



**MARLBOROUGH  
DISTRICT COUNCIL**



**Information Package  
Assets & Services, Property and Community  
Facilities Department  
16 March 2017**



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# Marlborough Roads

## Local Road Asset Management Report – January 2017

(Information prepared by Frank Porter)

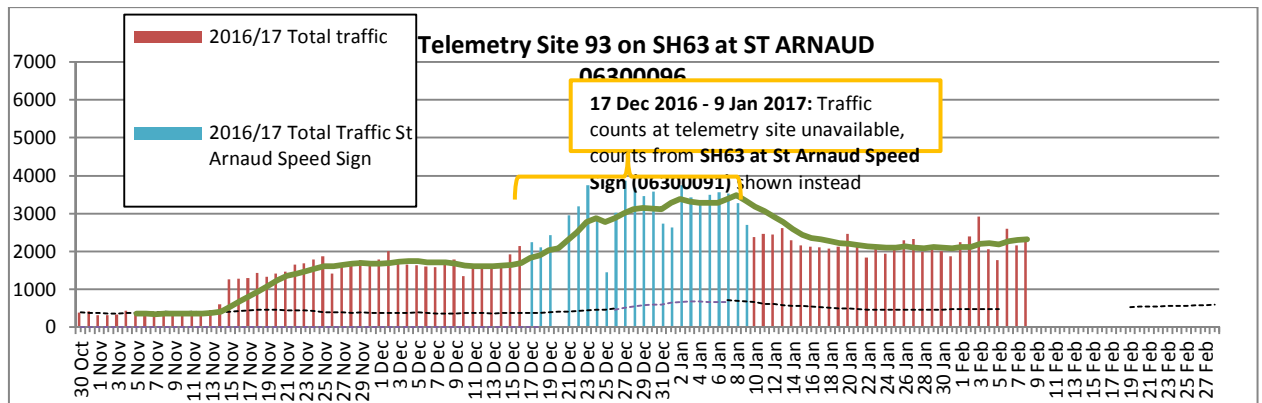
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### General

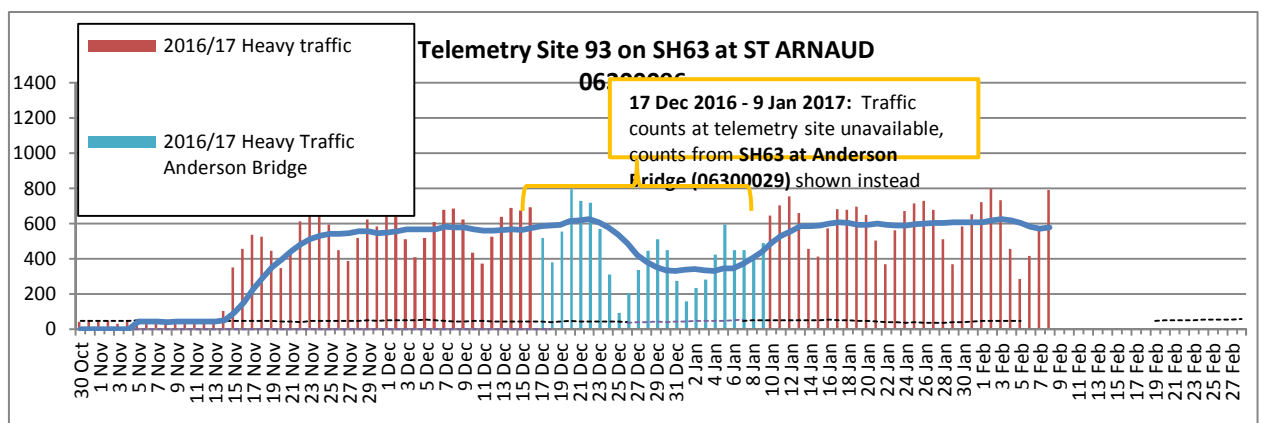
This report covers the quarter period through to the end of December 2016.

The key monthly milestone was the re-opening of the Awatere Valley Road located 60km from SH1.

Marlborough Roads continues to focus on the aftermath of the 7.8 magnitude earthquake on 14 November. Whilst not damaged in the earthquake, our first focus has been to establish a safe and efficient alternative route from Picton to Christchurch via the Lewis Pass.



### SH 63 Total Traffic Volumes



### SH 63 Heavy Traffic Volumes

Further, carriageway repairs are now planned for the section of SH1 between Seddon and Clarence and priority is also being given to reinstate damage in the Marlborough Sounds and eastern areas of Marlborough. HEB's resources are stretched but despite that, excellent progress has been made on the Marlborough SH63 section of the Alternate Route.

The Transport Agency is establishing the North Canterbury Transport Infrastructure Recovery Alliance (NCTIR) and Marlborough Roads will work closely with NCTIR to manage all works on SH63.

Peter McDonald will undertake network carriageway management across the whole route for NCTIR and will be supported by an additional resource from the NCTIR office to be based in Marlborough.

The Marlborough Roads' highway manager's role to manage the alternative Lewis Pass route from Picton to Waipara Junction is now substantially reduced as the Alliance gains its critical mass.

Marlborough Roads continues to call in additional staff resource to cope; a senior network manager to support Steve Murrin, an administrator to support our front of house work as well as consenting and general consulting support on an as required basis.

## Financial Commentary

Expenditure on maintenance and renewals for both the subsidised and non-subsidised local roads programme continues to track well below the programme as can be seen by the graphs below. The earthquake and storm event has caused a diversion of work effort away from routine daily activity with insufficient resource available to focus on everyday activities.

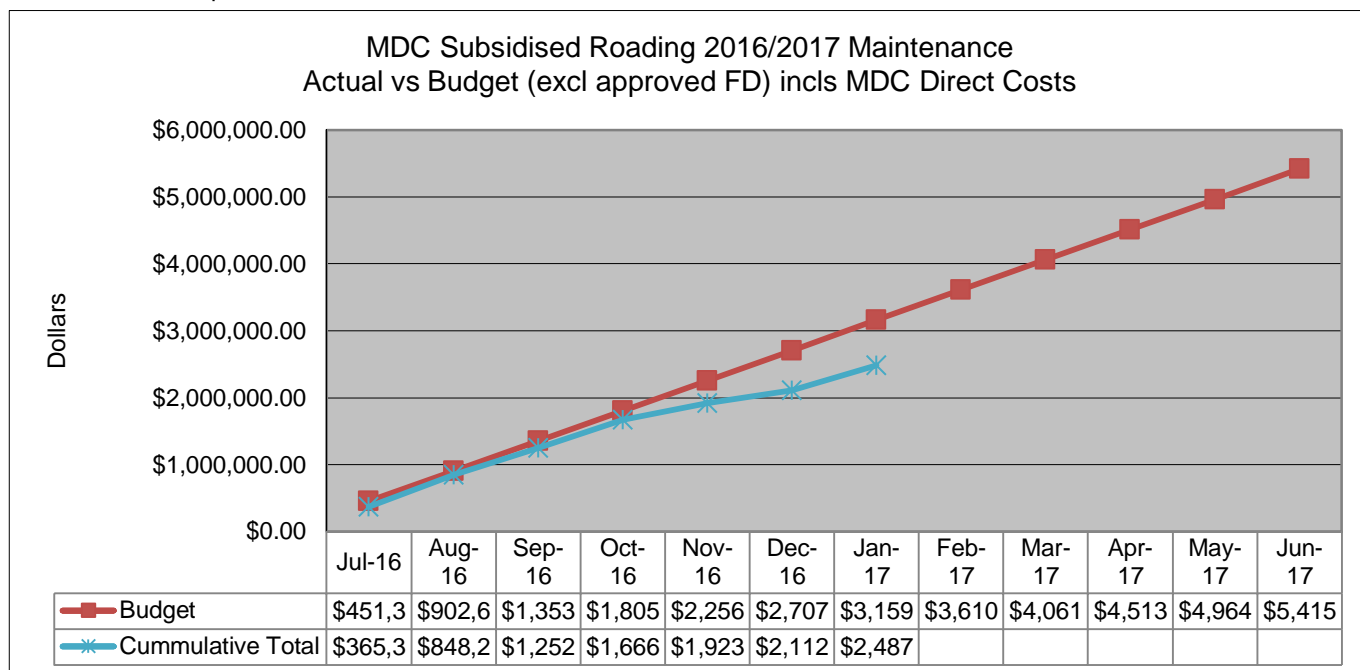
As advised in the December report, routine maintenance activities are covered by the lump sum amount and Marlborough Roads are requiring a focus on safety and other essential works across the network to assure value for the lump sum payments. The usual expenditure on works outside the lump sum amounts are not being undertaken based on available resources.

Marlborough Roads still expects the renewals budget to be fully expended which largely includes reseals and pavement rehabilitation.

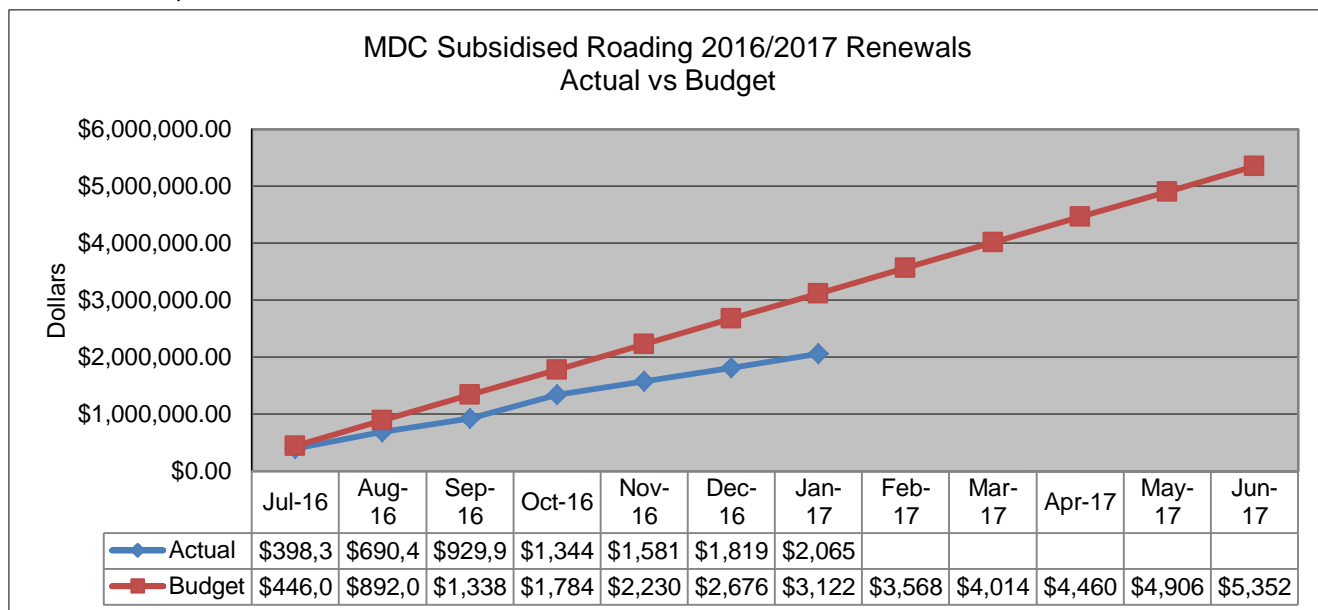
Marlborough Roads continue to monitor the non-subsidised programme and activities within that programme have also been affected by earthquake recovery works.

The final end of year outcome may be that Council will have some surplus within the funding assisted maintenance and non-subsidised activity areas which may be able to be declared surplus to assist with emergency works funding.

## Maintenance Graph



## Renewals Graph



## Monthly Activities

### Network Outcomes Contract

As advised above, the earthquake and storm event continue to dominate the works effort. Otherwise routine activities have ensured an acceptable level of service. HEB, with support from numerous subcontractors, had completed 4.6 km of pavement strengthening and associated widening on SH63 by the end of January. A further 7km of similar work is programmed, and once complete will have the Marlborough section of SH63 in a good condition leading into winter. There is obviously considerable pressure to complete this work urgently before cooler temperatures and autumn weather preclude such work. Consequently this work is in "full swing".

