

Marlborough Sounds Future Access Study

FAQs – July 2023

- **What is the overall emerging preferred option strategy?**
 - The Business Case being done by Stantec outlines the strategic approach as:
 1. Repair damaged roads.
 2. Improve resilience where affordable and there is benefit in doing so.
 3. Protect alternative access where this is needed for future road outages.

- **What does essential repairs mean?**
 - It means repair of damage that impacts the carriageway.
 - If the carriageway is not impacted by a fault (i.e., road shoulder damage) then repair might not be needed.
 - For essential repairs the strategy is generally to make repairs. This may involve retreating the road away from the hazard or making the road narrower where this can be done safely to reduce cost and improve resilience where feasible. In some instances, essential repairs may still include structural repairs such as retaining walls.
 - Essential repairs may result in the carriageways being reinstated in gravel (if currently sealed).

- **Will we repair the roads again if there is another damaging event?**
 - The proposal is to repair the roads following the recent events, and the intention is then to continue to repair the road for future events.
 - Future repairs will depend upon the nature of the event (scale and impact on the network). If there is a large damaging event, it may be that we will need to adapt access more towards the hazard adaptation pathway. This can only be decided at the time dependent on the impacts of those future events.
 - Where we can build in resilience cost effectively, the proposal is to do this so future similar events are less damaging to the network and the community can recover faster.

- **What does targeted improvements mean?**
 - Improvements are focused on improving resilience of the transport system.
 - Targeted improvements are targeting investment in improvements where there is a good return on investment in doing so. For example, if there is a large global instability issue, a small, localised improvement is unlikely to improve the resilience of that area.
 - However, if a localised stormwater improvement is expected to be effective in reducing the risk of future events damaging, and it is affordable, then this is

expected to be included in an ongoing improvements programme. This may include works such as a new culvert or improved culvert inlet and outlet structures, or roadside drains/drainage.

- **What does balanced approach mean?**
 - Some areas are extremely vulnerable to future storm and earthquake events, and it is difficult to minimise the risks of damage from those events in those areas.
 - As a result, the balanced strategy acknowledges the challenges of being able to improve the resilience of the current road-based access and looks to strengthen the alternative routes alongside making essential repairs to roads. Because of the geography of the Sounds, water transport is the primary alternative route available for most areas. Therefore, the balanced approach typically has more of a focus on improving the 'on-land' marine access infrastructure alongside road repairs.

- **What about a toll road?**
 - Toll roads are only allowed where there is a viable alternative – this is not an option for the Sounds as there is no viable alternative. Council doesn't have the power to do this, but central Government does.

- **When there is length restriction on vehicles does that mean no access for stock trucks or other longer trucks?**
 - In any instance where we say there may be length restrictions, most vehicles longer than the length restrictions would be able to get through but are not able to remain in their own lane, there is also going to be more single lane sections. It is likely they will require a pilot vehicle. There is also likely to be weight restrictions on some sections of road.

- **Would a fire engine be able to access properties on Moetapu Bay road if the road is not replaced?**
 - The strategy is to repair the road. All essential services will have access in this case.
 - If the hazard adaptation pathway is implemented this will likely be as a result of a significant event and an extended period without full road access should be expected. This will need to be worked through as part of the hazard adaptation pathway planning. The current proposal is the reinstatement of roads, improved risk mitigation and response planning.
 - FENZ has confirmed that trucks from Linkwater, Havelock and Canvastown would and are able to respond to structure fires on Moetapu Bay Road as it currently stands. If for any reason road access is not an option, FENZ would take a two-pronged approach:

1. They would initially deploy a helicopter with a monsoon bucket straight away (and as they've done successfully in the past), probably from Omaka.
 2. FENZ also has an agreement with boat operators in both Havelock and Picton to deploy their fire crews by sea so these folk would arrive to support their aerial assets.
- So, residents can have some confidence that FENZ have some pre-plans in place for such an eventuality.