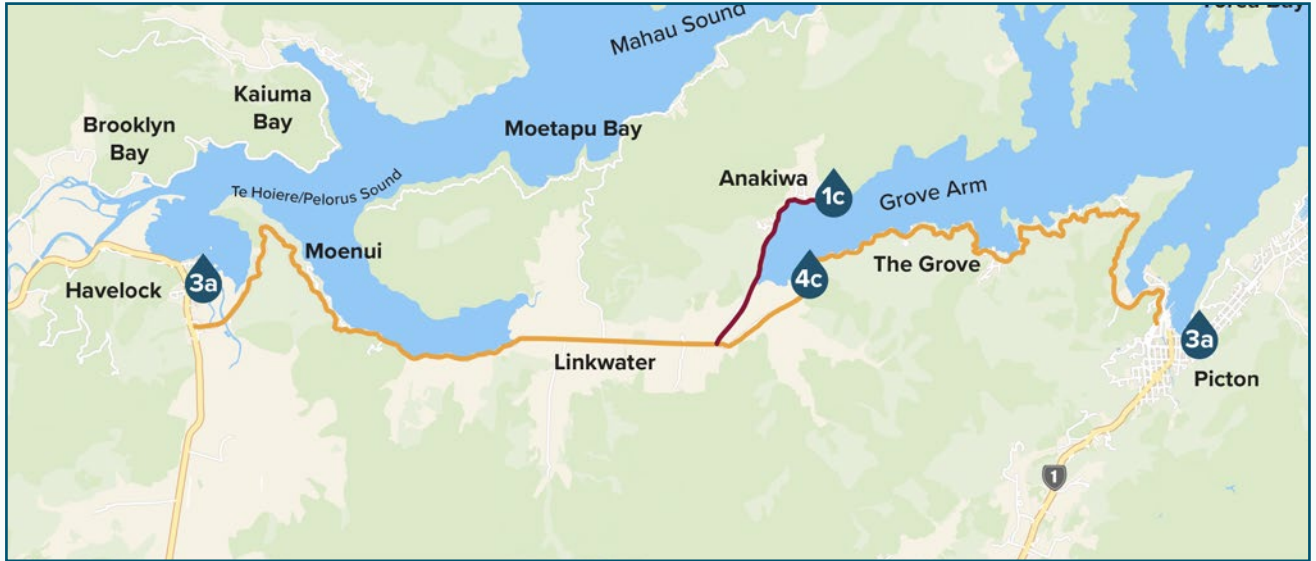
**Marine Key**

**Maintain & protect existing marine hubs**

- 1c Local Marine Hub
- 1d Emergency Ramp

**Protect & upgrade existing hubs (All users)**

- 3a Primary Marine Hub



**Roads and restrictions**

The route from Havelock to Picton would receive targeted improvements. The section from Havelock to Linkwater may have length restrictions, and the section between Linkwater and Picton may have additional vehicle weight restrictions. The 12.6-metre length restriction between Linkwater and Picton from pre-2021 would remain. Anakiwa Road would receive essential repairs only, and there may be length restrictions on vehicles.

**Marine**

There would be no change to existing marine services. There would be investment to protect and upgrade the marine facilities at Havelock and Picton (primary hubs), and a new local hub developed at The Grove.

**Indicative high-level cost estimate**  
\$10 million

**Roading Approach Key**

- **Accommodate**  
Build back with targeted improvements  
(Additional restrictions)
- **Accommodate/retreat**  
Build back with essential repairs only