The HEB/Opus Network Outcomes Contract will be amended to effectively place all work on SH63, SH1 from Weld Pass to our Southern Boundary and a section of SH6 under Principal's Risk meaning all works will be undertaken on a "cost plus" basis until such time as traffic returns to normal. The Principal's Risk will also cover the section of Council road (Anglesea and Boyce) through Renwick which, whilst it is used as the state highway route, will have marginal costs assigned to the Transport Agency through NCTIR.

On local roads other than emergency repairs, "business as usual" is still a priority. For example pre-reseal repairs are substantially complete prior to normal programmed reseals. Other than outstanding storm damage areas, the network is in reasonable condition.

The January OPM audit was completed and identified four types of non-conformance on the SH network, mainly SH63 and one non-conformance on a Local Road (unsealed road out of shape).

These levels of non-conformance are well below threshold levels that would trigger contract payment penalties.

### Marlborough Roads Activities

The Marlborough office proposed to reopen on 4 January with minimal staff, however, most of the team chose to return that day to continue to manage the earthquake recovery. Throughout this recovery phase our office has continued to work closely with our local Emergency Management Operations Centre as well as our national office recovery team.

Frank Porter coordinated the Alternate Lewis Pass Route recovery works for the Transport Agency.

Marlborough Roads participated in a Lifelines meeting in January.

Preparation of the next version of the Asset Management Plan is progressing to meet the Transport Agency's investment priorities leading to the next Regional Land Transport Programme.

As well as Asset Management Plan work development, SH corridor management plans are also being developed taking a Top of the South view.

## **Project Status**

### **State Highways**

Works on the Spring Creek roundabout continues. Ground contamination from early operation of a petrol station on this site has been located and may delay works. Otherwise reasonable progress with the roundabout work is occurring

The consent for the Ōpaoa Bridge is lodged with Council and awaiting assessment before notifying affected parties. Property negotiations are continuing with the respective motel and camp ground owners whilst design work progresses. This project is on programme for a construction start early 2018.

Construction of the Grovetown to Spring Creek Shared Pathway is complete with an opening event held on 27 January 2017. Hon Simon Bridges officiated along with Cllr Michael Fitzpatrick, hosted by Transport Agency regional director Raewyn Bleakley. On the same afternoon the minister officiated at the sod-turning event for the Taylor River Cycle path. We were cordially welcomed onto both sites by local Rangitane who also officiated, adding to the significance of the completed and proposed cycleway initiatives.

Downers are underway with major earthmoving at the Rai Curves Realignment Project following trial earthworks to confirm methodologies. This is a safety project to realign five curves over the summit of the Rai Saddle.

Detailed Business Case work is now underway to develop the Weld Pass realignment project. An ILM (Investment Logic mapping) is proposed for stakeholders in February.

### **Local Roads**

A contract has been signed for the bus shelter at the railway station to Scott Construction. Final design is nearing completion and a consent awaiting lodgement. This is design / build contract and whilst taking some time to get underway the contract has been awarded much earlier than normal to include provision of the design.

Works are progressing on the replacement of Healy's Bridge on Kaiuma Bay Road, Bulford No1 on Bulford Road and McLeans. Tenders close for Healy's and Bulford bridges on 14 February. Construction got underway at McLeans bridge on Mt Riley Road in January.

The first site meeting for French Pass Road seal extension occurred late January 2017. This contract was awarded to Fulton Hogan.

## **Communications**

Marlborough Roads staff have consulted with many sectors of the community with most of the contacts relating to earthquake and storm events. There have been many calls about the timeframe for opening SH1 south to Kaikoura. NCTIR is now publishing weekly updates advising progress along the SH 1 coastline.

A meeting was held with Wairau Valley residents.

The following section covers CRMS contacts:

### **Customer Database Information**

The following information is taken from the Transport Agency's CRMS database for January 2017.

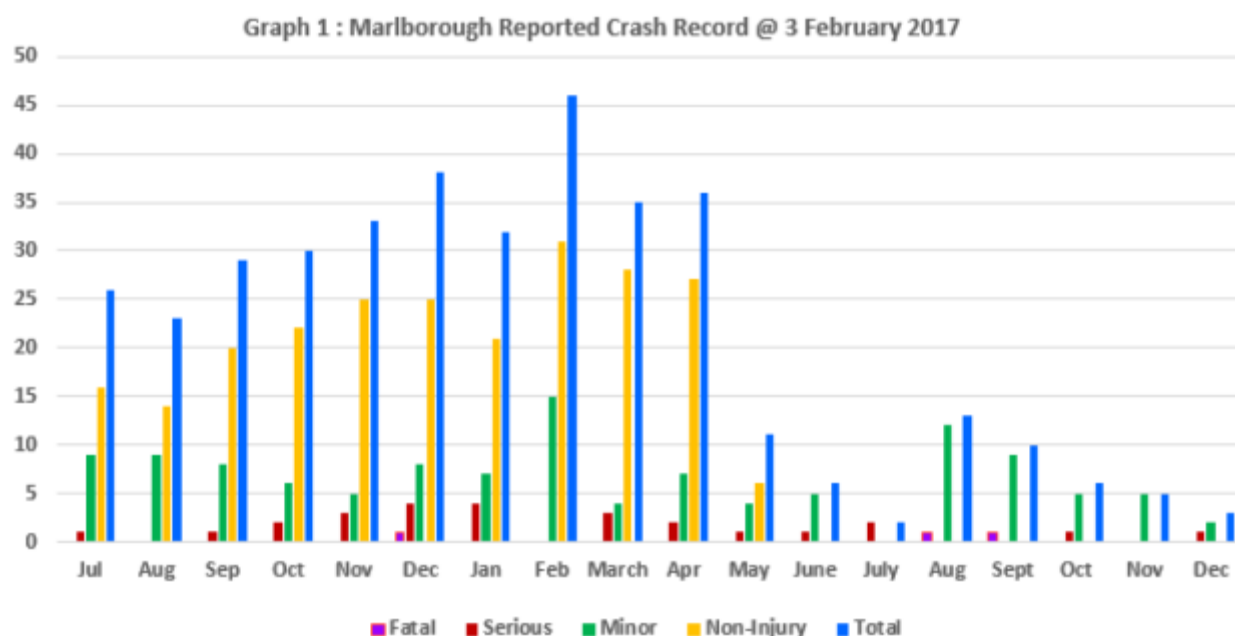
129 Contacts

Compliment	1	1%
Capital project	0	0%
Comment	112	87%
Requests	9	7%
Complaints	4	3%
Other	3	2%

## Road Safety

### Crash Statistics

A serious crash occurred at the intersection of SH6 and Rapaura Road on 16 January. There were no causative road conditions. The official January statistics are not yet available with any degree of reliability, hence the graph below only included crashes up to 1 December.



This report aggregates the known safety statistics for the State Highway and Local Roads sectors in Marlborough to the end of July 2016.

During January, despite high volumes of traffic on the alternative Lewis Pass route and through Marlborough, this road continues to display reasonable safety.

## Zero Harm

All Marlborough Roads staff completed ConstructSafe competency testing and passed. This will allow access to Transport Agency works sites as from July 2017. Access will not be available after this time.

The following October and November incidents were reported through the HEB/Opus JV:

	December and January 2017
Near Misses (Involving Vehicle):	9



	<b>December and January 2017</b>
Near Misses (Not Involving Vehicle):	7
Plant Damage Only	1
First Aid Injury (FAI)	0
Medical Treatment Injury (MTI)	0
Restricted Work Injury (RWI)	0
Lost Time Injury (LTI)	0

The December results were not available.

The TRIFR Score as at December 2017 is 10.16.

Neither Marlborough Roads nor any of our other suppliers have reported near-miss incidents.

# Rivers and Drainage Section – Activity Report

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(Information prepared by Geoff Dick, Steve Bezar, Kevin McFall, David Aires, Jan van der Vliet, Hai Trieu)  
R700-014-01

## Wairau River

### Flood Damage

Work has been ongoing to repair the rock groyne at the inlet to the Southern Valleys water intake race. To date over 600t rock has been placed to repair damage caused by two small flood events that occurred after the earthquake.

Further work will be required as we attempt to both attract water at low flows for the Gibson's Creek intake and at the same time defend against flood events when the entire Wairau River braid is directed into this site. With the scour of the riverbed at the site, gravel now needs to be imported to create the low level diversion bund in order to feed the intake.



Photo 1 - Wairau river intake (for Southern Valleys irrigation and Ruakanakana Creek re-watering) at WATB23.

### Earthquake repairs to stopbanks

**Wairau Diversion at Pipitea** - This reconstruction is now complete.

**Wairau River RB @ Peninsula Road** - The reconstruction of this stopbank is now complete. 150 metres of bank was rebuilt.

**Wairau River RB @ Grovetown north** - Work is underway with reconstruction of the stopbank. A length of about 400 metres is involved.

***Wairau Diversion LB stopbank @ Blind Creek and the Equestrian Centre at Bothams Bend -***  
Investigation is ongoing at both sites to determine the methodology of reconstruction. Once this is sorted it will define which of these two jobs will be done first.

## **Wairau Floodplain and Tributaries**

### **Waihopai**

Work has started on arresting active erosion upstream of the Ruakanakana Creek intake. The loss of stone gabion baskets constructed at the head of an old gravel training bank was causing concern. This bank was originally constructed to prevent flood flows from covering the floodplain to Renwick.



**Photo 2 - Waihopai River, Looking downstream with SH63 centre-left. Bank protection works underway at centre right to protect Ruakanakana Creek inlet.**

### **Tuamarina**

Two significant debris blockages have been removed since the storm event of 17/2/2017.

### **Are Are & Lambert Creeks**

The first clean out in over 20 years has occurred in the lower reaches of Lamberts Creek with woody vegetation and aggrading sediment cleared to partially reinstate its original capacity.

### **Taylor River (Burleigh to Dam)**

Fairway spraying has started to control the growth and spread of woody weed species and thus optimising floodway capacity.

### **Omaka River**

Fairway spraying has started to control the growth and spread of woody weed species and thus optimising floodway capacity.

### **Ruakanakana Creek (Ruakanakana Creek)**

Contract 2016/36 – the settling pond silt removal is now complete. Dry summer conditions have enable the extracted silts to be final contour on adjacent berms and sown to grass.

## **Drainage**

### **Lower Ōpaoa:**

The Marshall Place reserve was significantly damaged by lateral spread/liquefaction including in vicinity to the stopbank toe during the November earthquake. All cracks were opened up to their depth, placed gravel or rocks to make a good base then refilled with imported silt. The stormwater outfall joint dislocation has been repaired by placement of a new manhole at the break and then a new section of outfall pipe to the river. The reserve is now open to the public.







**Lower Ōpaoa @ Haacks:** It was reported at the last meeting we were investigating this site. This has been completed and repair of the earthquake damage is underway.

A further capital upgrade will still be required in the near future to bring the height and security of the repaired stopbank up to current agreed flood capacity standards.

### Stormwater Pumping Stations

**Chaytors, Rouses and Roberts telemetry supply:** A new switchboard and control cabinet has been installed at the Chaytors. Similar cabinets are being built for Rouses and Roberts.

**Grovetown #1:** A new pumper starter switch, along with a new control cabinet has been installed to replace the burnt out old starter. A new 3 phase extract fan also has been installed to replace the broken one.







**Grovetown 2:** The previous aging switchboard could not cope with heavy duty cables supplied for 22kw motors, so has been upgraded to a new one.



**Chaytors and Rouses:** The new 100 kVA transformer has been installed to improving Chaytors and Rouses pump station's capability during flood event, especially when all four pumps operate at the same time.



### **Thomas Road, Blind Creek, Wooley and Jones**

CCTV inspection has been carried out at these pump station's gravity and pump outlets. At Thomas Road, some joints between pipes are up to 25 mm wide but not considered a major issue as they appear to be related to "old age" and not earthquake related.

At Woolley and Jones: a moderate lateral crack (>25 mm) was found in the outlet pipe of pump 37 immediately downstream of the inspection chamber at the back of the pump station. The lateral crack appears to be related to the earthquake. Further inspection is being planned.

At Blind Creek: Pump discharge pipe appears to be ok. It was not possible to CCTV inspection the gravity pipe due to a large silt deposit being present in the discharge pipe ( $\pm 40\%$  of the diameter). Pipe to be cleared of silt by HydroTech Specialist equipment within a couple of weeks.

### **Mechanical Weedcutter: River Queen MSA 122246**

The weed boat is about 80% of the way through a cut of the lower Ōpaoa River. The weedcutter has been working very well following a major overhaul of the hydraulic system over the winter. Unfortunately one of the cutter bar support brackets failed as the current weed cut was nearing completion. The broken parts are in the workshop for repair and strengthening.

