



Will be considered for release with redactions

MINO-895 Marlborough Future Access Study update

22 September 2023

Provide an update on the Marlborough Future Access Study

Waka Kotahi NZ Transport Agency's response:

Flooding events in the Marlborough region in winter 2021 and winter 2022 have had a significant impact on the roading network. The severe weather damage to the region has at times forced the closure of State Highway 6 (SH6), the main transport link between Nelson and Marlborough, as well as the closure of many other roads in the region, major slips, river scour, significant washouts and significant pavement damage.

Following the 2021 storm event, we established a dedicated team, the Marlborough Roads Recovery Team (MRRT) to manage the recovery and reinstatement of the local roads damaged in that event.

Work under the MRRT was scheduled to be completed by mid-2023, with the majority of the remaining work focused on the complex repair sites on Kenepuru Drive, however the August 2022 event occurred midway through the recovery programme, with half the remaining funding to be diverted from recovery, towards more urgent response activities. Waka Kotahi advised Marlborough District Council (MDC) that part of the funding should be used to consider the future of roading in the Marlborough Sounds, as the maintenance spend in the sounds area is significantly higher than the rest of Marlborough, and with an increase in severe weather events, some parts of the network could become unaffordable to continue to manage and maintain.

While approximately 400km of local road has been impacted there were an estimated 3500 faults identified (double the 2021 event). It has become clear that a substantial amount of work is needed to ensure that roads in the region are safe for use. SH6 was closed for six weeks in November and December 2022, opening on 20 December 2022. This was again apparent in early May 2023, despite the amount of resilience work already undertaken in the area, flooding again closed SH6 between Havelock and Rai Valley.

As a result of the second event MDC embarked on the study to support the case for funding safe and resilient long-term access solutions for the Sounds.

The Programme Business Case is now complete and proposes a preferred option for each of five areas in the Sounds:

- Road Focus – highest roading level of service, with very limited marine improvements.
- Road Access – slightly lower roading level of service, with limited marine improvements
- Balanced – reduced roading level of service with some targeted marine improvements.
- Marine Access – lower roading level of service, with an increase in the marine level of service.
- Marine Focus – the lowest roading level of service (with still mostly full access) and increased marine improvements and level of service.
- **Note: All options will provide an overall lower level of service in specific areas than before the 2021 storm event, however, will also include improvements to make network more resilient.**



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The Preferred option for each area is:

- Rai Valley to French Pass, including Tennyson Inlet and D'Urville Island – Road Access
- Pelorus including Kaiuma Bay Road – Road Focus
- Kenepuru Road and the outer Sounds - Balanced
- Queen Charlotte Drive – Road Focus and Road Access
- Port Underwood – Road Access.

Map of the study area

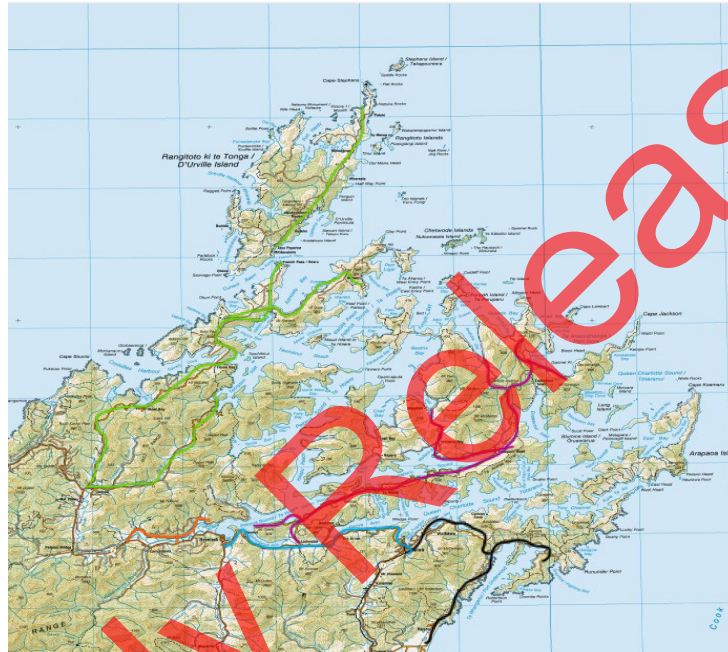
Black – Port Underwood

Blue – Queen Charlotte Drive

Purple – Kenepuru

Orange – Pelorus

Green – French Pass



Whilst there was a discussion of retreat early on during the process, the preferred option settled on a reduced level of service for the roading in some areas (more single land sections, and increased heavy vehicle restrictions), rather than retreating from the roads.

The Waka Kotahi Board approved the funding for phase two (Emergency Works of \$52M at 95% FAR) in May 2023. This is in addition to the \$64m at 95% allocated for the 2021 event. The Waka Kotahi Board has indicated that even though there has been 95% FAR for this project thus far, this does not set precedent to allocate 95% for the rest of the recovery programme identified through the PBC as the affordability of the recovery is challenging.