**Marine Key**

**Maintain & protect existing marine hubs**

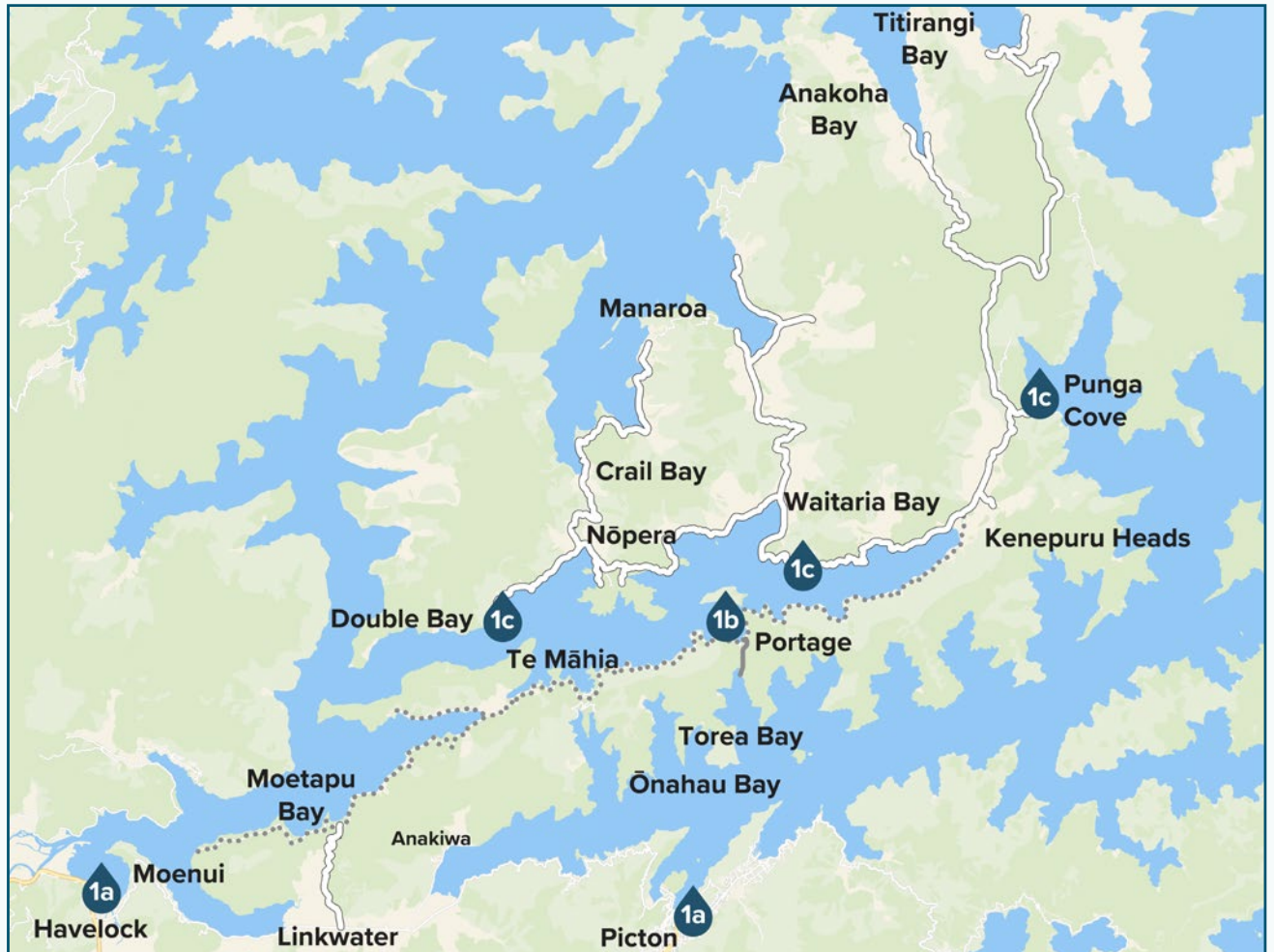


**Protect & upgrade existing hubs (All users)**



**New infrastructure or upgrade of level (All users)**





**Roads and restrictions**

Roads would remain as they are as of early 2023, with multiple one-lane sections under traffic management on all roads in Kenepuru, and access restricted to residents only. Kenepuru Road between Moetaapu Bay Road and the Heads would be restricted to vehicles under 8 metres in length, as they currently are.

The level of service would be expected to deteriorate over time.

**Marine**

There would be no investment in marine alternatives.