### **Drainage Maintenance**

Drains A & B weed raked 700 metres.

Weed screen and walkway designed constructed and installed on Jeffries Drain.



Corrys Outlet and Roberts Outlet excavated for liquefaction material post-earthquake.

Trees removed from Stuart Street drain along the rail corridor. Access was negotiated through an adjacent contractor's depot.

Long section of Fairhall School Creek completed to assist computer modelling of this channel.

Drain inspections for the autumn spray round have just been completed and a works schedule prepared for the contractor.



## Floodway Reserves

- The difficult removal of fallen poplar tree in an urban residential property adjoining the Ōpaoa Loop was completed.



- Two windblown willow trees removed from the Motor Camp at Spring Creek.
- Several windblown pine trees were removed from a woodlot at Gifford's Road. These trees were donated to the Blenheim Lions to cut up and sell as a fundraising project.
- Areas of the Taylor berms have been mown to assist car parking options for the Easter Air show at the Omaka Aerodrome. Due to the discovery of Chilean Needle grass in the aerodrome parking areas, the organisers are searching for alternative parking options, which Council is assisting with.
- New pipe gates have been installed at Sadd Reserve to allow foot access but prevent vehicle access which is creating negative behaviour on the reserve.

## Picton, Sounds and Awatere

### Kaituna River

A very large log jam has been reported in the Kaituna River at the upstream end of the land Council owns adjacent to the sewer ponds. It is suspected that the log jam may have contributed to the amount of flood water that flowed south of the sewer ponds and across the causeway at Havelock.

Planning is underway to get the log jam cleared and the river capacity restored.

### **Takorika Stream repairs, Havelock**

The flood event that followed last November's earthquake damaged several sections of bank protection works in the Takorika Stream by the bowling club and within the Council owned camp ground. Repairs will include reconstruction of a 12m section of gabion baskets, a new 2-3m section of retaining wall and some minor rock work.

Work is planned to start as soon as we can get free access through the camp ground that is currently in busy summer use.

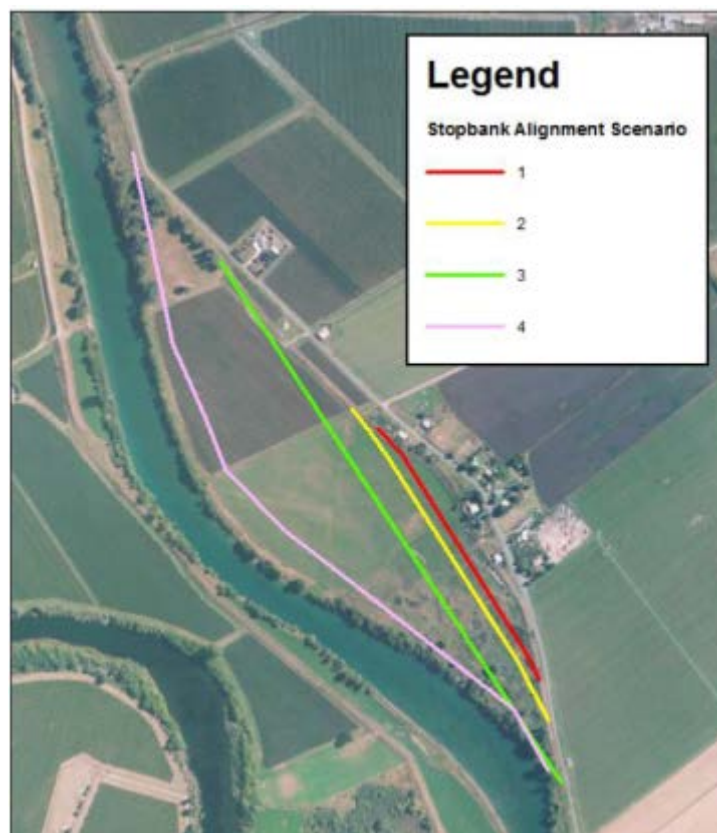
## **Investigation and Miscellaneous**

### **Lower Wairau River Stopbank - Proposed Improvement and Re-alignment Works**

#### **“Ngati Rarua Reach” - True Left Bank**

- The findings and options (see below) discussions of our meeting late December 2016 with ‘executive representatives’ of Ngati Rarua are being communicated / presented to their members. A preferred option to be the outcome of their internal consultation and Council as one of the partners of the project. It is expected that this will be achieved during the first quarter of 2017 with a commitment that work along this reach could commence towards the end of the calendar year.

Option1 – 30m setback from the existing stopbank; Option 2 – 50m setback from the existing stopbank; Option 3 – 100m setback from the existing stopbank and Option 4 – edge of the active channel setback.



- “Making Space for the River”: It is recognised / agreed that Council will be seeking to purchase the properties for the proposed re-alignment in-land at “ladies Reach”. Section



17B1 Wairau Bar Road and the adjacent two properties (Sections 17A and 18) would also be required which is designated Maori Freehold Land. 'Independent' valuation of the three properties has been completed by QV.

The landowner and Court appointed nominees have been informed of Council's intend; a copy of the valuation has been passed on to them. Specialist legal advice has been sought with matters concerning the 'purchase' of Maori Freehold Land.

### **Caseys Creek and Ōpaoa River Stopbank Upgrade Project**

- Early, very constructive discussions are being held with our Consenting, Compliance and Ecology colleagues. The Resource Consent application makes it more challenging and complex as we have to address / comply with the Wairau / Awatere Resource Management Plan (WARMP) and the new Marlborough Environment Plan (MEP).
- Phase 2 – Detailed Design progress since the last reporting period:
  - Land purchase negotiations adjacent to the Creek, for construction and maintenance purposes, are ongoing and is likely to be completed by the end of March 2017.
  - Detailed geotechnical investigations (test pits and CPT testing) and survey work (infrastructure, services location and major vegetation) have been completed.
  - Additional hydraulic modelling has been completed.
  - Scoping brief for a conceptual landscape design, which will form part of the Resource Consent Application, along the Creek has been agreed and completed. A detailed site walkover was held with our colleagues from Reserves and Ecology as well as the consultant. Options were discussed on site following feedback from affected landowners during the consultation period.
  - It is anticipated that the first detailed design maps and drawings will be completed before the end of March 2017. This will form the basis to further develop the first draft of the Resource Consent Application for early discussions with all affected parties.
  - The consultation strategy will enter the next phase by publishing the next edition of the Project Newsletter to all affected parties and the setting-up of consultation/surgery sessions in the community.

### **1 and 1A Wilson Street, Havelock – Stream Stormwater Capacity Upgrade**

- Construction works of the culvert, erosion protection works and the deflection/stopbank are complete.
- The survey of the easement has been completed and the legal documents for the easement are being drafted and consulted upon by the solicitors of both parties.
- It is anticipated that the easement documents, lodging of which to LINZ and the final settlement with the landowner could be completed by the end of March 2017.



#### **Lower Wairau River and Diversion Study – Flood Capacity Review**

- The hydraulic model of the Lower Wairau River outcome will determine our current Level of Service (LoS), taking into consideration the potential climate change impacts and related sea level rise where applicable. It will also provide us with a clearer picture of the floodway changes as LiDAR will provide us with the tool to analyse this in more detail, i.e. the “next generation”.
- The hydraulic model has been completed, inclusive of the report and its recommendations, and is currently being peer reviewed by an independent consultant / expert from DHI New Zealand Ltd. The final report is expected the 1st week of March 2017.

#### **Fultons Creek – Hydrological, Hydraulic and Level of Service (LoS) Analysis**

- The hydraulic model of Fultons Creek will determine our current Level of Service (LoS), taking into consideration the potential climate change impact, in addition to the various flood scenarios, eg; a 20, 50, 100 and overdesign flood event.
- The model is currently under construction. The first results and draft report are programmed to be available towards the end of March 2017.
- The ultimate outcome of the ‘exercise’ will be one of the tools inputting into developing our strategy for managing current and future stormwater discharge (quality treatment) in the catchment, eg; sub-division development/land use change and the flood risk management.

#### **Fairhall School Creek – Hydrological-, Hydraulic- and Level of Service (LoS) Analysis**

Modelling of Fairhall School Creek, in the vicinity of Fairhall School is planned to better understand the channel capacity and the existing flood risk. The area has been subject to significant flooding in the past.

The modelling work will help Council and the adjacent landowners understand the capacity limitations on the creek and what improvements may be possible.

## Pukaka River – Hydrological-, Hydraulic- and Level of Service (LoS) Analysis

A scoping review is being undertaken of the current functioning and previous reports of the Pukaka River particular in relation to the floodway, designated spillway, ponding area, outlet gate capacity and 'interaction' with the Wairau Diversion taking into consideration potential climate change impacts.

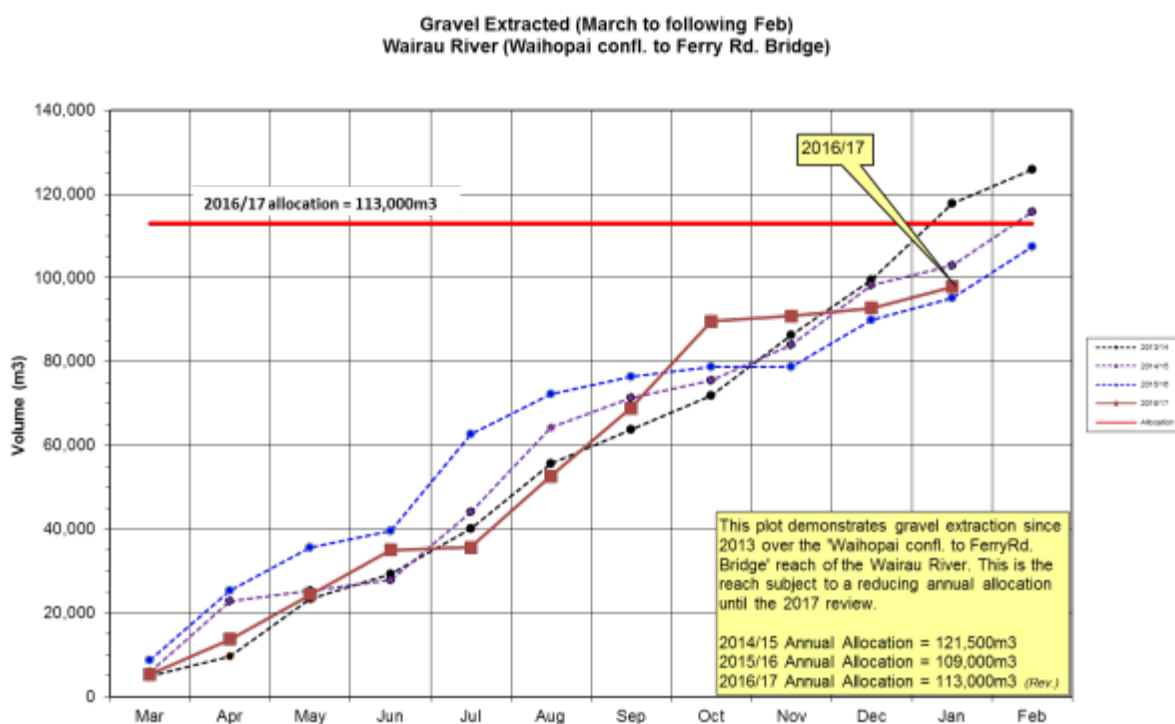
The outcome of the review will identify recommendations for subsequent investigations. The scoping report on this review is anticipated to be completed in during April 2017.

## Gravel Extraction

- The annual gravel allocation year commences on 1 March each year.
- The Wairau River bed levels have been recently surveyed and analysed. An email has been sent on 9 February advising Contractors that the present gravel allocations have been rolled over on a pro rata basis for a further four months to align the gravel allocation year with Council's 'July to June' financial year.
- A draft new July/June allocation policy is being developed for the 2017/21 period. This will be put to contractors at a meeting to be held in late March.

Gravel extraction figures for March to January 2017 (11 months) as follows:	
<b>Wairau River</b> - "Waihopai River confluence to the Ferry Road Bridge". 2016/17 annual allocation is 113000m <sup>3</sup> .	97,832 m <sup>3</sup> = 86% of annual allocation
<b>Other rivers</b> within in the district (incl. Sounds, Upper Wairau & Awatere)	85,391 m <sup>3</sup>
<b>Total volume of extraction</b> for the Marlborough District is:	183,223 m <sup>3</sup>

- Gravel sales from MDC stockpiles for March-January 2017 = Nil.



