




**MARLBOROUGH
DISTRICT COUNCIL**



Only Marlborough



**Information Package
Assets & Services, Property and Community
Facilities Department
3 February 2022**

Contents

Marlborough Roads	1
Local Road Asset Management Report – November – December 2021	1
Project Status	2
Marlborough Roads Activities	4
Marlborough Roads Recovery Team Update	5
Delivery	6
Assurance	9
Walking and Cycling	11
Public Transport	12
Survey Results – raw data	15
Total Mobility	17
Whale Trail	21
Rivers and Drainage Section – Activity Report	28
Wairau River	28
Wairau Floodplain and Tributaries	29
Drainage	29
Floodway Reserves	32
Investigation and Miscellaneous	33
Gravel Extraction	33
Quarries	33
Bluegums Landfill – Contract Updates	34
Milestone 1 – Repurposing of Unwanted Goods Project	35
Services and Operations	57
Education Report Term 4, 2021	57
Enviroschools	57
General Schools Programmes	58
Sustainable Living	58
Parks and Open Spaces Activity Report	61
Blenheim Parks	61
Renwick Parks	69
Picton Parks	71
Northern Marlborough/Sounds	73
District Public Conveniences	75
District Cemeteries	76
Swimming pools	76
Playgrounds	77
Signage Upgrade	77
Walking and cycling	78
Trees and Plots	80

Policy and planning	82
Rangers' Report	83
Road Safety Coordinator Update	87
Property and Community Facilities Project Report	89

Local Road Asset Management Report – November – December 2021

(Information prepared by Steve Murrin)

R800-007-02

General

November and December were focussed on recovering from the storm event of 17 July.

The Marlborough Roads Recovery Team (MRRT) have been putting in some huge hours and effort to get the district's roads functioning again. Following the storm event of July there was over 350km of roads across the district that were closed. As of 23 December, all roads were open, however, a section of the Kenepuru Road and the top of the Awatere Valley Road were resident access only.

As well as storm recovery works, several of the programmed renewal and improvement works have got underway. Road reseals commenced in early November and will carry through until the end of March. Maintenance activities continue, with a big focus on pavement repairs.

Financial Commentary

Currently expenditure on Maintenance and Operations is tracking behind budget, this is because a lot of resource has been directed at the storm recovery. With the recovery team now independently resourced, the backlog of works is being worked through. Reseals and renewals have started, and it is expected expenditure will be back to budget.

Storm recovery works expenditure is currently sitting at just over \$15m as at the end of December.

Monthly Activities

Network Outcomes Contract From Operations Manager Dave Hall

November was busier than usual with the crews getting the network ready for an extremely busy Renewals Programme planned in the New Year.

A crew from Dunedin has completed the rut fill programme and managed to finish ahead of time, with great results.

Bryant Contracting completed the first of the Local Roads Rehabilitations for the year on Neal Road and immediately established on the second site to get this in before the upcoming holiday break.

The crack sealing programme has been put together for network second coat patches. Our Contract pledges crack fill allocation has been identified and programmed for February at the same time as the nearly complete crack sealing programme.

Subcontractor Fissenden's have been progressing through the network completing pre-reseal repairs. We have these programmed for completion prior to the end of the year on the SH and the last stragglers on Local Roads by January. Another stabilising crew has been brought in to assist in keeping the networks safe and keep pre-reseals on programme. Both crews have been affected by rain, but we are still progressing nicely.

The SH drainage renewals programme has commenced with works well and truly underway and on programme. The intent of completing the works before the end of this year has been hampered by our Subcontractor being taken over by another company and a number of staff leaving due to the

change. We have managed to secure one of these crews so will be able, if necessary, to carry on with these works within the JV.

We have been meeting with Marlborough Roads to start putting together the Capital Footpath programme and looking to get this agreed in the near future.

The bridging crew have carried on with last year's bridge maintenance programme which we are looking to have complete by the end of December. WSP have released this year's bridge maintenance programme which we are currently working through the pricing of.

A sub-contractor asphalt crew, we initially had to complete the failed surface sites in the network affected by cold and wet winter conditions, moved on to their own works. We are looking to obtain another resource from down south to help us in the space but have struggled to secure any due to high demand throughout NZ.

The unsealed maintenance renewals programme had been submitted and we have had the first sites completed during November. Alan has also finished the Molesworth grade on the new DOC Contract. Edridges new grader driver has completed his TM requirement and is up and running on the network. An additional grader from Kaikoura has been brought in to assist in getting the network back to full strength.

CBD cleaning continues with the night owls cleaning the streets and tidy up of the gardens rubbish bins and kerb.

The cyclic crews continue on with some great results attended to the BAU.

The SH network pavement marking renewals is almost complete, with the LR network being almost half done. Local roads remarks started in Picton working their way south.

Fulton Hogan has completed their early reseal sites, managing to get an extra week in due to poor weather in Nelson. HEB Sealing and Asphalt crews have been slightly hampered with weather and the large accident down south closing the highway for a day and a half.

The most exciting development is that the JV have secured three new foremen, and some resources to put around them so we can develop our teams and self-deliver more of the programme, starting with the remaining SH drainage renewals, LR drainage renewals and AWPTs.