As part of the PBC, community engagement was held from 20 to 28 June 2023 where hundreds of people turned up at these sessions and wide support on the preferred option was evident. The community has good understanding on the vulnerability of the network which explains the positive support on the preferred option.

As part of the Programme Business Case, Waka Kotahi has advised MDC that at this stage there is no confirmed funding pathway for the remaining works and the financial case is key to unlocking funding from a variety of sources including the NLTF, and potentially other alternative funding sources. It is likely that MDC will seek support from MoF to provide some Crown money to fund some of the works emerging from the PBC.

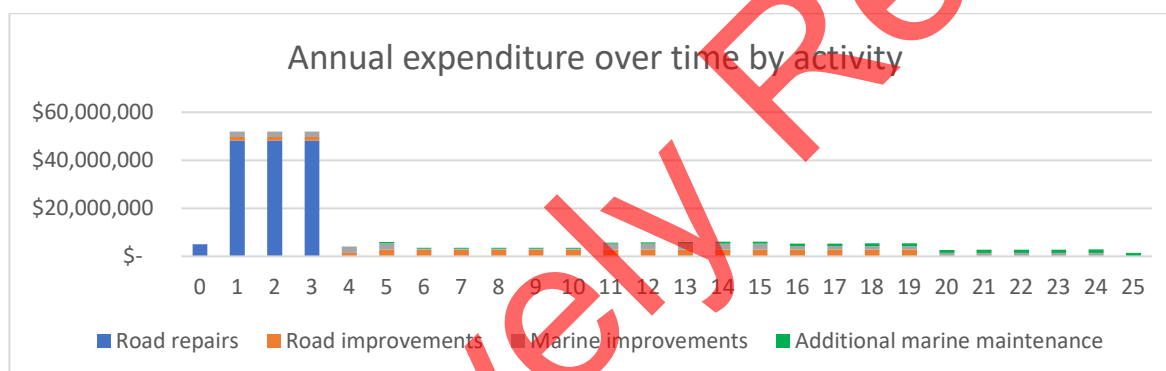
Waka Kotahi has maintained a good relationship with MDC, which allows them to work collaboratively and well in the recovery space.

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We understand that the MDC elected members have high buy-in to the business case process and therefore it is expected to be formally endorsed by MDC in early October.

The final Programme Business Case proposes \$237M of activity total, in addition to the \$64M and \$52M of Emergency Works, with repairs resulting in lower levels of service in some areas, higher in others to build resilience, and improvements to marine infrastructure. The proposed improvements aspect of the business case will begin with studies into the appropriate approaches to roading improvements, particularly based on resilience, and for the marine improvements.

	P50 estimate summary (includes contingencies)				Early estimate used for Engagement
	Repairs	Road improvements	Marine improvements	Total	
Sounds wide studies	\$ -	\$ 3,000,000	\$ 7,000,000	\$ 10,000,000	
French Pass	\$ 26,000,000	\$ 15,000,000	\$ 9,000,000	\$ 50,000,000	\$45M
Pelorus	\$ 2,000,000	\$ 3,000,000	\$ -	\$ 5,000,000	\$5M
Queen Charlotte	\$ 14,000,000	\$ 6,000,000	\$ 6,000,000	\$ 26,000,000	\$30M
Kenepuru	\$ 97,000,000	\$ 12,000,000	\$ 18,000,000	\$ 127,000,000	\$60M
Port Underwood	\$ 11,000,000	\$ 8,000,000	\$ -	\$ 19,000,000	\$20M
Total	\$ 150,000,000	\$ 48,000,000	\$ 40,000,000	\$ 237,000,000	\$160M



Following that the Waka Kotahi Board will consider endorsing the Programme Business Case in December 2023, and then the MDC will commence a Special Consultative Procedure to secure their local share – likely as part of their Long-Term Plan. The preferred option is likely to require a combined investment from MDC, Waka Kotahi and other Crown partners.

The scope of the works that would be required to be undertaken through the Local Road Maintenance Activity Class is likely to be close to the three-year allocation (as identified in Draft GPS-LT 24-34) for the whole country and is likely to cause pressure on affordability for the repairs, without considering the affordability of the local share, or improvements that are designed to increase the resilience of the roading network.

Marine has been identified as part of the emerging preferred option, however, Waka Kotahi is unable to indicate any funding assistance under the current investment signals, and there will need to be alternative funding investigations for improvements to Marine facilities, and the operation of Marine Services that have been identified to try and maintain transport level of service using methods other than roading.

Waka Kotahi will therefore continue to encourage an all-of-government conversation through the Governance Advisory Group. We understand that Marlborough District are likely to raise the funding options of the National Resilience Plan and the Climate Emergency Response Fund when meeting with you. Following this



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consideration, the Board will be able to consider funding the investment and the affordability of the MDC approved preferred option.

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