It is expected the final gravel extraction figures for the allocation year ending 28/2/2017 will reach the allocation of 113,000m<sup>3</sup> for the Wairau River - "Waihopai River confluence to the Ferry Road Bridge".

In accordance with the new Marlborough Environment Plan the Rivers Section can no longer issue gravel permits unless the site is within a Floodway Zone. All other sites require a resource consent.

The increase in gravel extraction in the Upper Wairau area for NZTA works required on SH63 has been reflected in approx. 17,000m<sup>3</sup> being extracted beyond 2016/17 expectations. This is now expected to increase in accordance with consents issued or being processed for further gravel extraction.

## Quarries

### Pukaka

Pukaka quarry was audited by the Worksafe High Hazard Unit on 25/01/17. The quarry was considered to be in good condition with only some minor improvements required.

The main improvements were to make slight alterations to the Internal Traffic Management Plan and to reduce the gradient on one floor of the upper access road.

The quarry is still producing rock for riverbank protection and fill material for earthquake damaged stopbank reconstruction. Over 10,000 tonnes of stopbank fill material has been processed to date.

Extensive benching has been carried on the upper levels of the quarry to stabilise faults caused in the recent earthquakes.



**Photo 3 - Benching at Pukaka Quarry to stabilise quarry faces after November 2016 earthquake damage**



**Photo 4 - Processing quarry material for stopbank earthquake repairs**

#### **Hillersden Quarry**

This quarry was also audited by Worksafe. This quarry was also found to be in good condition.

Upgrading of the main access road by reducing the gradient is required along with a site specific Quarry Management Plan to be held onsite.



# **Reserves and Amenities Section Activity Report**

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(Information prepared by Rosie Bartlett, Robert Hutchinson, Robin Dunn, Grahame Smail, Mark Witehira, Robyn Blackburn, Murray Morgan, Brad Molony, Dale Ashworth) R510-009-000-01

## **Blenheim Parks and Reserves**

### **Pollard Park**

With the cooler nights starting and the increase in soil moisture the gardens and lawns will put on spring like growth for the next couple of months. This also means the deciduous tree will soon start to change colour and drop their leaves.

Pollard Park flower beds have been looking fantastic over the last few weeks and now are slowly going off. Staff are doing normal maintenance to all the annual beds to keep them looking good for the rest of the season. Annuals beds have been weeded and plants dead headed to encourage new flowers and reduce disease.

The Rhododendron area in Pollard Park has had a big clean out to make it better to maintain and keep tidy. Gardens are weeded then mulched with pea straw to feed the gardens and slow regrowth of weeds. Plants are trimmed and unwanted plants dug out.

Rose gardens have just been dead headed, weeded and fertilized to encourage growth to plants for pruning in the winter.

Park bookings for public events over the summer are great to see with events like Music in the Park and Multi-Culture Festival as well as weddings and children's parties.

Ongoing pruning on the golf course has slowed but is continuing with the lifting of trees on the course for the greens keepers safety. Also the removal of dead branches and branches broken in the strong winds over the summer has been done.

### **Seymour**

Main priority in Seymour Square is still the ongoing maintenance of the annual beds to keep them looking great for the public display. Annual beds are getting weeded and dead headed regularly to keep them at their best.

Rest of the gardens and borders have also been weeded and maintained.

### **A&P Park**

Two new light poles and lamps are being installed to enhance lighting for football training at the Park.

### **Sheps' Park**

Construction of the pathways through the Park have been completed.

### **College Park**

Staff are working with Council insurers, Marlborough Hockey and Tiger Turf to fix the uneven playing surface on the Hockey Turf. From tests of the playing surface its increasing looking like the sub surface has moved during the Kaikoura earthquake, creating peaks and troughs in the turf surface.

The threshold for any trough is 6mm, some of the troughs recently measured were 19mm.



**Photo 5 - Measure wedge on turf**

### **Lansdowne Park**

Work continues on the Netball Court, stormwater and carpark development at Lansdowne Park.





In and around construction we have been able to continue with Touch Rugby and Kiwi Cricket as well as holding the Sweet As festival and Relay for Life.

### **Taylor River**

Work has begun on concreting the Taylor River walkway between Athletic Park and Burleigh Bridge.

The first completed section is from Athletic Park to Leitrim Street.



## **Wither Hills Farm Park**

### **Events**

The Tasman Duathlon Championships are being held at this venue on 14 March.

### **Mountain Bike and Walking Track Upgrade and Additional Signage**

Remedial track work will be completed on the mountain bike trails after the gorse mulching operations damaged some trails, however the fire danger is currently too high to carry out this work.

Extension of the southern end of the Scenic Route has been delayed until the cultivated slope above Boulevard on Taylor's latest stage is resown shortly.

### **Weed Control**

Herbicide spraying of the gorse regrowth is planned in autumn and spring to prevent re-establishment.

### **Fire Prevention and Vegetation Clean-up**

Further work is planned within the Farm Park, particularly along the urban fringe to reduce fuel and undergrowth, lift trees and opt for less fire prone species.

## **Awatere and Flaxbourne Reserves**

### **Awatere**

#### **Sport Pavilion**

Simple repairs have begun to ensure both change rooms will be open for the coming winter sports season.

#### **Awatere Memorial Hall**

A draft "Needs assessment" has been developed by Geoff Canham which proposed a preferred option being the renovation of the existing Hall.

Arthouse Architects Ltd has been engaged as architects for the Renovation for the Awatere Memorial Hall.

The brief given to Arthouse was based off the recommendations of the Needs Assessment, which was a result of the extensive consultation with the Awatere community and further developed with the Awatere Memorial Hall Working Group (AMHWG).

This brief included the consideration of an extension of floor area for an indoor fitness gym and changing rooms inclusive of showers.

Timings are yet to be determined however once the draft floor plans have been developed the proposal is to allow for a further six week consultation process with relevant parties, including the AMHWG before construction documents are put out for tender.

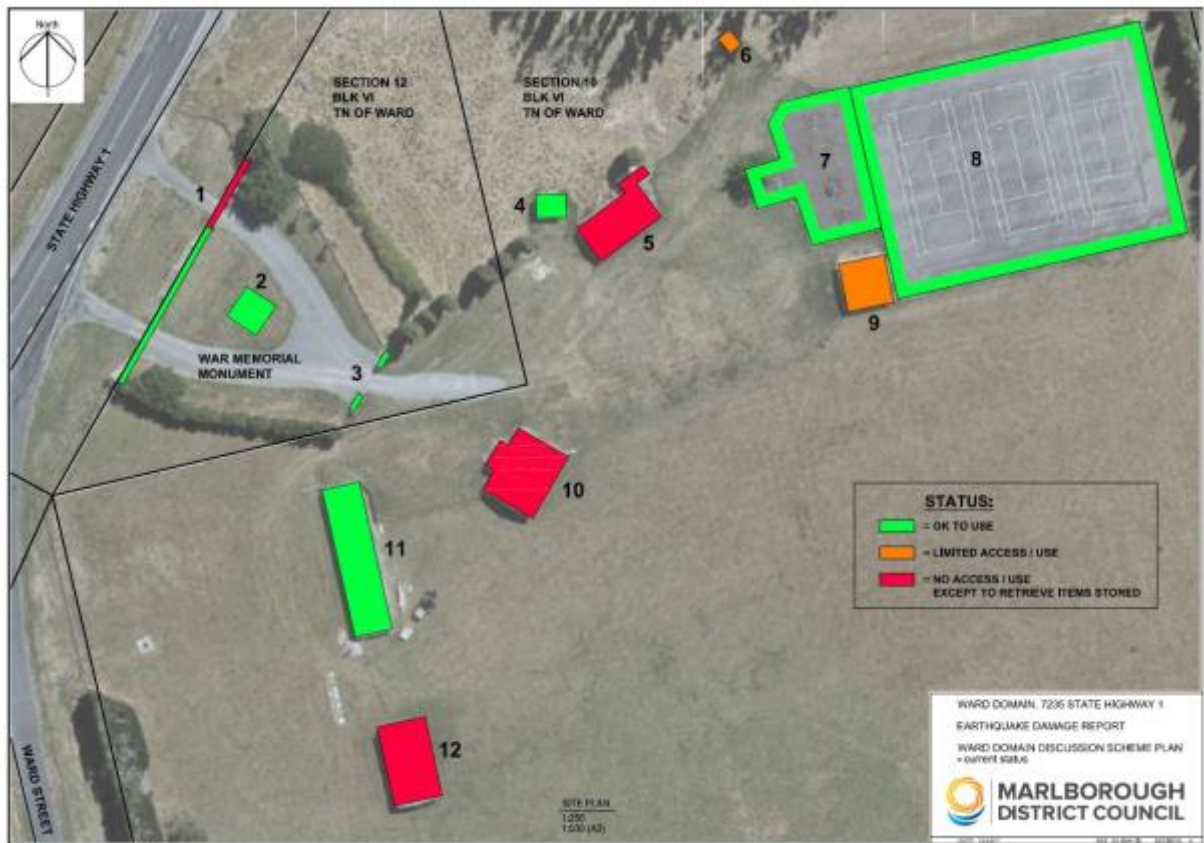
### **Flaxbourne**

Reserve staff are working closely with the Flaxbourne Settlers Association and other community members to get the Ward Domain ready for the A&P show on 27 March 2016.

The November earthquake has made some of the buildings and structures unsafe to use, so arrangements are being made for a marquee to be used as a display pavilion.

Works are underway to strengthen the tennis pavilion (Building 9 in map below) and will be ready for Show day.





## Picton Reserves

### Queen Charlotte Lookout

New plantings of small flax along the lookout frontage to thicken up the bank edge margin.

### Picton Foreshore

Staff are working with the main parks contractor (Downer) to make adjustments, where possible, to try and find solutions (without driving additional cost) to better cater, or smooth the reserves casual visitor use of litter bins that receive overfull spikes from time to time.

### Shelley Beach

The recent three day national optimist regatta attracted about 500 people to Picton and was a very successful event

Remedial shoreline protection work (rock placement) is to be carried out as soon as good sized (large) rock can be sourced.

### Endeavour Park

Work has begun on the Netball/Tennis Courts at the Park.





**Photo 6 - Netball/Tennis Court dig out**

## Port Marlborough Pavilion at Endeavour Park Update February 2017

The last three months have been busy with large event bookings of four weddings, a farewell dinner and a funeral!

We have also had a couple of group public meetings, including Picton Dawn Chorus and Totaras for Totaranui.

2017 has also bought a renewed enthusiasm for regular programmes with yoga growing substantially to 4 sessions per week, and a new sport of table tennis beginning. Both are receiving good numbers of people.

Table Tennis and Tumble Tots have both been made possible by successfully receiving



funding from Sport Tasman through their annual 'Hubs' funding.

We ran another successful holiday program called 'Active Kids', hosted a fun water fight and we come to the end of a fun summer touch rugby tournament.

The tennis/netball court construction has begun, and there is very excited talk around town about being able to use them!

We have our annual Support a Sport evening coming up, to raise funds for the local sports clubs, and look forward to another busy winter sports season.



Active kids - Geocaching

Table Tennis

## **Victoria Domain**

### **Weed Control**

Sycamore, Prunus, Robinia, wattle and pine tree species are currently being controlled within the Domain.

The locations of 120 large tree species, including rimu, puketea, totora, matai, kahikatea and beech planted last winter have now been recorded to monitor their progress.

### **Snout Peninsula New Mountainbike Track**

A new easy/intermediate mountainbike trail has been completed out to the end of the Snout peninsula by the Picton Mountainbike Club and a contractor which was funded by Council through the Annual Plan process.

Ferry passengers can see mountainbikers using the trail and will inevitably attract more visitors to explore Picton's tracks and trails.







### **Essons Valley Walking Track**

#### **Barnes Dam Track**

A retaining wall is being constructed to stabilise the bank after a slip beside the track.

The retaining wall has had engineering design and will be constructed shortly.



# **Northern Marlborough/Sounds**

## **Havelock Domain Entrance and Skate Park**

Stage two of the Neil Street entrance upgrade is proposed to improve the open drain and carpark layout, construct a retaining wall and landscape. Funding provision was made available through the Annual Plan process.