Project Status

State Highways

The final landscaping on the SH6/62 Roundabout has now been completed. The contract is currently in its defects period.

A contract has been let to Fulton Hogan for the construction of the Clip-on Cycleway on the State Highway 1 Wairau Bridge as part of the Whale Trail. This work is being delivered by Waka Kotahi but funded by the Whale Trail Trust. Work will commence at the start of the new year.

Local Roads

Construction of the Battys Road Roundabout is complete other than finishing the central roundabout island. This will be done in late January (Figure 1).

The main Local Road focus has been on the Recovery to the Storm Event of 17 July. A report from the Marlborough Roads Recovery Team is attached to the end of this report.



Figure 1- Battys Road Roundabout



Figure 2-Slip stabilising at Portage

Marlborough Roads Activities

Marlborough Roads Maintenance Contract Manager Braeden Lobb has resigned as he has taken a position at Port Marlborough.

Network Technician Hannah Reeve has also resigned and will be finishing at the end of January. Hannah is going to undertake full time study at NMIT. Recruitment is underway for both positions.

Road Safety

Monthly summary from Network and Safety Manager. Details and trend information is included in the Quarterly reporting.

State Highway Crash summary

The Contract has had 1 DSI crash on the State Highway network recorded in CAS for the month of November 2021.

Local Road Crash summary:

The Contract has had 0 DSI crashes on the Local Road network recorded in CAS for the month of November 2021.

The following tabulation and chart reflect the current network knowledge for DSI crashes that have occurred in the Contract to date this year.

Marlborough Roads JV Network DSI Crashes Table:

Date by month	YEAR 1 Apr-2020 to Jun-2021	Jul-2021 to Jun-2022												YEAR 2
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL to Date Jul-2021 to Jun-2022
SH DSI Crashes	14	0	1	2	0	1								4
SH Fatal Crashes	4	0	0	0	0	0								0
LR DSI Crashes	11	0	0	1	3	0								4
LR Fatal Crashes	1	0	0	0	1	0								1

A variation in the data can be noted after CAS has been updated – as noted previously there is an ongoing lag with data entry into the system.

Marlborough Roads Recovery Team Update

Covering November / December 2021 Period.

Prepared 17 January 2022

Communications and Engagement

On 2 November an updated Programme of Access was released which sets out expectations for the work ahead and will give some level of certainty to residents, tourism operators and other road users about what they can expect over the coming months.

In the period from November to 22 December 2021, a routine of emailing weekly project updates to residents in the Sounds and Kenepuru areas was established, supported by roading alerts and Antenno updates.

On 12 January 2022, regular communications to residents in the recovery areas recommenced, after pausing for the Christmas period from 22 December. Communications on 12/13 January included the weekly email update, a roading alert and Antenno, outlining the stop / go plans for the week commencing 17 January and the daytime road closures for the week commencing 24 January.

With good weather over Christmas and New Year, there were no roading issues to communicate to residents.

In the Sounds, there have been reports of a few people complaining about neighbours breaking the Resident Pass rules over summer, but generally we understand from MDC and the guardhouse that residents are happy and things went smoothly over summer, to date.

For Awatere, there have been numerous public enquiries about access to Molesworth via Awatere Valley Road. A clearer statement about no access to Molesworth will be added to the CDEM map this week.

At this stage, the programme is only set for one week ahead, but as highlighted at the Sounds community meetings at the end of 2021, residents continue to ask for good communications about road closures as far ahead as possible to help with their planning. For example;

- Water taxis now require vaccine passes, so the unvaccinated in the Sounds area can only use road access, so forward notice about closures will help them plan their travel
- Farmers in the Sounds need to move stock and have asked when they can move trucks and trailers
- Businesses in the Sounds need to plan how to get visitors and supplies into the area.

Recent media coverage includes;

- 9 December 2021. Stuff.co.nz: [Story](#) following media tour of Kenepuru Road, explaining why it is not safe for the public
- 10 December 2021. RNZ National: [Story](#) as above
- 14 December 2021. Marlborough Weekly [story](#) as above (page 18)
- 19 December 2021. RNZ National: [Story](#) about Awatere Valley Road likely to be closed to the public
- 19 December 2021: Stuff.co.nz: [Story](#) as above
- 20 December 2021. RNZ National: [Story](#) about the extension of public access along Kenepuru Road, the land shuttle service and Awatere's closure due to a slip
- 21 December 2021. Stuff.co.nz: [Story](#) as above.

Resident meetings held December 7th at Waitari Bay Settlers Hall and The Portage with over 70 people attending.



Mayor John Leggett thanks the community at Waitaria Bay Settlers Hall

Delivery

Kenepuru Road, Moetapu Bay Road and side roads

Work on several roads and sites was undertaken with the aim of firstly removing the road closure at the Rock and Water tank slip thereby providing Controlled Access along Kenepuru Road and then maximizing the extent of Public Access road by the Christmas break.



Approximately 2000m³ of slip material has been removed this week from the Rock slip site

From late November to mid-December temporary daytime closures were put in place on Kenepuru Road at significant slips either side of Portage and then at the Water Tank slip to allow stabilization of the slip face; completion of these temporary works allowed heavy vehicle access past these pinch points allowing Controlled Access to be put in place.