**Indicative high-level cost estimate**

\$10 million

**Roading Approach Key**

| Key | Vehicle Restrictions       | Lane Width   |
|-----|----------------------------|--|
|     | No restrictions            | Multiple one-lane sections with traffic management       |
|     | No vehicles over 8m length | Multiple one-lane sections with traffic management       |
|     | No restrictions            | No or isolated one-lane sections with traffic management |

**Marine Key**

**Maintain & protect existing marine hubs**

- Primary Marine Hub
- Arterial Marine Hub
- Local Marine Hub



**Roads and restrictions**

The road between Torea and Portage would be strengthened. All other roads would receive targeted improvements.

**Marine**

There would be investment to protect and upgrade the marine facilities at Havelock and Picton (primary

hubs), and a new arterial hub would be developed near Goulter Bay.

There would be no change to existing marine services.

**Indicative high-level cost estimate**

\$150 million

**Roading Approach Key**

- **Protect**  
Build back stronger  
(No additional restrictions)
- **Accommodate**  
Build back with targeted improvements  
(No additional restrictions)

**Marine Key**

**Maintain & protect existing marine hubs**

- 1b Arterial Marine Hub
- 1c Local Marine Hub

**Protect & upgrade existing hubs (All users)**

- 3a Primary Marine Hub

**New infrastructure or upgrade of level (All users)**

- 4b Arterial Marine Hub

**Roads and restrictions**

The road between Torea and Portage would be strengthened. All other roads would receive targeted improvements, although there may be an increase in the number of one-lane sections. On Kenepuru Road between Moetapu Bay Road and the Heads, and on Moetapu Bay Road, there would be potential for length restrictions to 12.6 metres, and weight restrictions to under Class 1 in the long-term.

**Marine**

There would be no change to existing marine services. There would be investment to protect and upgrade the marine facilities at Havelock and Picton (primary hubs), and Torea and Portage (arterial hubs). A new arterial hub would be developed near Goulter Bay.

**Indicative high-level cost estimate**

\$80 million



**Roading Approach Key**

- **Protect**  
Build back stronger  
(No additional restrictions)

---

- **Accommodate**  
Build back with targeted improvements  
(Additional restrictions)

**Marine Key**

**Maintain & protect existing marine hubs**



**Protect & upgrade existing hubs (All users)**



**New infrastructure or upgrade of level (All users)**





**Roads and restrictions**

The road between Torea and Portage would be strengthened. Kenepuru Road between the Heads and Raetihi would receive targeted improvements although there may be an increase in the number of one-lane sections and vehicle length restrictions may be implemented.

The side roads north of the Heads would receive essential repairs only and there may be vehicle length restrictions.

Kenepuru Road between Moetapu Bay Road and the Heads, and Moetapu Bay Road would only receive repairs that ensure access to marine hubs.

**Marine**

There would be investment to protect and upgrade the marine facilities at Havelock and Picton (primary hubs), Torea and Portage (arterial hubs), and Double Bay, Fish Bay and Punga Cove (local hubs).

A new arterial hub would be developed near Goulter Bay. Other local hubs may be established as needed. Passenger services between Havelock and Kenepuru



Sound would be increased to daily, and passenger services in the Queen Charlotte Sound would be as existing. Freight services between Picton and Torea, and Havelock and Kenepuru would be increased to three to four

times per week. Routes, frequencies and subsidies would be subject to consultation.

**Indicative high-level cost estimate**  
\$50 million

**Roading Approach Key**

- **Protect**  
*Build back stronger  
(No additional restrictions)*

---

- **Accommodate**  
*Build back with targeted improvements  
(Additional restrictions)*

---

- **Accommodate/retreat**  
*Build back with essential repairs only*

---

- **Retreat others**  
*Build back roads that provide marine hub access*

**Marine Key**

- Maintain & protect existing marine hubs**  
1c Local Marine Hub

---

- Protect & upgrade existing hubs (Passengers only)**  
2c Local Marine Hub

---

- Protect & upgrade existing hubs (All users)**  
3a Primary Marine Hub    3b Arterial Marine Hub    3c Local Marine Hub

---

- New infrastructure or upgrade of level (All users)**  
4b Arterial Marine Hub

**Roads and restrictions**

Roads would remain as they are as of early 2023, with multiple one-lane sections on the roads in Te Whanganui / Port Underwood, but no vehicle restrictions.