# **Public Conveniences**

## **Picton Toilets General**

The new London Quay toilets are being well received and have helped reduce queuing that can occur on busy days.

## **Bobs Bay, Taylor Dam Reserve, Quail Stream and Sutherland Stream (Wither Hills Farm Park) and Canvastown**

These facilities are all having minor renewals and improvement work done on them.

## **Harling Park (top of Howick Road) and Nelson Road (Taylor River Walkway)**

Minor renewals work completed.

## **Havelock**

Concept plans to allow discussion with the community are being drafted on a redevelopment of the main township toilet.

## **Wairau Valley Township**

Consenting and other preparatory work for a relocatable toilet to be placed at the Wairau Valley church carpark site is well underway. This is to supplement the single accessible toilet at this now well used traveller comfort stopping point.

# **Cemeteries**

## **Fairhall and Omaka**

Draft strategic overview master planning work for these two cemeteries is well underway with the view of presenting the plans to Council for consideration. Other cemeteries will follow.

The development of cemetery master plans is to identify the current challenges and opportunities that over time can be progressed to improve and preserve the very essence of the place each individual cemetery creates.

Having a master plan provides Council and the community with greater certainty of protecting existing cemetery assets such as the heritage, landscape and spiritual values, while allowing for future development and improvement within a timeline and budgetary provision.

## **RSA sites (at all cemeteries)**

A tidy up and minor repairs and maintenance eg; painting of flag poles, will be undertaken at these sites prior to ANZAC.



# Memorials

## Rai Valley, Havelock, Renwick and Picton War Memorials

Minor maintenance and improvement work will be carried out in preparation for this year's ANZAC ceremonies at these sites.

## Seddon and Ward War Memorials

Due to earthquake damage the Seddon War Memorial hill site is in doubt about its availability and will unlikely be used this year. The Ward site will be available but may have limited access.

# General

## Contracts

### Street Tree & Plot Maintenance Contract

An increasing level of street tree and overhanging growth complaints are being received, which generates increased workload.

Many of the overhanging growth complaints relate to street trees that have not been pruned clear of footpaths or roads and excessive sucker growth is evident in many areas. Vegetation clearing from power lines, residential properties and general deadwood and form pruning are also well behind.

These issues are now being addressed by the contractor, but this accumulated back-log of work has resulted in increased reactionary works being required to respond to problem areas.

The monitoring and follow-up of overhanging growth from private property is also included in this contract, however response times from public requests have been slow. Staff are working with the contractor to address these issues and have an improvement plan in place.

### Street Tree Deaths – Prolonged Soil Moisture Deficit

Numerous street trees are succumbing to long term dry sub soil moisture. Insufficient prolonged rainfall has not replenished soil moisture lower down over the last three years.

# Rangers' Report

(Information prepared by Murray Morgan)

R510-006-02, R510-005-04

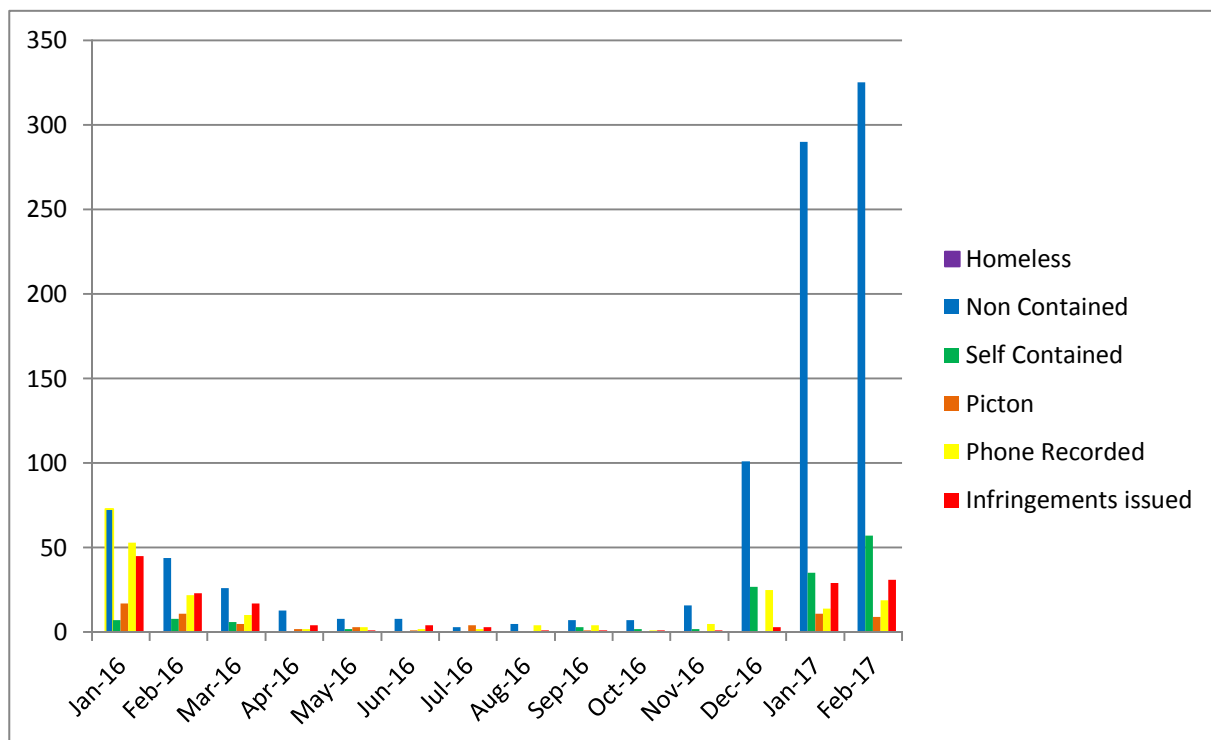
Graffiti on Council administered property is once again at a low level with only isolated hits recorded. There was a number of etchings on bridge abutments along Taylor River which have been cleared up.

Illegal dumpings have been about average over the summer period with most occurring along the Wairau River area. We have also recovered one burnt out stolen motor vehicle and an abandoned damaged vehicle from the Wairau River area.

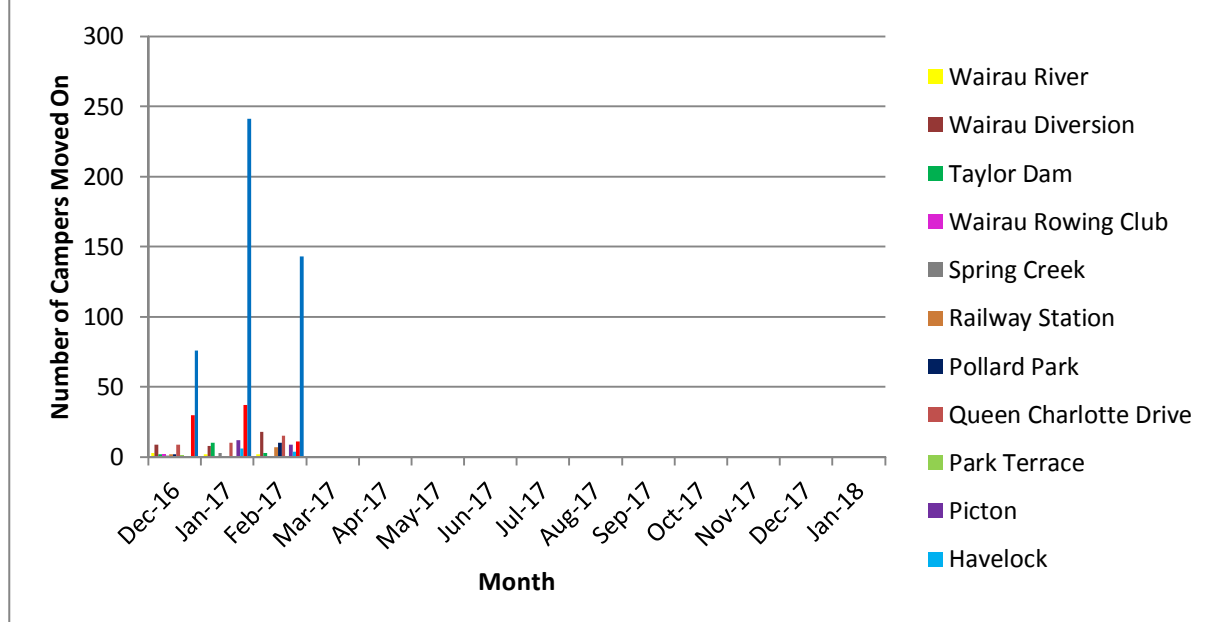
## Freedom Camping

The numbers of persons camping is increasing every season and it is estimated that about 5000 vehicles have used our sites from Labour Weekend until the end of February. There has been no major issues arising but a large amount of vehicles have been moved on for overcrowding at sites, particularly Collins and Renwick and also non self-contained at self-contained areas.

### Vehicles moved on in the 2016-17



### Number of Freedom Campers that have been moved on from Different Areas in Marlborough 2016/17



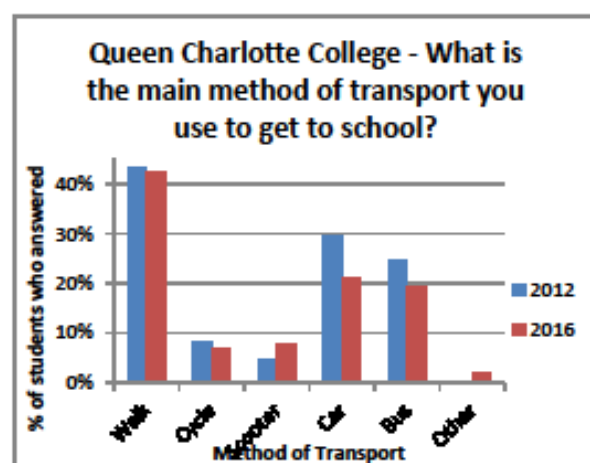
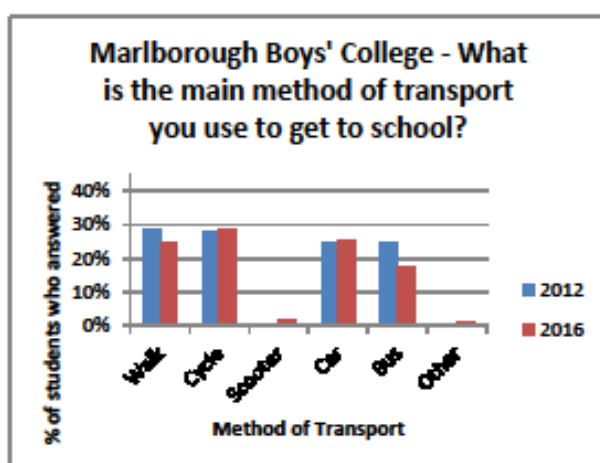
# Road Safety Coordinator Update

(Information prepared by Robyn Blackburn)

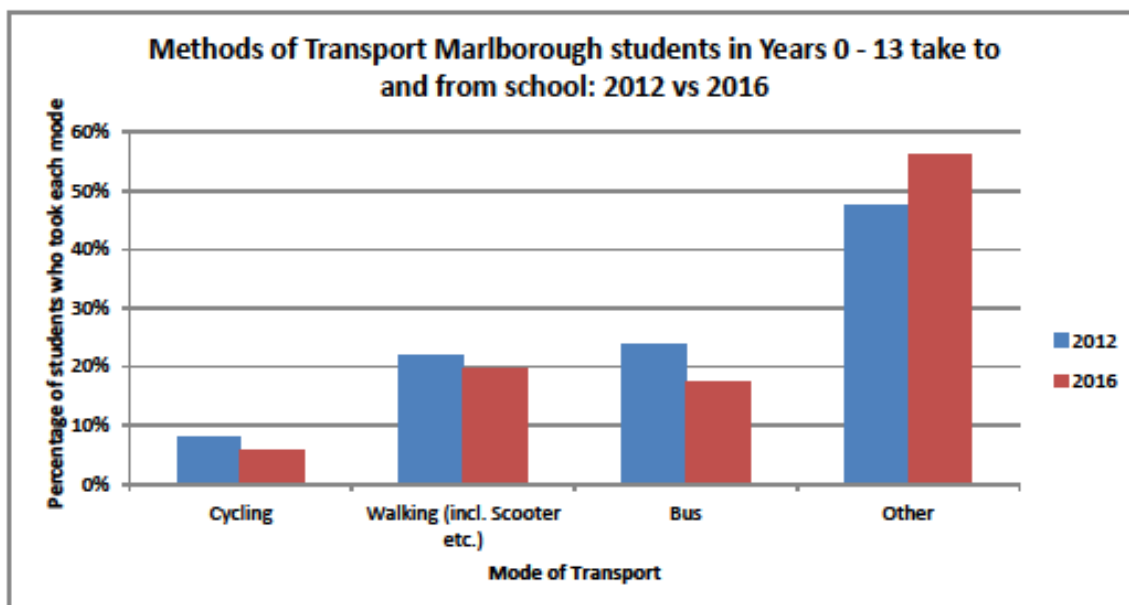
## General

Statistics were compiled about how students are travelling to school. Marlborough Girls College data was not available for 2016 so statistics do not include MGC travel details.

