

# Investment Logic Mapping Discussion

**Original Outcome Statement:** *Provide affordable access for the wellbeing of Marlborough Sounds Communities, through a safe and resilient transport system*

## Key Responses to Outcome Statement

### French Pass and Pelorus Table

- Affordability is an outcome
- Does 'community' include visitors, non-resident owners – DoC estate, tourism
  - The Sounds are nationally iconic
  - Communities of NZ
- Asset Vulnerability
  - Lack of maintenance (drainage)
  - 80% issues on Ronga Road due to lack of drainage maintenance
  - Mowing off cuts in drainage channels
  - Remoteness of the network
  - Quality of access: a lot of the roads are sealed – does it need to be?

### Kenepuru & Queen Charlotte Drive Table

- Amend outcome statement – too much focus on affordability
  - Practically viable vs affordable
  - Viability vs affordability
- Business Case Purpose
  - Affordability → should this be in the same statement?
  - GDP benefit
  - Maintaining connectivity efficiency

### Port Underwood Table

- Nationally important infrastructure (power cables, telecommunication cables, microwave sites) missing from business case purpose
- Disrupted access – access to opportunities. Nothing specific about **education**

## Other Comments

### French Pass and Pelorus Table

- Project Government advisory
  - Would MDC consider MPI?
  - How is MPI involved?
- Do we need to take a wider view?
  - Not just transport → enviro etc.
  - Long term (50, 100, 150 years from now)
- Look at alternative funding streams, not just Waka Kotahi?
- Need to focus on the impacts on people
- Need clarity around roads included in the scope, presentation only mentions main road in – not any of the others
- Areas of existing roads that aren't on legal roadways and are maintained by Council
- Need a youth input for this process

### Kenepuru & Queen Charlotte Drive Table

- Geographic areas: breakdown to more discrete / different communities
- KPI Evidence:
  - Review of existing damage / stabilisation to curtail further interim damage
  - Need interim protection
- Info issues?
  - Kaikoura
  - \$30m

### Port Underwood Table

- Adjacent catchment land use should be included – effects on neighbouring land use

# French Pass and Pelorus

Themes	Issues and Problems	Ideas and Opportunities
<b>Boating Infrastructure</b>	Havelock Channel access: needs upgrading to ensure flood sediments are cleared allowing all tide access for commercial operations and safer boating access for locals	Fuel depots, barge sites, community wharves, helicopter landing sites – emergency FENZ access
		Dredging to maintain boat access as a backup
		Need to ensure all tide access to ports/ Havelock, etc
		Mail boat run extension / support
		Water taxis as public transport
		Tourism: Take car on barge to end point then drive back
<b>Community Impact</b>	Mental health of residents – ongoing care	Need a youth input for this process
	Need to focus on the impact on people	
<b>Emergency Services</b>	Less ability for police (emergency services) to attend – leads to loss of trust and confidence which leads to further issues	Access for emergency services, police GPS co-ordinates, fire, power
	If roads not reopening – is there consideration for non-public access (emergency services)	
	Alternative access issues in emergencies Examples: (Okivi Bay, Duncan Bay, French Pass, Kaiuma Bay) Suitable water access e.g. extend jetties in bay for all water areas/ tide levels	
<b>Environmental Impacts</b>	Low carbon future options, sea rise protection	Nil
	Kaiuma Bay Road top of KB. Flooding rain events + high tides	
	Daltons Bridge (Kaiuma Bay Road end) wash out Dalton Bridge end vulnerability	
	Te Hoiere Road Flooding in weather event (between bridges)	
<b>Funding</b>	Funding?	Govt funded Havelock Channel upgrades (ongoing and due to sedimentation)
		Govt funded alternate public transport system on-water Regular water taxi service – like Waiheke for residents, holiday makers, and tourists
		Government support to assist farmers to transition to barge (funding for loading yards)
		Bring back toll roads
		Marlborough roading rate levy is a lot lower than its neighbouring councils – should this be looked at now?
		Govt funded assistance for floating jetties in Marlborough Sounds
<b>General Road Access</b>	Speed limit single lane access Opouri Saddle	Nil
<b>Heavy Vehicles Usage</b>	Front wheel drive vehicles – towing boats + campervans damage the gravel road	Reduction of size / height of vehicles allowed on certain roads?
	Impacts of logging trucks – poor original construction quality	
	Regular heavy vehicles using roads – forestry and aquaculture	
<b>Lack of Maintenance</b>	Culverts and Maintenance: Opouri Saddle, Archers Road, Tennyson Inlet, Harvey Bay, Duncan Bay	Nil
<b>Parking Infrastructure</b>	Back-up access points to main areas accessible by barge i.e. Okivi – very shallow	Nil
<b>Public Transport</b>		Hybrid transport options considered
<b>Tourism</b>	Visitors / explorers – safety, business (tourism) viability / resilience	Cross subsidise tourism / locals
	Kenepuru --> Roding access, tourism / hotels Acces --> boat / road to Airbnb Price point access issue	
<b>Other</b>	Primary sector needs to be serviced by maintained roading network – should these sectors levied?	Transition forestry harvest to “skyline” harvest (see trial over Eatwell property + Bay in Pelorus) Darryn Newman operator
	Ensure all roads are assessed in entirety	Rise of maintenance bond for Resource Consents – retrospectively this should be looked at now!
		Alternate transport methods (barging? Storage of cars etc.)
		Targeted rates not practical