On Torea Road water tables and slips were cleared to improve access across between the jetty and Portage.



Approximately 5000m³ of material has been removed

Work continued clearing slips, water tables and fixing culverts on many of the roads past Kenepuru Heads.

Queen Charlotte Drive – Picton to Havelock

Culvert cleaning, slip clearance and hydro seeding works have been undertaken.

A temporary culvert was installed at the Pukenui slip.

Waihopai Valley

Concept design options for a replacement of the bridge have been prepared. Discussions are now underway with adjacent landowners to determine the acceptability or otherwise of the options and potential impacts on property.

Awatere Valley

This road from Medway to Molesworth remains as Controlled Access Only.

Works to stabilize a slip adjacent to the Limestone Bridge required the daytime closure of the road between 9am-4pm from 22 November to 6 December. This work was completed on schedule but plans to open up the Awatere Valley Road to public use for the Christmas period were thwarted by the rain event of mid-December which resulted in the road at Limestone bridge being closed to all traffic.



The river training on the Awatere River at the Limestone Bridge was completed on 6 November



Road surface, water table and culvert improvement works 3.5km from the Limestone Bridge

Other works have included culvert replacements, clearing water tables and slips, construction of gabion baskets to protect the road edge, river training works and temporary access improvements at the Unnamed Cattle stop Bridge.

Kaiuma Bay Road

Early in the period bunding was completed around under slips and dropouts and slips from more recent rain. Work continued clearing water tables and replacing culverts



Working back from Shag point landing towards Wakaretu Bay

Northbank Road

Twin culverts were installed on a temporary basis at the end of Top Valley Road to allow vehicle access to Lake Chalice Road. The design for a permanent box culvert is programmed.

Work continues clearing water tables, reinstating the road surface, and repairing the approaches to the Bartletts Road ford.



Road repairs: removing damaged seal and replacing with new mix.



Culvert replacement on Top Valley Road.

Assurance

Site Assurance

Assurance inspections

Assurance Inspections in November and December focussed on the minor and simple works that have been completed to date. Issues from those inspections highlight the following area of improvement for the team:

PE Culvert Install

PE culverts are being used in the recovery and they have installation benefits of light weight and great long term corrosion resistance. They do however require careful installation and 600mm minimum of cover to provide a long serviceable life. Quality Assurance inspections are highlighting a few concerns with minimal cover and poor bedding materials and a focus in December was to upskill Zone Managers to understand their limitations to ensure they are used appropriately and installed correctly.



PE culvert with poor cover



Photo 2 – Running course with large particles migrated to the top due to dry weather conditions.

Maintenance Metal

Unsealed maintenance metal that is being used to rehabilitate areas of scour and reinstate the unsealed road surface following adjacent works is often not providing a great running surface nor a steep enough cross fall to prevent potholing. It is unravelling quickly with the larger particles sitting on top. This is likely to be due to the time of year it is being placed but again we are working with the Zone Managers to make sure they are drawing on the knowledge of the Marlborough Road maintenance team to get the best from the challenging time of year for this activity and the locally available material supply.

Fritter

Responsibility for fritter from overslips will need to be addressed. In many cases the overslip clearance has been completed and hydroseeding is taking well to begin the natural stabilisation process. Fritter unfortunately is continuing however and is likely to continue blocking the water table with consequences of saturating the pavement. Determining the time when these overslip sites are handed back to the maintenance team is required.

Another issue in relation to overslips is the extent of clearance. In general, this has been carried out appropriately, however, in some cases trees at the top of the overslips should be cleared now to prevent future road closures to make the network more resilient.



Photo 3 – Water table fritter



Photo 4 – Perched tree

Walking and Cycling

(Information prepared by Braden Prideaux)

R800-010-007-01

Taylor River Reserve Shared Path

- Widening of the Taylor River shared pathway is now complete between the Beaver Road footbridge and Alfred Street bridge. This completes 3.5 kilometres of path widening that occurred over the previous 2 years.
- Contractors have now completed the final section between Sinclair Street (SH1) overbridge and Stuart Street, which includes a new 2.5m shared path.