### Comparisons of School Travel Survey for Queen Charlotte College and Marlborough Boys' College: 2012 and 2016



### Comparisons of School Travel Survey for All Students in Marlborough in Years 0 - 13: 2012 and 2016



The first 2017 Road Safety Action Plan meeting was held on 14 February 2017. The planned programmes and activities were evaluated in terms of delivery with statistical input made available from Police.

Police commented that young people drink driving offending seems to be increasing after numbers had fallen over previous years when new regulations were first introduced. This change seems to be consistent with a national trend.

Police and road safety advocates are concerned about the lack of restraint use in recent fatal and serious injury crashes.

More 40km/h advisory speed signs are planned for schools this year heading towards the goal to have signs up around all Marlborough Schools before the end of the year. While the speed restriction cannot be enforced they provide a warning to motorists that speed should be reduced around schools when the students are travelling to and from school.

Safe and Sound at the Top (SASATT) has requested information be gathered on issues involving mobility scooter use in our region to determine if there is a problem with their use, what the problems are, and then discuss solutions as to how to mitigate any dangers.

### **Safe Motorcycling**

A summer student has produced a piece of work based on what NZQA credit courses might be offered to the colleges in terms of rider training. The report includes how this can be delivered and who is eligible to deliver courses. With a bit more work it is expected that we will be able to offer the colleges a comprehensive report on possible course delivery and of the benefits to students.



An international bike suspension specialist held a workshop at the Roadhouse carpark on 14 February. Dave Moss checked and made changes to the bike suspension for 18 riders. The feedback from riders was positive in terms of how the changes made a difference to the ride and also how the workshop encouraged self-checking of bikes.

There is interest now for a similar workshop with Dave Moss focusing on correct bike tyres.

Regular articles have been featured in the Blenheim Sun promoting ACC's Ride Forever motorcyclist riding courses. Interest has been steady and is a lot stronger over the summer months.

### **Safety of Young Drivers**

An agreement has been drafted between Marlborough District Council and Supporting Families in Marlborough to offer support for young people to progress through the Graduated Licence System. The Transport Agency and the Police recognise that some young drivers do not have the support they need to move off their Learner or Restricted Licence and are constantly being infringed. The agreement will provide Supporting Families with road safety funding so that they can manage the programme with additional support from Corrections and WINZ who can fund the cost of the test.

The Rotary Young Driver Awareness (RYDA) programme event will be held at The Renwick Giesons Sports Centre on 8 and 9 March. MGC and MBC have confirmed they will be attending and all session facilitators and volunteers have been confirmed. Road Safety Education who manages the RYDA programme have provided webinar type training for all facilitators most of whom have taken advantage of the opportunity. Police, NMDHB, Brain Injury New Zealand, and local driving instructors have all been volunteered/contracted to deliver the six sessions.

ACC and Transport Agency's new "Drive" website will be promoted through digital and hard copy media in March. 'Drive' is an interactive, informative website designed to assist young people who



have their Learner's Licence progress through to their Restricted Licence which tends to be the most difficult test to pass.

### **Drink Driving**

Theatre advertising will end in March replaced by a new 'Eye's on' intersection campaign. Drug Arm will continue to distribute black glow-in the dark 'Know your Limit' bands as they engage in 'responsible drinking' discussions on the weekends.

The Marlborough Alcohol Governance Group (MAGG) are meeting in March to confirm the need to have a 'Gap Analysis' report conducted that will guide future Drink/Drugged driving campaigns in Marlborough.

### **Roads and Roadsides**

An advertisement on the Farming feature page of the Blenheim Sun Article in February was focused on the tagline "Bends are hurting us" and the target audience were men using rural roads. This campaign has a number of target groups and advertising is carefully planned in-line with current events.

A meeting to discuss crash sites in Marlborough with the Road Safety Engineer was postponed in December due to the engineer being seconded to help with road improvements on SH63.

A comprehensive 'Eyes On' intersection campaign is planned across the Top of the South in April through to June. Current motorcycle billboards carry a similar theme that drivers are travelling through intersections without looking effectively to reduce crashes with other vehicles, motorcyclists and cyclists.

### **Fatigue**

The fatigue campaign to offer 'Driver Reviver' free coffees with maps of the new route to Christchurch from Picton will continue until funding has been used. Invoices from the cafes are coming through now and that will give us some idea of how many drivers are taking up the offer of a free coffee as well as the costs associated with the scheme

## **BikeWalk Marlborough**

**(Information prepared by Robin Dunn)**

**C230-001-B03**

Attached are the latest minutes.

The Bike Walk Marlborough Trust Operational Plan (2017-2027) is also being presented at this meeting as a separate item.



Recipient, Road Safety  
Leadership  
Award 2018

Free Workshop on

# Cycling Confidence



**Share the Road Workshops give you skills and confidence to enjoy your ride**

- Bike control
- Ride to be seen
- Choose safe routes
- Heavy Vehicles

## Blenheim Workshop

Thursday Mar 16th 4pm  
Marlborough Conference  
Centre, Alfred Street

To enrol or for info phone  
Will on 021 02692724 or see  
[facebook.com/ShareTheRoadNZ](https://www.facebook.com/ShareTheRoadNZ)

To enrol online click:  
<https://goo.gl/forms/PzqBGxivC39fWfz72>



**Share the road**  
Heavy vehicle drivers and cyclists





**Minutes of Bike Walk Marlborough Trust Meeting held in the  
Committee Room, Marlborough District Council on Tuesday  
15 February 2017 commencing at 3.30 pm**

**Present**

Kevin Wilson (Chair), Braden Prideaux (Bike Walk Marlborough Co-ordinator), Ray Clearwater, John Pickering, Brigid Forrest, Tracy Johnston, Steve Hill and Robin Dunn.

**Visitors**

Cynthia Stocks, Councillor Terry Sloane and Rosie Bartlett (on behalf of Mark Wheeler (MDC))

**In Attendance**

Chris Hines – MDC Secretary

**Welcome**

The Chair welcomed everyone to the meeting.

**1. Apologies**

Mark Wheeler (MDC), Steve Hill (early exit) and Councillor Terry Sloane (early exit)

**Cynthia and Kevin's Discussion Paper**

- Kevin declared an interest and advised he would not vote on the paper.
- Cynthia confirmed that her working party would like BWM Trust to take a more active governance role in pursuing the development of the major new trails, specifically from Picton to Blenheim.
- The working party feels they have come to the stage where a broader/wider governance group is needed to move forward and avoid issues experienced in other regions.
- A suggestion was made to adopt a model similar to Smart and Connected in Renwick which is an entity working outside, but with approval of the Trust. It was acknowledged that the Renwick trails are on a much smaller scale than that outlined in Cynthia and Kevin's paper.
- Kevin made the request for a subgroup of the Trust to be a governance group. With the window of opportunity particularly for the trail going south being only from 3 to 6 months, there needs to be the right governance group in place to drive the proposal forward.
- Link Pathway do not want to be involved in the governance of the Koromiko or Coastal Pacific trails.

3.40 pm Cynthia left the meeting.

- A decision was deferred in the interim to discuss the Operational Plan while Councillor Sloan was available.

**2. BWM Trust Operational Plan – Braden**

- Feedback from Mark Wheeler and Rosie Bartlett was the plan was in line with where Council wants the Trust to go. It is expected that the Trust will align with Marlborough Walking Cycling Strategy.

- The major changes to the Plan have been in the Executive Summary which outlines the role of the Trust, strengthening the sections around understanding walking and cycling in Marlborough, and tourism needs to be updated.
- Rosie confirmed that there are some issues about how operational matters should work and the adoption of the Plan should confirm how BWM wants to operate and move forward. It is not expected to be a static document but will change with governance and development.
- Council's understanding is that the BWM Trust is the over-arching body of everything biking and walking in Marlborough. This encompasses a large diversity of work and is captured well in the pillars in the Plan. It does not mean that the Trust is necessarily always involved, but certainly has an overview of everything happening.
- At the meeting held on 14 February with Ministry of Business, Innovation and Employment (MBIE), New Zealand Cycle Trail and New Zealand Transport Agency, the message was clear that they prefer to deal with one entity like the overarching umbrella BWM Trust.
- It is important that the Walking Cycling Strategy and the Cycle Network Plan for Blenheim, Picton and Wairau go to the next meeting of Assets and Services on 13 March 2017 and then on to Council for approval and sign-off. This would then go on to the National Land Transport Plan to attract funding. The Picton to Blenheim trail, the Blenheim to Renwick trail along with the Coastal Pacific trail, need to be included on the Network Plans. (Braden and Robyn Blackburn are currently updating the Walking, Cycling Strategy.)

3.50 pm Steve Hill left the meeting.

- Ray suggested more trustees are needed.
- There was further discussion about the Operational Plan and whether it does reflect the work and role of the Trust.
- The draft will be refined by Tracey, Steve, Robin and Braden. Braden will send a final copy of the Operational Plan to Trustees by 1 March when the amendments are completed.

### 3. Acceptance of Previous Minutes - 13 December 2016

The previous minutes were for a Working Group meeting and not for the Trust as there wasn't a quorum.

Motion that the previous minutes be accepted.

**Moved by Kevin Wilson – Seconded Ray Clearwater – Carried**

### 4. Matters Arising

- What hasn't already been covered is work in progress.
- Kevin, Tracey and Robin attended a meeting of the Queen Charlotte Track Stakeholders group on 14 February. Also in attendance were representatives from MBIE, New Zealand Cycle Trail and the New Zealand Transport Agency.
- Positive feedback received at the meeting was that the Marlborough Discovery Trail document is very good and they are looking at potentially funding the Link Pathway to Picton and connecting with the Queen Charlotte Track. All upgrades in Queen Charlotte Track will also be done.

### 5. Financial

- The Summary Report was circulated and is attached as **Appendix 1**.
- Two invoices to be referred for payment after having been approved by the Finance Committee are:
  1. The Menz Shed's 6 month report for the period 1 July 2016 to 31 December 2016.
  2. Cynthia's payment of \$920.00 for work done.
- An account for \$160.00 for photocopying of draft Concept Plans by Kevin has been received. These draft plans have been distributed by Kevin to various Councilors to raise the awareness of future plans of the Trust.



- This prompted discussion about process among the Trustees, who were unaware of Kevin's intention to distribute the draft Concept Plans. Following this Kevin tendered his resignation which was later withdrawn.

A motion was made to support the Chairman and what he has done.

**Moved by** John Pickering – **Seconded** Brigid Forrest –

- Robin acknowledged the amount work that has been done by Kevin and the Trust while he has been Chairman.
- A suggestion was made to have a governance review, with an independent person assessing how the Trust is working and giving some recommendations.

## **6. Structure of BWM Trust – Kevin Wilson**

- There was discussion about the structure of the BWM Trust and whether should be another Trust set up to build trails.
- It was agreed that the Structure and Governance is a work in progress. It is acknowledged that there are some issues and uncertainty that need further work.
- Kevin suggested that the structure papers be deferred but will be considered by all the Trustees (excluding himself) to come back to the meeting in May.
- It was acknowledged that business plans are required for the two trails, Koromiko and Coastal Pacific and need to be done immediately. These could be done by a contractor or a separate entity to the Trust. The chosen option would have to be agreed to by Trust members and funded if necessary.
- The process of funding allocation is unclear to Trust members and needs some clarity. Rosie and Robin agreed to talk to David Craig about feasibility studies and projects and financial processes.