# Port Underwood

Themes	Issues and Problems	Ideas and Opportunities
<b>Boating Infrastructure</b>	Access to barge landing site in Picton for public – not through port operation	Nil
<b>Campervans Usage</b>	Rahotia: Microwave site telecommunication site to North Island	Nil
<b>Community Impact</b>	Rarangi to Port Underwood and Tumbledown Bay Road. Access to power line tower for maintenance	Back door barge site into Opuia for emergency access to power
	Access to key infrastructure fibre cables for communications	
	Separate cyclists from vulnerable roads if funds to ensure their safety is not available	
	Build community resilience for limited access and isolation	
<b>Emergency Services</b>	Evacuation of residents in an emergency (if limited access, one way)	Nil
	If roads no re-opening is there consideration for non-public access (emergency services)	
<b>Environmental Impacts</b>	Nil	Spray young pine trees above road before they grow too big
<b>Funding</b>	Nil	Work with utility providers to design effective solutions
		SLTF (Sustainable land transition fund) – review of land use
		If roads are retired – forestry may help bach owners with barge point infrastructure investment
<b>General Road Access</b>	Access to gravel for road construction	Road closures to fell pine trees above Port Underwood Road. Stop them falling onto road
	Access to quarry rock for road construction	
	Regulations need addressing to enable easier access to local metal sources	
<b>Heavy Vehicle Usage</b>	Road insufficient for heavy traffic such as log trucks with trailers. Also peak periods for tourism – over 100 vehicles with caravans and trailers at Christmas in Robin Hood Bay	Nil
<b>Lack of Road Maintenance</b>	Nil	Culvert upsizing and maintenance
<b>Residential Access</b>	No alternate access on Port Underwood Road or Tumbledown Bay Road – no barge or water taxi service after the last storm event some residents trapped at home for 10 days	Nil
<b>Tourism</b>	Population is incorrect metric. Many road users not residents, such as forestry and aquaculture + many tourists / campers / boating.	Nil
	Kahikatea: microwave site to North Island	
<b>Other</b>	Fighting Bay: HV power cable landing site, Assets of national significance	Ridgeline road under public works act
		User groups ongoing by road network to ID and implement opportunities and improvements
		Publicly access water facilities to/from Picton
		Nationally important infrastructure (power cables, telecommunication cables, microwave sites) missing from business case purpose

# Kenepuru & Queen Charlotte Drive

<b>Boating Infrastructure</b>	18 farmers using the Kenepuru Road. 30,000 stock units at a value of over 5 million. Problem of: accommodating stock over night in Havelock from barge, and difficulty getting fertilisers in	Naitaria Bay Access – Barge ramp, staging/ storage area
	More strategic barge sites, Fix Pudney's – make bigger, More jetties	Williwars – rough sea, no access
	Lack of water access infrastructure - Providing alternative routes	Capacity of existing marina/ port facilities to accommodate further volume
	Need to improve access to Havelock marine for commuting locals	Cost of water access only will be more than road access. Not everyone has a boat or beach access
<b>Community Impact</b>	Building community resilience with limited access	Study objective should stop short of determining affordability & focus on transport efficacy: "Provide a safe, resilient transport system that maintains or enhances transport efficacy
	Bulk fuel an issue, jetty is on barge - Ewe costs 4 times the cost on barge compared with trucking them - Baleage \$70 cartage on barge, usually \$30	Stakeholder costs - Extra costs for farmers barging in goods (even with subsidy!) - Fuel, fert., stock
	Better info on value of business in Sounds	Moetapu Bay Road: School Children, School access
	Health access: Good communication systems needed, To get in for appointments, to get in for emergencies	Extra expenses for freight, goods, supplies, monitoring maintenance
	Internet needs to be better for: education, health, working from home	The cost of getting in and out!
	Compounding effects of road closures affecting business viability, very stressful	Maintaining adequate business connectivity
	Maintaining adequate business connectivity Isolation - Mental health of residents and business owners - Isolation from friends, family, activities and events - "Alone in the world"	Mental Health & Wellbeing: - Of residents who have had x2 lots damage & told you pay for fixing & insurance pay you back (they may not have \$\$) - Insurance - will peeps be able to get this again? - Good support for recovery navigator (she can't always give answers) - People sunk \$\$ into retirement home, can they still get there etc? - Co-ordinate support for areas - remembering all areas of health - happy to support - Utilise primary health services - especially mental health & wellbeing via HIP (Health Improvement Practitioners) - Advocates to support people to get through bureaucracy - Good opportunity to encourage more care for our environments to decrease effects of weather events
	Investment map KPI should have one for education. Example, school buses	Concern for farmers mental health and wellbeing - The cost of living - Unexoected costs - Banks playing hard bal - Subsidies not enough
	Mental health of residents and flown on from limited access	Communication: from residents and users, from businesses and farmers
	Independence. Not relying on water taxi/ punts. Difficulty of carting purchases and supplies in wet and windy conditions via wharf (twice). Weather dependent on water	Misconception that barge service wants road closed! We don't
<b>Emergency Services</b>	General Em. Service access – (Fire, Police, Ambulance, Electricity)	Emergency resource access
	Police - loss of trust & confidence of residents leads to less reported crime / less resolution which leads to further losses.	Without road access very limited ability for police (emergency services) to provide adequate service support - lose trust & confidence of population
<b>Environmental Impacts</b>	Looking to the future. (Environmentally, Charging stations, think 50 / 100 years into the future)	Active travel biking walking (Increasing, More Environmental, Safety an Issue)
<b>Funding</b>	To invest or not? Long term security for businesses?	\$30m recovery cost for Kenepuru Road grossly wrong. Actual works spend \$5m and only 4 sites to be completed.
	Increase in rates if access by road is not returned	