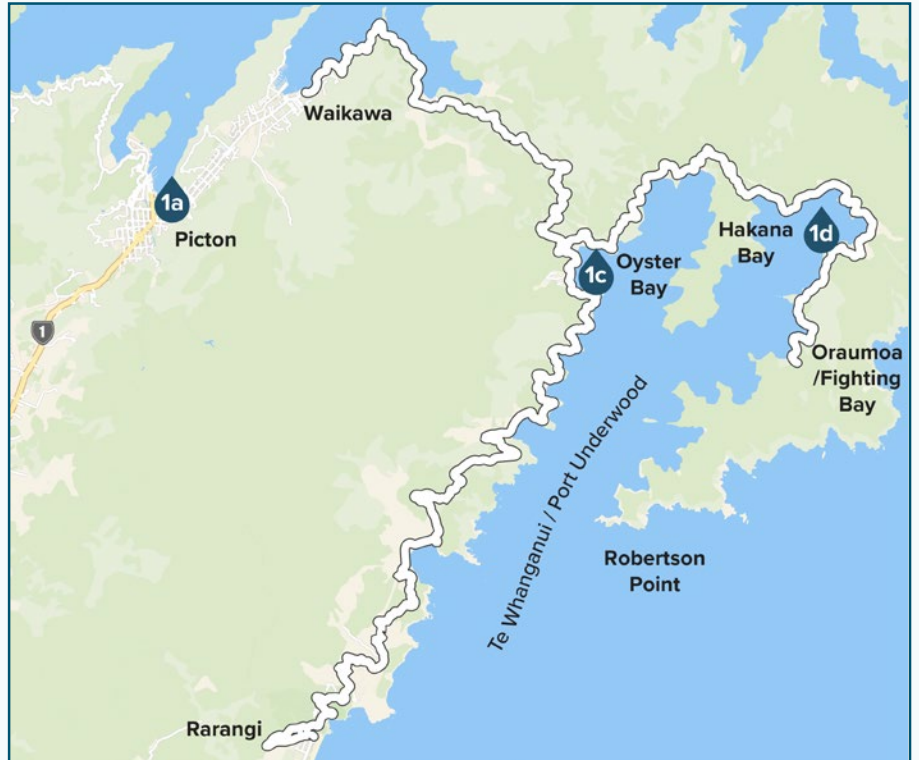
The level of service would be expected to deteriorate over time.

**Marine**

There would be no investment in marine alternatives.

**Indicative high-level cost estimate**

\$3 million



**Roading Approach Key**

| Key | Vehicle Restrictions               | Lane Width   |
|-----|------------------------------------|--|
|     | No restrictions                    | Multiple one-lane sections with traffic management       |
|     | No vehicles over 12.6-metre length | Multiple one-lane sections with traffic management       |
|     | No restrictions                    | No or isolated one-lane sections with traffic management |

**Marine Key**

**Maintain & protect existing marine hubs**

Primary Marine Hub     
 Local Marine Hub     
 Emergency Ramp

**Roads and restrictions**

Te Whanganui / Port Underwood Road between Waikawa and Oyster Bay would be strengthened.

All other roads would receive targeted improvements, but Tumbledown Bay Road between Oyster Bay and the Oraumoa / Fighting Bay entrance may have length restrictions.

**Marine**

There would be no change to existing marine services. There would be investment to protect and upgrade the marine facilities at Havelock and Picton (primary hubs).

**Indicative high-level cost estimate**

\$40 million



**Roading Approach Key**

- **Protect**  
Build back stronger  
(No additional restrictions)

---

- **Protect**  
Build back stronger  
(Additional restrictions)

**Marine Key**

**Maintain & protect existing marine hubs**

- **1c** Local Marine Hub
- **1d** Emergency Ramp

**Protect & upgrade existing hubs (All users)**

- **3a** Primary Marine Hub

**Roads and restrictions**

Te Whanganui / Port Underwood Road between Waikawa and Oyster Bay would be strengthened.