## **7. Discovery Trail Strategy 10 Year Plan**

- This plan is still in draft.
- A request was made for a further \$50,000.00 to be included in the 10 year plan for future development of mountain bike trails.
- There was discussion around whether only those trails that attract MBIE funding should be included in the plan.
- Accordingly the request for \$50,000.00 will not be in the plan but will be noted elsewhere.

## **8. Menz Shed**

- Funding will be as per usual.
- Menz Shed requests that they assess their own bikes with their own mechanics. BWM will not engage in the process of selling, but merely fund the program.

## **9. General Business**

- Printing
  - If documents require printing, Braden is happy to use the work printer or Council could possibly help out.
- Governance
  - An approach will be made to Sport Tasman by Rosie to get a person to talk to the Trustees about governance training for sports groups.
  - This will be arranged for the period between 15 to 21 March. Braden and Rosie will organize this.
  - Trustees are scheduled to meet with Mark Wheeler on 21 March at 2.00 pm.

## 10. Correspondence

Nothing to report.

With no other general business the meeting was declared closed at 4.55 pm

## Next Meeting

Wednesday 17 May 2017, Committee Room, MDC

## Actions from Meeting

No.	Action	Person Responsible
1.	Update the Walking Cycling Strategy and the Cycle Network Plan for Blenheim, Picton and Wairau. Ensure the Picton to Blenheim trail, Blenheim to Renwick trail along with the Coastal Pacific trail is included on the Network Plans. To be submitted at the next Assets and Services meeting after approved.	Braden/Robin
2.	Email final copy of Operational Plan to members for approval when amendments are completed.	Braden
3.	Talk to David Craig about Trust feasibility studies and projects.	Rosie/Robin
4.	Find out about Trust financial processes (usage and flexibility).	Rosie/Robin
5.	Feedback financial information to Braden, Tracey, Robin and Steve for the Operational Plan.	Rosie
6.	Organise to have someone speak to the Trustees about governance, sometime between 15 and 21 March.	Rosie/Braden

File Ref: C230-001-B03  
Record No.

Marlborough DC

Journals Category

## Ledger Print - Summary Report

Ledger

JC17A

JC Actual 2016/17

As At 3/02/2017

From Period: 0 To 12

Date	Pd	Src	Type	Batch	Reference	Narrations	Amount	
05519-21120								
						Consultancy Cycle Facilitat		
23/11/2016	6	AP	APINV	235222	2213	Cynthia Stoks Marl Discovery Trail 10 yr plan	1,400.00	
						Closing Balance	1,400.00	1,400.00
05519-21135								
						Contributions Cycle Facilitat		
26/08/2016	3	AP	APINV	227622	INV-0246	Tasman Regional Sports Trust 2nd Instalment of Bike Walk Marlborough	14,000.00	
						Closing Balance	14,000.00	14,000.00
05519-21330								
						Materials Cycle Facilitat		
5/09/2016	2	GJ	\$JOURNAL	227783	GJ170131	Stationery & Cafe - Aug16	7.00	
17/10/2016	4	AP	APINV	231271	RECYCLE SCHEM	Menz Shed Blenheim Community bicycle recycling scheme	825.00	
						Closing Balance	832.00	832.00
05519-21415								
						Professional Fe Cycle Facilitat		
31/08/2016	3	AP	APINV	227873	INV-0158	Geoff Canham Consulting Queen Charlotte Trail	1,443.82	
17/11/2016	5	AP	APINV	232993	INV-0278	Explore Marlborough Limited Preparation of Marl Cycle Trail Strateg	4,350.00	
						Closing Balance	5,793.82	5,793.82
05519-21420								
						Projects Cycle Facilitat		
10/10/2016	4	AP	APINV	230235	2016/1	Marlborough Mountain Bike Club Scenic Route Wither Hills Bike Park	5,285.98	
						Closing Balance	5,285.98	5,285.98
06289-21330								
						Materials SH6 Cycleway (R		
14/12/2016	7	AP	APINV	235445	00034047	Gary Ching Limited ABUS 83 / 45 Standard security profile	649.00	
						Closing Balance	649.00	649.00
06291-21330								
						Materials Spring Creek Sh		
17/11/2016	6	AP	APINV	233492	00033638	Gary Ching Limited ABUS 83 / 45 Standard security profile	570.43	
						Closing Balance	570.43	570.43
						[END OF REPORT]		
						Ledger Total	28,531.23	28,531.23



## Minutes of Bike Walk Marlborough Advisory Meeting held in the Kenepuru Room, Marlborough District Council on Tuesday 15 February 2016 commencing at 1.30 pm

### Present

Councillor Terry Sloan (Chair), Councillor Michael Fitzpatrick, Braden Prideaux (Bike Walk Marlborough Co-ordinator), Kevin Wilson, Ray Clearwater, John Pickering, Stuart Eyes, Robyn Blackburn (MDC), Robin Dunn (MDC), Rosie Bartlett (MDC), Penny Wardle (Walking Commission), Steve James (NZTA), Jenny Hopkins, Cynthia Stoks, Brigid Forrest, Dave Gardner, John Blundell, Ross Beech, Peter Blackmore, Vern Ayson, Mel Greenwood (Sport Tasman), Steve Hill and Basil Stanton (Menz Shed)

### In Attendance

Chris Hines – MDC Secretary

### 1. Welcome

The Chair welcomed everybody to today's meeting.

### 2. Apologies

Rene de Ruiter, Duncan McKenzie, John Reuhman, Brenda Burr, John Kershaw and Linda Le Sueur

That the apologies be accepted.

**Moved by** Cllr Terry Sloan – **Seconded by** Ray Clearwater - **Carried**

### 3. Confirmation of Previous Minutes

That the minutes of the meeting held on 13 December 2016 be accepted.

**Moved by** Kevin Wilson – **Seconded by** Brigid Forrest - **Carried**

### 4. Matters arising and report on 'Items for Action'

No.	Action	Person Responsible
1.	Develop a renewal policy for bikes to ensure enough stock for the Ride On Program	Braden
<p><i>A renewal policy has not yet been developed but this will be done within the next couple of months.</i></p> <p><i>Currently there are 20 bikes fit for purpose. With a new on-road component in the program there will be a need for larger bikes for bigger kids.</i></p> <p><i>The Kiwisport application for the Ride On Program included a quote for the purchase of four new bikes at around \$300.00 each. This has been accepted and bikes will be purchased.</i></p>		



2.	Meet with Menz Shed Coordinator regarding updating of contract.	Braden
<p><i>Robyn Blackburn and Braden met with the coordinator.</i></p> <p><i>The current contract with Bike Walk Marlborough (BWM) is that all bikes are sold to the public for \$25.00 each and helmets for \$20.00 each. BWM pays \$50.00 for every bike sold with a helmet and \$40.00 without a helmet and will pay up to \$1000.00 per year. Payment is made on receipt of a six monthly report which outlines what has been sold over the period.</i></p> <p><i>Robyn and Braden were happy with the way the contract is working and don't see any major changes.</i></p> <p><i>In future the Menz Shed staff want to assess the bikes for sale themselves instead of taking them to Avanti to be checked as has happened in the past. Robyn spoke to the Council Solicitor and confirmed there is no Council or BWM liability with the sale of the bikes. The contract is between the Menz Shed and the purchaser of the bike. Braden will let them know in writing of their obligations.</i></p> <p><i>The Menz Shed has an inventory system to track bikes that come from the public and those that are part of the BWM program. Basil confirmed the process used.</i></p>		

## 5. Operational Update – Braden Prideaux

- *BWM Trust Operational Plan*
  - The Trust has been developing an Operational Plan to formalize the relationship with Marlborough District Council and the Advisory Group.
  - This was sent to Mark Wheeler late last year. There are some small final changes to be made.
  - The Marlborough Walking Cycling Strategy is the overall strategy that will be followed. It is important to note that BWM is making sure that they are aligning with Council strategy and working towards the same goals.
  - The Marlborough Walking Cycling Strategy is currently being updated by Braden and Robyn. It was last updated in 2010. They are working with MWH in Nelson on this strategy update. The main parts being updated are the Action Plan and Network Plan.
  - An updated strategy is essential to gain further urban cycleway program funding. The current funding round ends next year and the next round opens up mid-2017.
- *Spring Creek Cycleway*
  - The Grovetown to Spring Creek extension was opened some weeks ago by Simon Bridges.
  - Braden apologized that the opening of the cycleway was not a public event as he had originally thought.
  - At the Taylor River, there was a sod turning event soon after.
  - There is a counter on both cycleways. At Grovetown cyclist numbers have gone up from 30 to 90 per day. Pedestrians have gone from 10 to 14 per day. Taylor River is continuing to be outstanding with 620 pedestrians per day and 150 cyclists per day.
- *Bikes in Schools*
  - Braden is working with Springlands School. Their riding track which goes around the field has been finished. Their pump and skills track should be finished shortly. Funding for these projects has come from NZTA and their own fund raising.
  - Mayfield School is also finished. An opening is being planned.
- *Taylor River Progress*
  - The sod turning event has occurred as above. Construction has started. Currently concrete is being put in up to Burleigh Bridge and there will be tar sealing past this point.
  - The completion date is expected to be 12 April 2017.

- Ray brought up a concern about grass growing through the tar sealing at the top end which has only recently been done. This will be raised with Fulton Hogan.
- The width of the track where it is concreted is to be checked to ensure that it is 2.4 metres wide as was the requirement for NZTA funding. Marlborough Roads who are managing this contract will be contacted to ensure the width is correct.
- Silt has caused the path to now be below the level of the grass. This will be an on-going problem on account of the flooding of the river and will continue to have to be managed.
- John Blundell suggested that access to Brayshaw Park should be made from the Taylor River track. He advised that Brayshaw Park is happy to have a connection to the Taylor River track. Near the farm machinery building there is a gateway in place and a track that can be walked or cycled without a problem. Access here would be suitable for wheelchairs as there is no level variation as on other parts of the track. It is only the connection to the Taylor River track that would need to be done. Braden will write to Brayshaw Park requesting access. It may be that the connecting track could be done with the existing work.

Motion that BWM Committee write to Brayshaw Park to request an access connection to the Taylor River Track.

**Moved by Terry Sloan - Seconded by John Blundell - Carried**

- Marlborough Roads have been spoken to about the bridge seal. They are going to have a look at it. This will be followed up again by Cllr Sloan.

## 6. Marlborough Discovery Trail Update – Kevin Wilson

- *Marlborough Discovery Trail*
  - A professional document has been prepared by Cynthia Stocks and Karen Walsh. It is currently in draft the same as the strategic Operational Plan. Both are now ready for consultation. In order for this to happen, Kevin suggested they both should go on the Council's website and into the local paper.
  - After community input they will be presented to Council for acceptance.
  - Two concept plans were tabled, one for Koromiko Valley Pathways and another for Coastal Pacific Cycle Trail.
- *Koromiko Valley Pathways – Cynthia Stocks*
  - There are seven sections finished by the Urban Cycleway Programme and there are six remaining sections to do. Work is to be done on the Para Road section, the section between Spring Creek and Tuamarina. The outcome will be 10 kilometres of extra off road cycleway available, which would link up to Tuamarina for relatively little cost. To progress this, the working party is requesting support.
  - Brigid acknowledged the amount of work that has gone into the concept plan by Cynthia.

Motion that the request for support for the Koromiko Valley Pathways group proceeds to the BWM Trust meeting.

**Moved by Basil Stanford - Seconded by Brigid Forrest - Carried**

- *Coastal Pacific Cycle Trail - Vern Ayson.*
  - The group involved with this trail is concentrating on one day cycling around Blenheim, the next day to Seddon and the following day to Ward. They have been working on the section between Blenheim and Ward and have approval in principal from various parties and landowners.
  - The trail will continue from the Riverlands Industrial Estate to Redwood Pass Road where a bridge would be required across the drain. It is proposed to have a loop from the truck stop to Hardings Road around the lagoon and back to the truck stop. This side track is about 10 kilometres.
  - From Redwood Pass Road the trail proceeds to the Awatere Valley for an overnight stay. The next day would be to Blind River, the Saltworks, Marfells Beach Road and down the railway line to Ward.