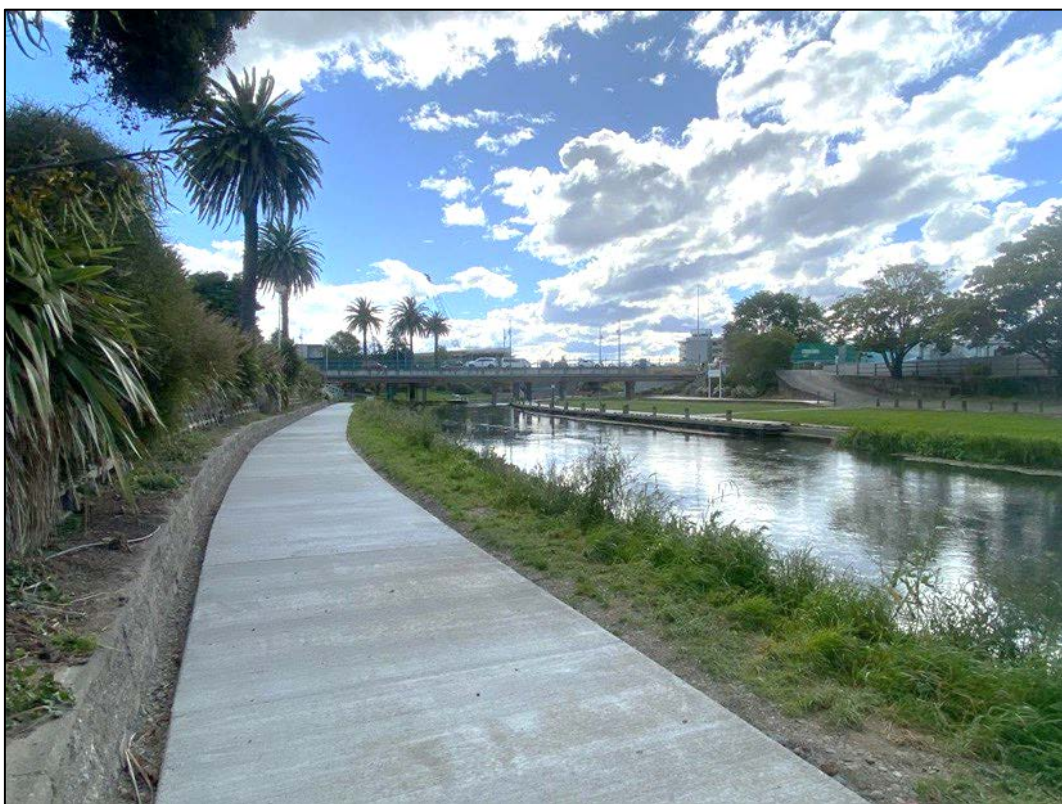


Figure 1: New pathway on Taylor River Reserve (looking West towards SH1)

Public Transport

(Information prepared by Braden Prideaux)

Patronage

Patronage in the July – December 2021 period was disrupted by the COVID-19 Level 3 and 4 lockdowns in the August – September 2021 period. Consequently, there was a reduction in passenger numbers of roughly 1,700 from the previous year, with 6,950 passenger trips taken in the July 2021 – December 2021 period.

Following the move back to Level 2 on 7 September 2021, the network recovered well with passenger numbers now operating at 87% (when compared with the 6 months prior to the Level 4 lockdown in August 2021).

	Blenheim North	Blenheim South	Picton	Renwick	Total
Jul - Dec 2020	2518	3881	1491	774	8,664
Jul - Dec 2021	1848	3400	1356	346*	6,950

Table 1: Passenger number for each bus service

**The timetable for the Renwick bus service was reduced from operating 6 days per week to 3 days per week in July 2021. This change is reflective in the reduction in passengers in the above table.*

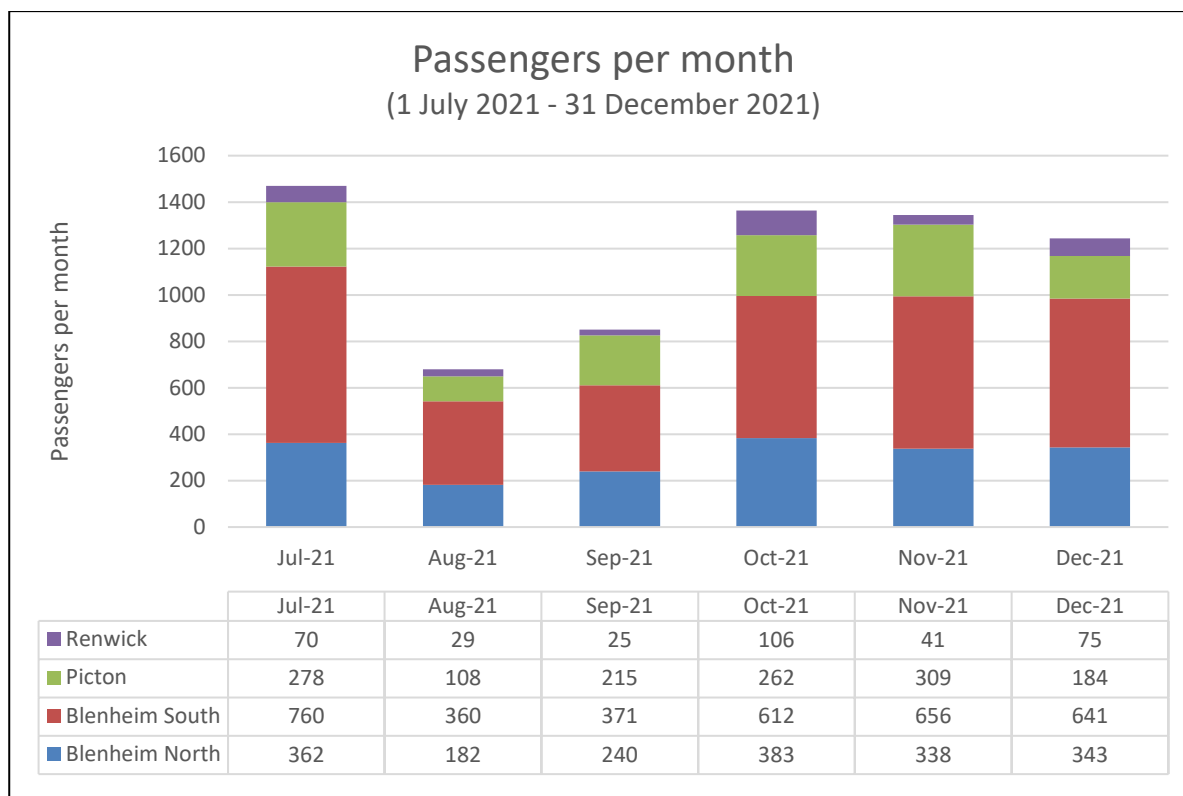


Chart 1: Number of passengers per month (1 July 2021 – 31 December 2021)