# Kenepuru & Queen Charlotte Drive

<b>General Road Access</b>	Access to education: Waitara Bay, Linkwater, Queen Charlotte Drive (Picton, Havelock) closed due to road issues	<p style="text-align: center;">Resilience</p> <p>We cannot predict the future conditions and unless you build a permanent structure from the Heads to Linkwater you cannot guarantee future proofing – quick fix is get going – when it fails fix it again – cost less, fast and gets people moving again!</p> <p>Locking people up and dictating when and how they can travel in and out of the Kenepuru while they repair the road. i.e., road closed from 7am – work doesn't start till 9am!</p>
<b>Heavy Vehicle Usage</b>	<p style="text-align: center;">Truck</p> <ul style="list-style-type: none"> <li>- Empty on road (not loaded)</li> <li>- Out on barge (loaded)</li> <li>- Corners improved</li> <li>- Portage + Te Mahia</li> <li>- Road open for trucks for farmers</li> </ul>	They need the road to open to truck and trailer size. Impact of farms not being economic on barge – if they move out, schools goes, community goes. Some of these families have been there for generations.
<b>Lack of Road Maintenance</b>	Manner in which maintenance is undertaken, as well as lack of maintenance	No roadman! No oncall roadman ready to clear/ repair and gain access immediately. Need designated local central to all
	Infrastructure needed into historical efficiencies of K Road maintenance and constructing	Moetapa Bay Road immediate works: Stabilisation of slips to prevent further damage over the coming winter
<b>Land Use Concern</b>	Maori landowners contact for feedback	
<b>Parking Infrastructure</b>	<p>Peak times: traffic, parking, trailer boats, barges, commercial</p> <ul style="list-style-type: none"> <li>- Already at capacity</li> </ul>	
<b>Property Value</b>	<p>Property maintenance</p> <ul style="list-style-type: none"> <li>- Septic tanks</li> <li>- Emergency services</li> </ul>	
<b>Public Transport</b>	We need a public, daily ferry service	
<b>Residential Access</b>	Evacuation of residents in isolated communities or limited access	Evacuation of residents in isolated communities or limited access
<b>Tourism</b>	<p style="text-align: center;">Tourism</p> <ul style="list-style-type: none"> <li>- Presently tourism providers loss income</li> <li>- Wellbeing tourism for future</li> <li>- Tourism as employer</li> </ul>	The Sounds is for NZers, not just local community
<b>Other</b>	Use QCT as option	21 event – it's how this was managed by the programme director that was the problem. Which is now causing the issue the community faces
	The Sounds are iconic – NZers expect to get there by road as cheaply as possible. Water transport is amazing but not available for everyone	Havelock Channel – ensure its dredged and accessible
	Study needs to be based on costs that are based on actual spend, not estimated and need to be normalised for historical inefficiencies	<p style="text-align: center;">Havelock – space at yards for stock</p> <p style="text-align: center;">Freezing works</p> <ul style="list-style-type: none"> <li>- Ability to consistently get priority to bring stock out if road is not available</li> </ul>
	Visibility of Geotech findings and opportunities for peer reviews - timing	H2O Taxi subsidies (Still expensive, Tourism, Services, Groceries, Businesses, Residents, Peeps to holidays homes)
	DoC costs on foreshore	Flexibility from people!
	Standard of the road was acceptable in the 60s 70s – currently the repairs are at our “known” acceptable standard. How do we know that things will not be different in future and the current future proofing will be any good or will we be looking back in 20 years laughing at what we considered an acceptable level of repair for future proof.	Its how the repair work that is being carried out or the way it is being managed that is the problem