- The intention is that the trail would stop at Clarence, but now on account of State Highway 1 redesign, there is pressure to go on to Kaikoura. There is a Hurunui group who are proposing to have a trail extension go to Hamner from Kaikoura.
- Kevin mentioned that there has been publicity in the paper recently that Stuart Smith MP for Kaikoura held a meeting to promote the idea of a trail to Kaikoura. This has also been supported by the Mayors in Christchurch, Hurunui, Nelson and Wellington. MP Simon Bridges also expressed support when in Blenheim recently.

Motion that the Coastal Pacific Cycle Trail Draft proceeds to the BWM Trust meeting for further consideration.

**Moved by** Brigid Forrest - **Seconded by** Ross Beech - **Carried**

## 7. Road Safety Update – Robyn Blackburn

- *Stride and Ride*
  - A Stride and Ride programme is starting next week in five schools. It is a 2 week pilot. The intention of the program is to get more kids who live within a 15 minute walking distance of school to walk, scoot or bike to school.
  - The school who has the most increase in the numbers of kids participating in the program will win prizes. The program is run in conjunction with Craig Harper riding the length of New Zealand with the help and support of Kiwican.
- *College Statistics*
  - Secondary school statistics for travel, that is, how the students travel to school, were handed out (attached as **Appendix 1**). Marlborough Girls College statistics were not available.
- *Ride On Programme*
  - An idea being worked on is that when primary children (over 10 years old) do the Ride On Programme they could get a bike licence. This could give children, parents and schools more confidence about children on bikes.
- *Walkability*
  - This is on-going with Lyn Nicholl testing her mobility scooter on the main streets on the walkability routes, to identify potential hazards.
  - When completed, these routes will be completely pedestrian and suitable for wheelchairs, mobility scooters and the visually impaired.
- *Transport Agency*
  - The Transport Agency is looking for 12 cyclists to attend a workshop with trucks in March.
  - The purpose is to educate both truck drivers and cyclists about their different perspectives on the road.
  - Braden will send the flyer to group members after the meeting.

## 8. Events, Promotion, Education and Community Activities Update

- *Mountain Bike Club*
  - The Club has been very active this year. The Thursday night rides continue.
  - There is a Madman's downhill event coming up shortly.
  - A cross country event in May is open to the public, everyone welcome.
- *Forrest Grape Ride*
  - The Grape Ride is on 4 March 2017.
  - There is a new team's category – cost is \$300.00 per team of four. Two people are to do 101kilometers and two people to do 42 kilometers.
  - The organisers would like to see more support with local business teams and individuals



entering. Numbers have been impacted by the earthquake this year with fewer entrants from the south.

- *Craig Harper event*
  - This event was held recently with an attendance of around 200 people. Jamie Fitzgerald (who rowed across the Atlantic and walked the South Pole) also attended and spoke.
  - Craig Harper commences his ride on Monday. His target is 4 days to cycle from Cape Reinga to Bluff. He is stopping at Pak'n Save when in Marlborough and a few schools as part of the Stride and Ride Programme, will be visiting him there.
- *Aotearoa Bike Challenge*
  - This is an NZTA initiative for February. It is a workplace and recreational challenge. It is not too late to sign up if you haven't already. Marlborough businesses are getting behind it.
- *Spring Creek to Grovetown Cycleway*
  - As mentioned the new cycleway has now opened. Steve from NZTA advised that if there are any changes required, they will be made in the next month.

## 9. General Business

- *Walking Access Commission – Penny Wardle*
  - Penny is a Regional Field Advisor for the Walking Access Commission. She covers Marlborough down to Kaikoura, Nelson and Golden Bay. She spoke about the Commission and role within it.
  - The Commission was formed in 2008 to promote free, certain, enduring and practical walking access to the outdoors.
  - 70% of the land abutting New Zealand's coasts, lakes and rivers is in public ownership and that includes 56,000 kilometers of unformed level or paper roads which is a significant resource for groups like BWM.
  - Penny deals with disputes regarding access.
  - A lot of her work also involves overseas investment cases. When an overseas buyer wants to buy land, they are required to speak to a number of bodies including the Access Commission about valuable access. This is not just about public access and identifying existing easements, but suggestions regarding possible future access that could be created, such as for example, possible downhill mountain bike trails within forested land. Penny would like to be kept informed about future possible access of land that is changing hands.
  - Regarding the Coastal Pacific Cycle Trail Penny informed the group that this concept is being taken very seriously at her Head Office level. She pointed out that it is a very short window of opportunity and the concept will have to be developed as quickly as possible. She is happy to work with BWM, the community and local business to support the concept. Local Government and political support will be essential. Funding sources will also have to be identified as it is not expected that NZTA would carry the full cost.
  - The Commission has limited funding (\$56,000.00 Enhanced Access Fund) which for the most part is used for legal, surveying and consultation costs for priority walking and cycling easements across private property. However, the Commission does have the ear of influential policy people in Wellington which could be of benefit.
- *Access between Wratts Road and Selmes Road – Ross Beech*
  - For the past 18 months Ross has been quietly working on access between Wratts Road and Selmes Road. There are two leases and freehold section between them.
  - Both leases have been renewed within the last 3 years within 3 months of each other. Of the two leases, one has walking and bike access, while the other has just walking access. The freehold section in between runs along the stopbank and has been discussed over a number of years. It is a sensitive issue for the property owners.



#### Minutes of BWM Advisory Group Meeting – 15 February 2017

- There is a cycle way on either side of this juncture.
- It was decided this is a typical case for the Commission. Ross will talk with Penny Wardle and report back to the group at next meeting.
- Robin Dunn advised that the Council has done everything within their power to get access, including offering to buy the land and the river section but efforts have been repeatedly turned down.
- *White marker posts*
  - There are only around four white marker posts standing between the boundary and the turnoff to Dog Point Road on New Renwick Road. Steve made a note and will look into it.
- *Alabama Road Path*
  - There have been plans to put a path down Alabama Road between Dry Hills and Mitre 10. Marlborough Lines were going to do work in the area and the path was to be put in at the same time. Marlborough Lines has other priorities following the earthquake and this work has been pushed back. It was agreed to put this up as an item at the next meeting to discuss whether the path should go ahead or not.

#### 10. Correspondence

Nothing to report.

With no other general business the meeting was declared closed at 3.10 pm. The Chair thanked everyone for their attendance.

#### Next meeting

1.30 pm Wednesday 17 May 2017, Committee Room, Marlborough District Council

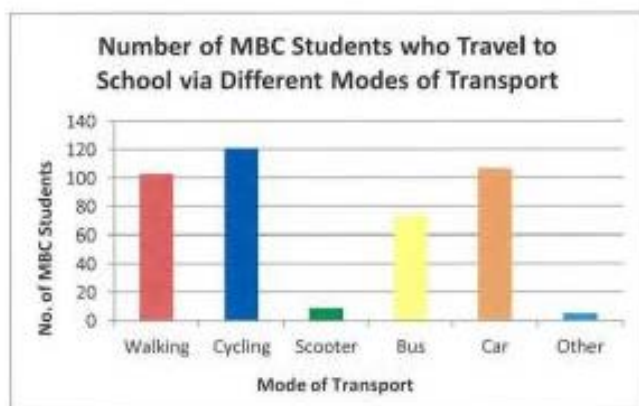
#### Actions from Meeting

No.	Action	Person Responsible
1.	Write to the Menz Shed advising them that any liability with regard to sale of the bikes remains with them, that is, they will need to make their own provision to indemnify themselves against any liability.	Braden
2.	Write to Brayshaw Park requesting access via the Taylor River Track.	Braden
3.	Follow up on the bridge seal with Marlborough Roads.	Clr Sloan
4.	Send Transport Agency flyer regarding the Truck Workshop in March to group members after the meeting.	Braden
5.	Discuss access between Wratts Road and Selmes Road with Penny Wardle and report back to the next meeting.	Ross Beech

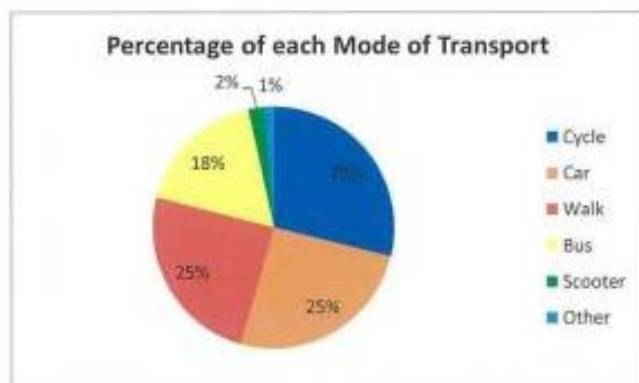
File Ref: C230-001-B03  
Record No.

## Appendix 1

### MBC School Travel Survey



Mode of Transport	Number of Students
Walk	103
Cycle	121
Scooter	9
Bus	74
Car	107
Other	5
<b>Total</b>	<b>419</b>



74% Sustainable Transport

We asked the form classes "We want to reduce congestion around the school gate to make it safer for students who bike, walk or bring their scooter to school. How does your class think we could stop cars coming to the school?"

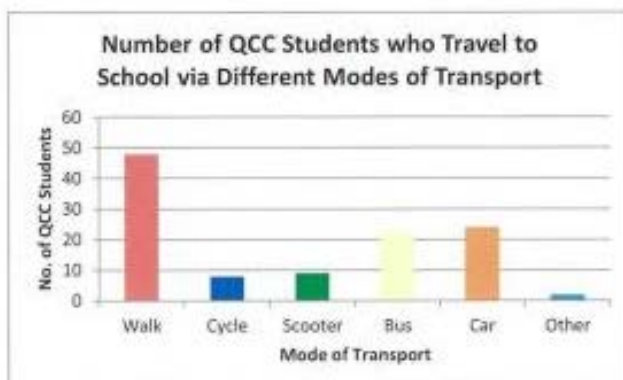
The main suggestions to this answer were to have a reduction in the speed limit or to have completely no car access on Stephenson Street. Some of these mentioned that this should only occur around main school hours (between about 8:30am - 9:15am and 3:00pm - 3:30pm). Similar to this were suggestions about having a brief 1-minute stopping bay near the school for parents to drop-off and pick-up students. About half of the respondents made comments highlighting this to be a popular idea.

Another key suggestion was to add more cycle lanes. Some of these wanted them to be located on Stephenson St whilst others wanted them around town, to outer suburbs such as Renwick and more off-road cycle tracks i.e. to Riverlands. Seven respondents mentioned they would like to see more cycle lanes.

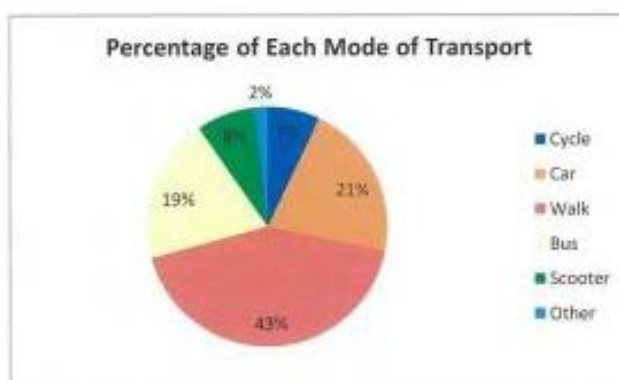
Other noteworthy comments were that of more buses, in particular a bus route to Witherlea. It was also mentioned by a few respondents that the car park should be expanded, with the idea of a two-storey car park also being brought up.

Classes highlighted that cyclists could not visibly see incoming traffic when leaving school in the afternoons coming out of the bike cage due to cars being parked too closely to it on Stephenson St. Finally, it was discussed that there should be more pedestrian crossings on main roads such as Alabama Road and Redwood Street and outside the bike cage.

## QCC School Travel Survey



Mode of Transport	Number of Students
Cycle	8
Car	24
Walk	48
Bus	22
Scooter	9
Other	2
<b>Total</b>	<b>113</b>



77% Sustainable transport

We asked the form classes "We want to reduce congestion around the school gate to make it safer for students who bike, walk or bring their scooter to school. How does your class think we could stop cars coming to the school?"

The main suggestions to this answer were for another pedestrian crossing to be implemented. One response said this should be at the southern end of the school. It was suggested that form classes could take turns in "manning" this crossing, presumably as road patrol. 4 out of the 7 responses highlighted a need for this.

Other suggestions included providing a locked area for scooters and bikes at the school, a local bus service, a bicycle lane and the further enforcement of safer cycling rules needing to be taught. It was also suggested to have speed reduction zones during main school hours and no parking signs outside the school.