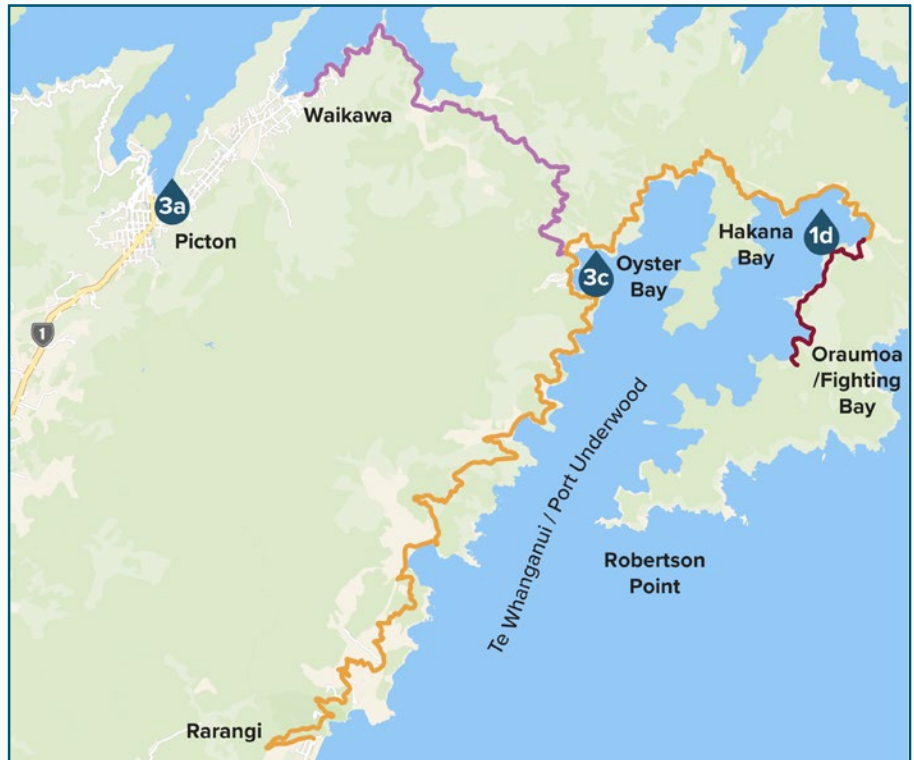
Te Whanganui / Port Underwood Road between Oyster Bay and Rarangi, and Tumbledown Bay Road between Oyster Bay and the Oraumoa / Fighting Bay entrance would also receive targeted improvements, but would have increasing one-lane sections and may experience vehicle length restrictions. Tumbledown Bay Road between the Oraumoa / Fighting Bay entrance and the road end would receive essential repairs only.

**Marine**

There would be no change to existing marine services. There would be investment to protect and upgrade the marine facilities at Havelock and Picton (primary hubs) and the Oyster Bay local hub.

**Indicative high-level cost estimate**

\$15 million



**Roading Approach Key**

- **Accommodate**  
*Build back with targeted improvements (No additional restrictions)*

---

- **Accommodate**  
*Build back with targeted improvements (Additional restrictions)*

---

- **Accommodate/retreat**  
*Build back with essential repairs only*

**Marine Key**

- Maintain & protect existing marine hubs**
- 1d Emergency Ramp
  
- Protect & upgrade existing hubs (All users)**
- 3a Primary Marine Hub
- 3c Local Marine Hu

**Roads and restrictions**

Te Whanganui / Port Underwood Road between Waikawa and Oyster Bay would receive targeted improvements.

Te Whanganui / Port Underwood Road between Oyster Bay and Rarangi, and Tumbledown Bay Road between Oyster Bay and the Oraumoa / Fighting Bay entrance would receive essential repairs only, and may experience vehicle length restrictions.

Tumbledown Bay Road between the Oraumoa / Fighting Bay entrance and the road end would receive essential repairs only.