Renwick Bus Service Performance

	Actual July 2020 – December 2020	Estimate provided in A/S Committee meeting	Actual July 2021 – December 2021*
	Operating 6 days per week (peak and off- peak hours)	Based on operating 3 days per week (off- peak only)	Operating 3 days per week (off-peak only)
Cost per passenger (MDC share)	\$27.27	\$20.60	\$20.84

During the July 2021 – December 2021 period the cost per passenger was \$20.84 for the Renwick bus service. These costs are close to the \$20.60 estimate provided in the April 2021 Assets and Services Committee meeting. This is a 24% reduction in the cost when compared with the same period in 2020, where the service was operating six days per week (peak and off-peak hours).

Picton Bus Service Performance

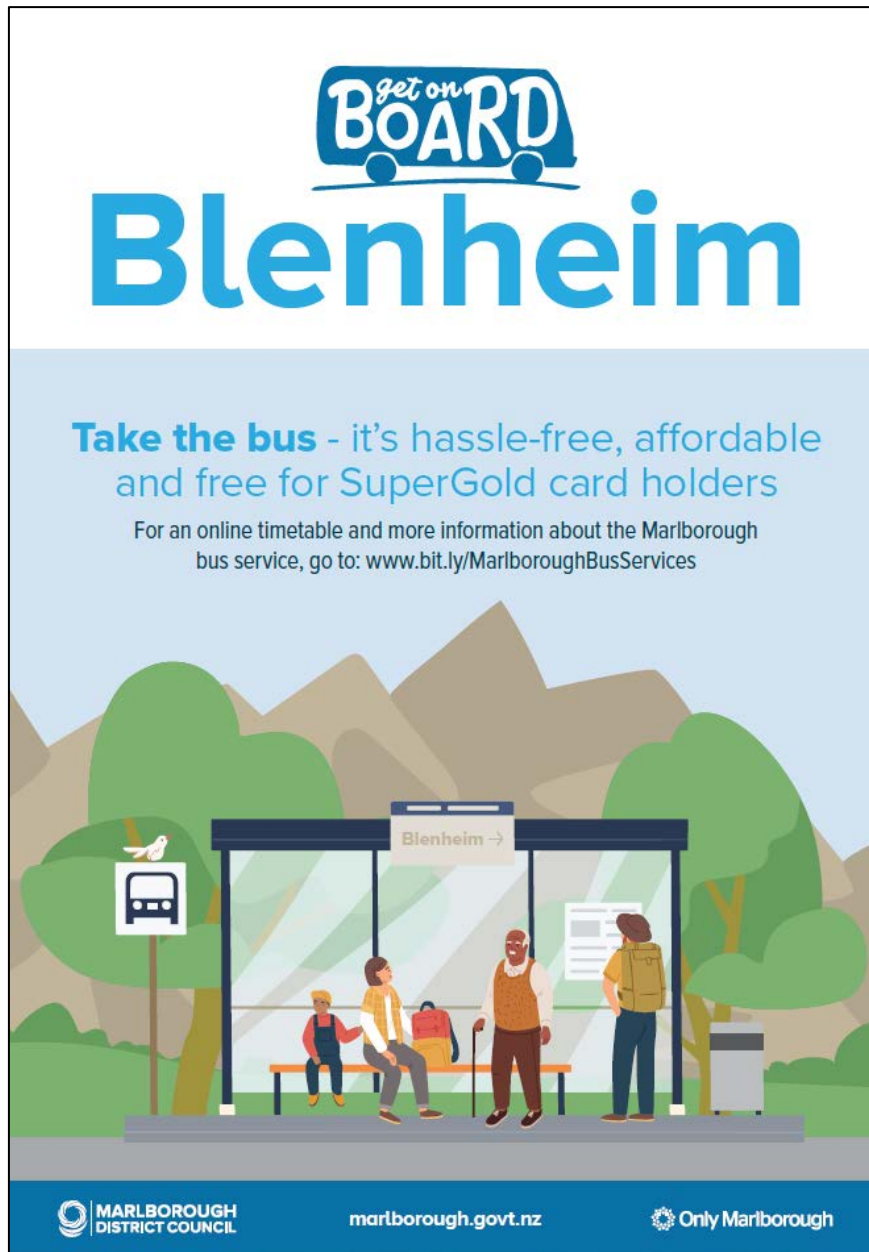
	Actual July 2020 – December 2020	Estimate provided in A/S Committee meeting	Actual July 2021 – December 2021*
Cost per passenger (MDC share)	\$7.27	\$7.44	\$8.12

During the July 2021 – December 2021 period the cost per passenger was \$8.12 for the Picton bus service. These costs are close to the estimate provided in the April 2021 Assets and Services Committee meeting of \$7.44 per passenger. This is a 10% increase in cost when compared with the same period in 2020.