# Kenepuru & Queen Charlotte Drive

<b>Boating Infrastructure</b>	Full mail boat service	Havelock Facilities: Launching ramp, Berths, Parking
	Subsidise or make berths affordable	More barge sites (Waitaria Bay), better access for farmers
	Extend existing community jetty for deeper, less tidal dependency	Dedicated ferry and barge site at Broughton Bay and maintain truck access to Broughton Bay
	Additional barge ramps to support future roading	Waitaria Bay needs barge ramps and storage / access site
	Reinstate wharves and a barge ramp at Waitaria. Council fund a livestock truck to be based in Kenepuru to cart stock to barge	Improved water access infrastructure: Barge points, Jetties
<b>Community Impact</b>	Roadmen: bring back local road repair maintenance	Clarity around How/who get exemptions
	High standard Wi-Fi	Improved Communication. This could be a short term use for working from home and education while roads are out
<b>Emergency Services</b>	Community resilience for power and emergency services	Fire services actions to make community more resilient: <ul style="list-style-type: none"> <li>- Community resilience plan in event of wildfire</li> <li>- Build community resilience, fire resistant etc</li> <li>- Ability to get people out</li> <li>- Support to/from connection with community</li> </ul>
	Emergency sites for evacuation	Coastguard / police vessel based in Havelock to be able to respond to emergencies / needs
<b>Environmental Impacts</b>	Focus on culverts and surface water control to 500-year flood standards	Be aware of tidal and weather limitations to all boating activities. Weather can be very variable and different in each are. Can be very dirty at times even close to Havelock
	Immediate stabilisation of existing damage / slips to prevent more damage this winter	
<b>Funding</b>	More strategic barge and jetty sites. Budget for ongoing maintenance	Council roads vs community roads: Paid for by community that live there, Main road in by Council
	Barge subsidy based on access on roading ability of vehicle	
<b>General Road Access</b>	Don't have to be sealed road everywhere – just a safe, useable road	Narrow areas, provided they are geotechnically safe, could remain one lane and instal permanent signage
<b>Heavy Vehicle Usage</b>	Certain days for certain services e.g., stock trucks Community truck / Livestock trailer to shift gear within Kenepuru	During works progress – extend the weight and length of vehicles currently able to travel Kenepuru Road. 3.5 tonne and 8 metres too light and not enough
<b>Lack of Road Maintenance</b>	Regular maintenance done by local contractors	Use local contractors: qualified local contractors located centrally
	Local roadies used to provide regular, ongoing localised maintenance	Repair the road but keep it simple, not like the '21 event. As of today the onsite organisation is sadly lacking
	Maintain and improve road, ultimately to fix to class one. Provide more facilities at Havelock including more room for livestock and fertilisers	The way the road is fixed is not working *unless you build a man made structure from Heads to Linkwater you are not going to fix it. Go to quick-fix rail irons and boards and secure roads then keep them maintained
	One off upgrade of all culverts and ditches and maintain road to level of service commensurate with base infrastructure	Dedicated ferry based in Kenepuru for north side – south side community in event road closed and also for vehicles that cannot use the road due to restrictions
<b>Public Transport</b>	Regular ferry/mail boat services to the Sounds public	Get road up to standard to carry empty truck and trailer unit, then come out on barge. Make it quicker and easier
	Barge service / vehicle ferry for residents' transport / holiday visitors / tourists etc. Note, time taken driving is same to Fish Bay as if you took barge	Guarantee of water taxi subsidies: How long?, We need to plan!
<b>Residential Access</b>	Outer Sounds scheduled barge run for outer residents supporting road access	
<b>Other</b>	Note, barging transport time from Fish Bay is the same / similar to driving time	Havelock Channel entrance dredging!
	Transport cost benefit analysis for varying levels of reinstatement water vs road option combination	Installation of self-maintained micro generation
	Remove power supply out to the Sounds from main arteries	Farming staging site / storage for livestock, farming supplies, Waitaria Bay
	Power + phone cell tower site access <ul style="list-style-type: none"> <li>- What do they require?</li> <li>- Any quirky sites?</li> </ul>	Investigate more efficient maintenance systems and policies. E.g., portfolio of spoil sites, water carriage upgrade and regular xx policy of retreat for under slips