**Marine**

There would be no planned change to existing marine services. There would be investment to protect and upgrade the marine facilities at Havelock and Picton (primary hubs) and the Oyster Bay local hub. A new local hub may be developed near Hakana Bay.

**Indicative high-level cost estimate**

\$7 million



**Roading Approach Key**

- **Accomodate**  
*Build back with targeted improvements (No additional restrictions)*
- **Accomodate/retreat**  
*Build back with essential repairs only*
- **Retreat others**  
*Build back roads that provide marine hub access*

**Marine Key**

- Protect & upgrade existing hubs (All users)**
  - **3a** Primary Marine Hub
  - **3c** Local Marine Hub\*
- New infrastructure or upgrade of level (All users)**
  - **4c** Local Marine Hub\*

\*A selection of Local Marine Hubs are indicatively shown, whilst other locations will need to be added if an event severely compromised road connections. Locations to be determined by consultation.

## Additional vehicle restrictions

Additional vehicle restrictions refer to additional length or weight restrictions for vehicles from a pre-2021 event baseline. More detailed information is provided below.

### Weight

- Weight restrictions are based on vehicle class:
  - » Class 1: 44 tonnes across eight axles
  - » 50 Max: 50 tonnes across nine axles
  - » HPMV: greater than 50 tonnes across 9 – 10 axles
- A light vehicle is typically around 3 tonnes.
- There are no restrictions on 4 x 4 vehicles, they are allowed.
- Pre-2021, most roads in the Sounds allowed 50 Max vehicles, although some were restricted to Class 1.
- HPMV vehicles are generally restricted to State Highways and specific routes determined by Council.
- Class 1, 50 Max, and HPMV vehicles can look very similar.

### Length

- The proposed length restrictions are generally:
  - » 22 metres (max length allowed on any road in New Zealand)
  - » 12.6 metres (most utes and boat trailers, buses, but not truck and trailers)
  - » There may be a permit system put in place to allow overlength vehicles through with a permit. However, this would be assessed on a trip-by-trip basis.
- Geometric designs are typically completed using a 17.9-metre semi-trailer as the 'design vehicle' as it has the worst tracking. So, if that vehicle cannot make the corner without leaving its lane, length restrictions will be considered.
- In some areas, a pilot vehicle could be considered.



## Marine infrastructure descriptions

### Emergency Ramp

- Made from well-graded gravel
- Potentially lined with rock riprap on both sides
- Likely to be 20–30 metres from shoreline
- About 4-metres wide with sloped sides
- Fish Bay ramp is an example