**August 2021 and September 2021 months have been removed from this calculation due to passenger numbers being significantly impacted during Alert Levels 3 and 4.*

Bus Service Promotion

In January 2021, approximately 11,500 flyers were distributed to Blenheim residents that are in vicinity of the Blenheim bus route. This follows a continued marketing programme that has included similar style flyers being delivered to Picton and Renwick residents.



Bus Customer Satisfaction Surveys

Background

A customer satisfaction survey for Council's bus service was recently undertaken to assess the level of satisfaction with service. The surveys were filled out during the months of December 2021 and January 2022. As part of a monitoring requirement, survey results will be collated and submitted to Waka Kotahi NZ Transport Agency.

A Council staff member asked bus passengers to fill out the survey while they were using the service. A total of 30 surveys were collected.

At the time this report was written all bus routes had been surveyed except the Picton bus service. Picton data will be collated and added to the overall data before being submitted to NZ Transport Agency Waka Kotahi.

Survey Results – raw data

0 = Extremely dissatisfied

10 = Extremely satisfied

SECTION A QUESTIONS

	N/A	0	1	2	3	4	5	6	7	8	9	10
1. The bus being on time (keeping to the timetable)	0	0	0	0	0	0	0	0	1	4	5	20
2. How often services run	1	0	1	1	0	4	3	4	0	2	6	8
3. The value for money of the fare	2	0	0	0	0	0	0	2	0	0	4	22
4. Having enough seats available	0	0	0	0	0	0	1	0	2	3	2	22
5. Ease of getting on and off the bus	0	0	0	0	0	0	0	0	1	4	3	22
6. Comfort of the inside temperature	0	0	0	0	0	0	1	2	5	7	4	10
7. The helpfulness and attitude of the driver	1	0	0	0	0	0	0	0	1	2	1	25
8. Personal security during this trip	1	0	0	0	0	0	1	0	0	2	3	23
9. Overall satisfaction with this trip	1	0	0	0	0	0	0	0	1	1	6	21

SECTION B QUESTIONS

	N/A	0	1	2	3	4	5	6	7	8	9	10
10. The ease of getting information about public transport routes and timetables	2	0	0	0	0	1	0	2	4	2	4	15
11. Information about service delays/disruptions (if applicable)	11	0	0	0	0	0	6	1	1	1	2	8
12. The travel time (considering the distance you travel)	0	0	0	0	0	0	0	0	0	6	7	17
13. How convenient it is to pay for public transport	6	0	0	0	0	0	0	2	1	1	7	13
14. The public transport system overall	1	0	0	0	0	1	2	0	1	2	7	15

	Very Likely	Likely to recommend	Neither Likely to recommend nor to recommend against	Likely to recommend against	Very likely to recommend against
15. How likely is it that you would recommend using public transport here to a friend or a colleague?	22	6	0	0	0

SECTION C QUESTIONS

	Yes	No
16. Was your trip free because you are a SuperGold cardholder?	14	15

	Male	Female	Another Gender	Prefer not to say
17. Are you:	5	23	1	0

	15-17	18-24	25-34	35-44	45-59	60-64	65-74	75-84	85+
18. Which age group do you fall into?	1	2	3	3	4	4	5	6	2

Total Mobility

(Information prepared by Braden Prideaux)

Background

The Total Mobility scheme assists eligible people with a permanent disability or impairment to access appropriate transport to enhance their community participation. In this region Marlborough District Council manages and operates the scheme, with subsidy funding from Waka Kotahi (NZ Transport Agency).

Survey

In October 2021, a Total Mobility customer satisfaction survey was sent out to all 1,175 clients who are registered with the scheme in Marlborough. A total of 306 responses were received. There were also 131 cancellations of Total Mobility clients where the client card was no longer needed.

Survey Analysis

This section provides a summary of the responses to the summary.

Information about respondents

Figure 1 below shows a high proportion of responses came from the 65-94 year age range (84%). This is not surprising given our overall client base age profile is very similar to this.

