

Notes from a meeting held with KCSRA and Council on 12 October 2022 4.30pm – Kenepuru Road Recovery Matters post August 2022 Storm event.

Attendees

Council; Mark Wheeler (CEO), Dean Heiford and Marianne Atiken (CDEM Act Recovery Managers), Richard Coningham (MDC Assets and Services Manager), **Marlborough Roads/NZTA (MR):** Steve Murrin.

KCSRA - Andrew Caddie, Kevin Bright and Stefan Schulz - virtually Alistair Cameron and Adrian Harvey

An agenda had been prepared and circulated by KCSRA earlier.

What follows is not necessarily in chronological order and is a summary of an intensive and wide ranging discussion.

KCSRA Road Recovery Objective.

KCSRA reiterated their objective for the recovery of the Kenepuru Road network:

“That the Kenepuru Road Network is open for resident light vehicles and trailers as soon as possible.”

KCSRA asked Council for an update as to progress in light of this objective.

Progress By Council

Terms of access: Council advised that signage would be put in place at the beginning of Kenepuru Road setting out the basis upon which road users could access the road past Moetapu Road to the Kenepuru Heads. Wording would cover: Emergency and residents vehicles only, 4WD vehicles only, that there were numerous hazards and risk issues for users especially at night, own risk and liability, that vehicles greater than a weight of 3.5 tonnes or a length of eight meters were **not permitted**.

Assessment and Recovery work Package: Council advised that the package of “immediate” work assessments, work priorities and allocation of available funding was still not completed. The target for that to be available was **Friday week 23 October**. Until that work was completed and available Council was unable to confirm just what funding (if any) might be immediately available to assist in the achievement of the KCSRA objective.

However indications from Council were that immediate work on Kenepuru Road might include clean up operations from Moetapu Bay Road to Mahau road turn off. The plight of trapped residents around Willow Bay area was noted. Mr Heiford expressed his appreciation of the efforts by MR to broker some relief for those residents. KCSRA noted

the urgent need to stop deterioration of the road around this area. Council /MR agreed this could be an outcome. Council noted here and elsewhere that, pending the finalization of the assessment and immediate recovery work package, everything was possible but not certain.

Estimated spend required for a rapid clean up: MR advised that their preliminary view was that the KCSRA objective would require expenditure of up to **Five (5) million dollars**. In response to KCSERA questions as to how this figure was arrived at and its breakdown **no detail was forthcoming** pending the finalization of the package to be released Friday week.

Council reiterated the recommendations by Council staff as per Agenda Item 14 of the full meeting of the outgoing Council on 22 September as being the likely way forward. Council stressed the difficulty of committing to funding immediate work on Kenepuru Road given its unstable condition and low priority.

KCSRA urged faster immediate remedial action for Kenepuru Road and pointed to the July 2021 experience where areas such as the Water Tank slip had been left to deteriorate creating more significant problems later. MR debated this view.

MR debated the view of KCSRA that water tables and culverts had been left un-cleared after the first pass through. MR and Council noted the highly unstable and unstable nature of significant areas of Kenepuru Road complicated matters. MR contested the view of KCSRA as to too there being too many examples of poor organization; supervision and work methodology when remedial work was being carried out.

In terms of the Longer Term Recovery Work Plan work stream where K Road issues and priorities should be addressed Council advised that this Plan was being worked on at pace but still some way off.

Spoil Removal Issues

Lengthy and detailed discussion/debate took place around the KCSRA view that removal of over slip material was a vital part of maintaining the resilience and integrity of the road network.

Council stressed that the Compliance section of Council was ready and willing to prosecute other sections of Council if “*quick and dirty*” means of removal of over slip material were employed. Council noted the possibility of heavy fines and personal liability under the RMA should a prosecution action succeed.

MR confirmed it was most focused on ensuring that NZTA funded work met their detailed and strict standards as set out in NZTA manuals. Failure to comply would put on-going funding from NZTA risk. KCSRA expressed concern that standards appropriate for high traffic volume State Highways were being adopted for low volume rural roads.

New Spoil Dumping Sites: Following the combined field trip progress had been made as to the availability of the Sumbly site for spoil removal but MR advised that investigations were not complete. MR confirmed any assistance from KCSRA in sourcing possible sites would be appreciated.

DoC Land: Some discussion took place around the role/responsibility of DoC in this issue given the likelihood that a lot of the troublesome over slip material could come from DoC controlled land. Council advised that they were willing to engage with DoC on this issue but pointed to various DoC national guidelines and policies as likely to make that a **difficult conversation**. KCSRA indicated it would consider how it might assist Council with these discussions with DoC.

Agenda Item Five

This would be best addressed after Friday week when the package of work allocation was to be released.

Update Re Torea Bay Barge Ramp upgrade

Council advised that following discussion with all the relevant Barge operators' agreement had been reached that this barge ramp was of relatively low logistical importance. Further all the barge operators had confirmed that the site as is was in a quite adequate and manageable condition/layout for barge operators and the loading and unloading of vehicles. This was particularly so given the expected low volumes of road recovery traffic needing to use this site. That is there was lack of traffic/demand. Council advised that the budget previously allocated for the revamp would now be shifted to other barge sites in the Kenepuru eg Fish Bay and the barge site variously known as Raetihi/Pudney/Te Mara.

Remediation of Torea Bay Road Scouring

MR advised that they were hopeful remedial work on this issue might start later next week.

Fuel Deliveries – Heads Area

In response to KCSRA queries as to if MR would permit a much needed fuel delivery anytime soon, MR advised a decision and formal authorization to the fuel company to barge in a tanker would be made soonish. MR's preliminary view was that permission would be forthcoming.

Gravel Availability

MR advised that after further assessment following the Field trip MR was confident adequate supplies of crushed gravel and sources of additional gravel already existed in

the Heads region.. This meant discussion around Kenepuru River as a gravel source and resolving potential issues around access over private land was **no longer necessary**.

Public Meetings

In response to KCSRA questions Mr Heiford advised that the announcement of the closure of State Highway Six meant their new priority was to consult with those communities immediately impacted eg Rai Valley, Havelock. Council agreed there would be public meetings with the Kenepuru community once the allocation package etc was released.

In response to KCSRA questions as to the current MDC administrative structure Mr Wheeler noted that due to workloads this time around Council had decided Assets and Services (Richard) would provide greater support to Dean and Marianne. Further, Mark himself was taking a more active role. However this should not be seen as saying that the role of the Recovery managers was now restricted to welfare issues. Marianne noted they had also recruited a specialist emergency person as well to assist (Steve Parsons).

On Site Organization

In closing KCSRA reiterated their concerns around work site organization and inefficient methodology and work practices. This was particularly galling given the funding restrictions and the likely down grading of Kenepuru road as an immediate work recovery area. Alistair was particularly concerned as to who in the MDC/MR/JV structure actually set the daily /weekly operational and site work program in. Steve was to confirm those details. Adrian endorsed Alistair's concerns and called for greeter accountability.

Andrew Caddie
President KCSRA
13 October 2022