### Local Marine Hub

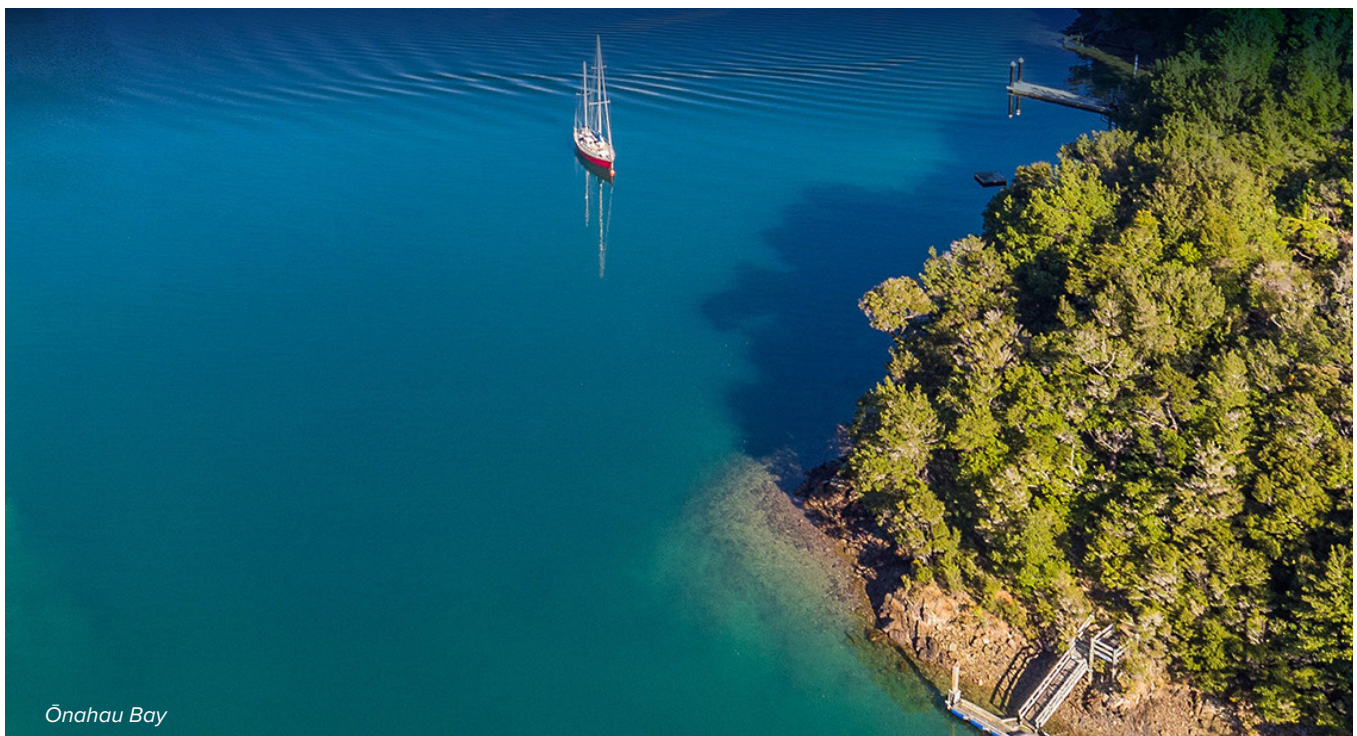
- Jetty with floating component
- Likely to be 20–30 metres from shoreline
- Concrete launching ramp (~4-metres wide)
- Potentially some localised dredging
- Parking for approximately six cars
- Bus shelter type structure
- Lighting
- Approximately six moorings
- Waihinau (Bulwer) Bay is an example

### Arterial Marine Hub


- Jetty with floating component
- Likely to be 20–30 metres from shoreline
- Concrete launching ramp (~4-metres wide), potentially on reclaimed land
- Likely to require some localised dredging
- Parking for up to 12 cars
- Potentially small marina or up to 12 moorings
- Tennis court-sized area for freight laydown
- Terminal structure, including passenger waiting area, dry storage facility, toilets, etc. (around size of community hall)
- Lighting
- Livestock yard within a certain distance if required
- Portage is an example

### Primary Marine Hub


- Picton and Havelock – protected and upgraded for all users




## Roading approach key

 **Protect**  
*Build back stronger  
(No additional restrictions)*


---

 **Protect**  
*Build back stronger  
(Additional restrictions)*


---

 **Accommodate**  
*Build back with targeted  
improvements  
(No additional restrictions)*


---

 **Accommodate**  
*Build back with targeted  
improvements  
(Additional restrictions)*

---

 **Accommodate/retreat**  
*Build back with  
essential repairs only*

---

 **Retreat others**  
*Build back roads that provide  
marine hub access*



## Marine Key

### Maintain & protect existing marine hubs



### Protect & upgrade existing hubs (Passengers only)



### Protect & upgrade existing hubs (All users)



### New infrastructure or upgrade of level (All users)







**Have your say  
by 5pm, 11 July.**

**Marlborough Sounds Future Access Study contact details:**



Webpage: [marlborough.govt.nz/services/roads-and-transport/marlborough-sounds-future-access-study](https://marlborough.govt.nz/services/roads-and-transport/marlborough-sounds-future-access-study)



Email: [soundsfutureaccess@marlborough.govt.nz](mailto:soundsfutureaccess@marlborough.govt.nz)



Council phone: **03 520 7400**



**MARLBOROUGH  
DISTRICT COUNCIL**



**Stantec**