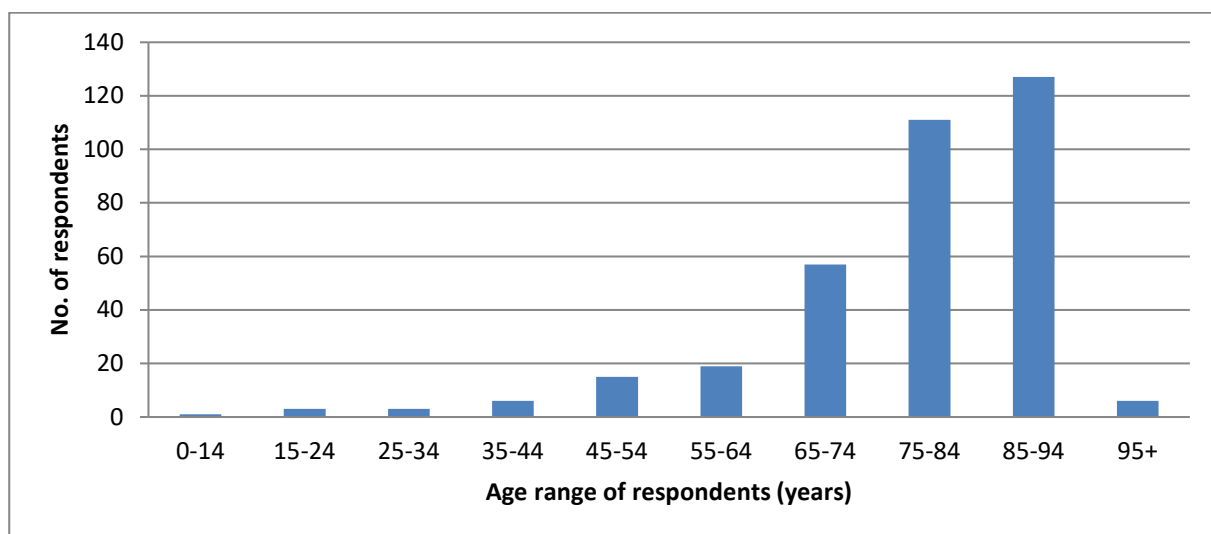


Figure 1: Age distribution of survey respondents

To understand the purpose of travel for our clients we asked the question “What type of trips do you use your Total Mobility card for?” Respondents could tick multiple options from a list of typical travel purposes. The most frequently selected was to attend doctor, hospital or other medical services (36%). Figure 2 shows a breakdown of the major purpose of journeys using Total Mobility.

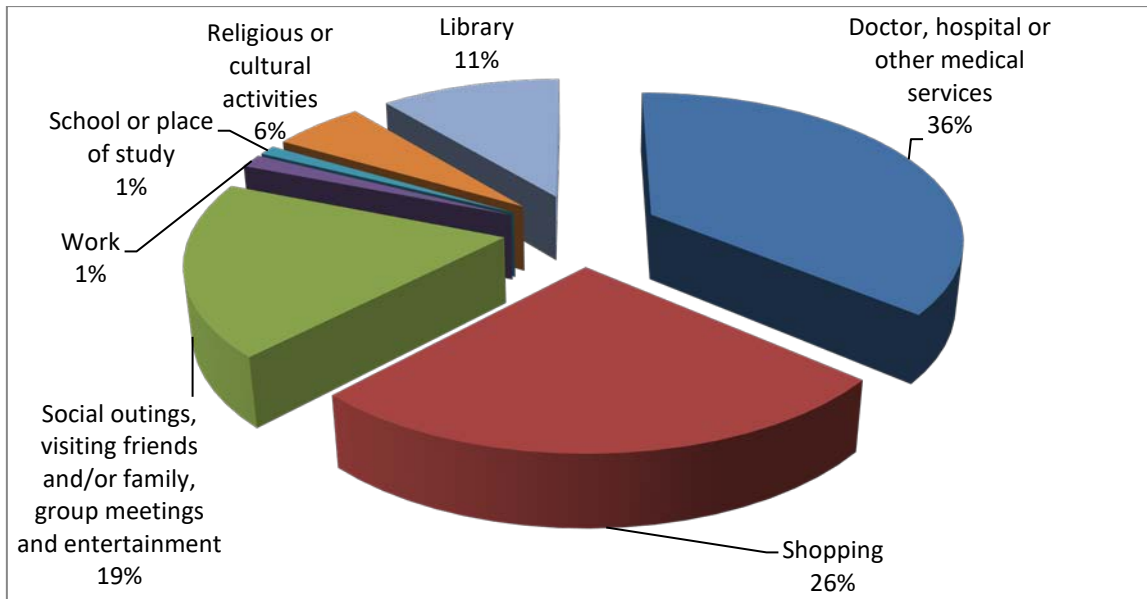


Figure 2: Purpose of travel

Questions about the service

In Marlborough there are six companies which support the Total Mobility scheme. Figure 3 shows respondents split of usage among these companies. Marlborough Taxis is the greatest used (51%). Flo2Go has since withdrawn providing companion driving services in Blenheim.

Feedback was provided by clients that there is a lack of choices in the Picton and Waikawa area following the closure of Picton A1 Shuttles. Investigation is underway to determine if there are any other local companies that could join the Total Mobility service and provide the service in this area.

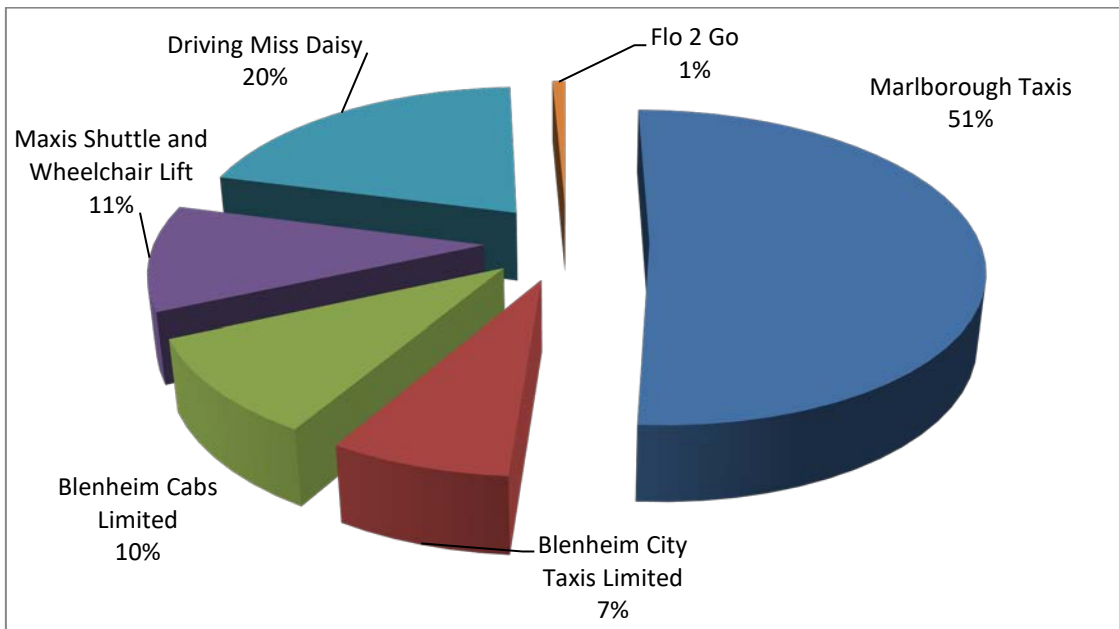


Figure 3: Primary Taxi Company used by respondents

To enable us to improve the service and provide feedback to the transport operators the survey included a range of questions asking how clients feel about the service provided. Table 1 shows an overall there was a very high level of satisfaction.

	% of respondents indicated Good/Satisfied or above
How would you rate the service you receive from them?	99%
How would you rate their safety and security?	99%
How would you rate the quality and comfort of the vehicles used?	100%
How would you rate their punctuality?	98%

Table 1: Respondents satisfaction with service

3.3 Cost of service and client incomes

To give an indication of the potential financial income challenges that our clients face we asked whether they had a community services card, with only 21% indicating that they have a community services card.

The survey also asked, “How would you describe the cost of your Total Mobility Trips?” 97% of respondents described the cost of their trip as good/satisfied or better.

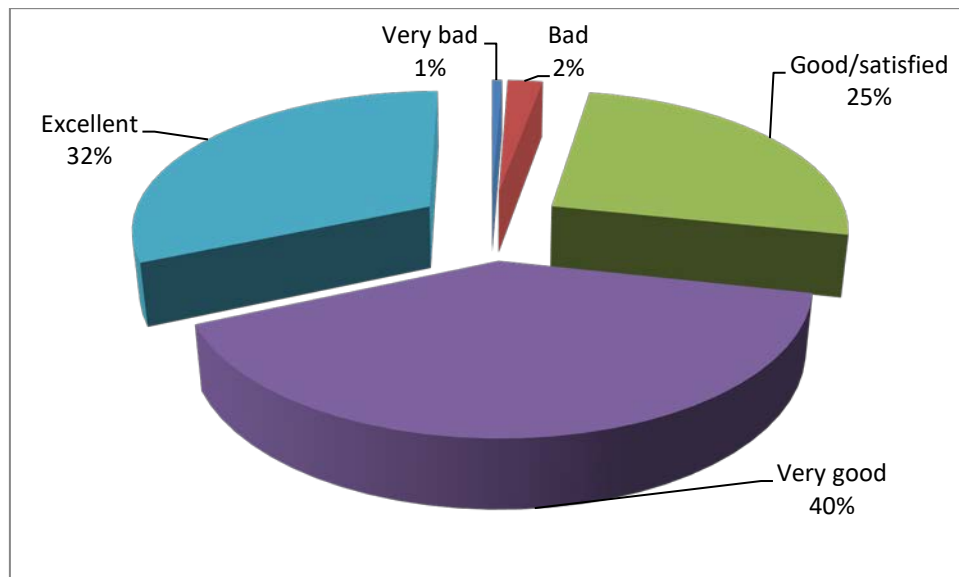


Figure 4: Respondents satisfaction with the cost of their Total Mobility trips

Use of wheelchair accessible vehicles

Two questions were asked in the survey regarding the use of wheelchair accessible vehicles:

- Do you use wheelchair accessible vehicles? - 16% indicated yes
- Are wheelchair accessible vehicles available when you need them? – 65% indicated always available and 23% sometimes available (i.e., not always available when they are needed).

Improvements in the availability of wheelchair accessible vehicles can be made by increasing the number of wheelchair hoist vehicles in circulation. Council has budget in the Long-Term Plan (LTP) for a wheelchair hoist subsidy that individual taxi companies can apply for.

Use of public transport

Three questions were asked regarding public transport:

- Have you used the Council bus service in the past six months? - 29% indicated yes
- Are you likely to use the Council bus service in the next six months? - 38% indicated yes

- How do you obtain timetable information for the bus? - 40% of respondents indicated from the bus stop, 23% indicated from the Marlborough District Council reception area and 18% from the Marlborough District Council website.

Over the previous year Council has installed timetable holders across a range of bus stops across the network and will continue this work in early 2022. Alongside this the timetables were updated to a more user-friendly style in early.

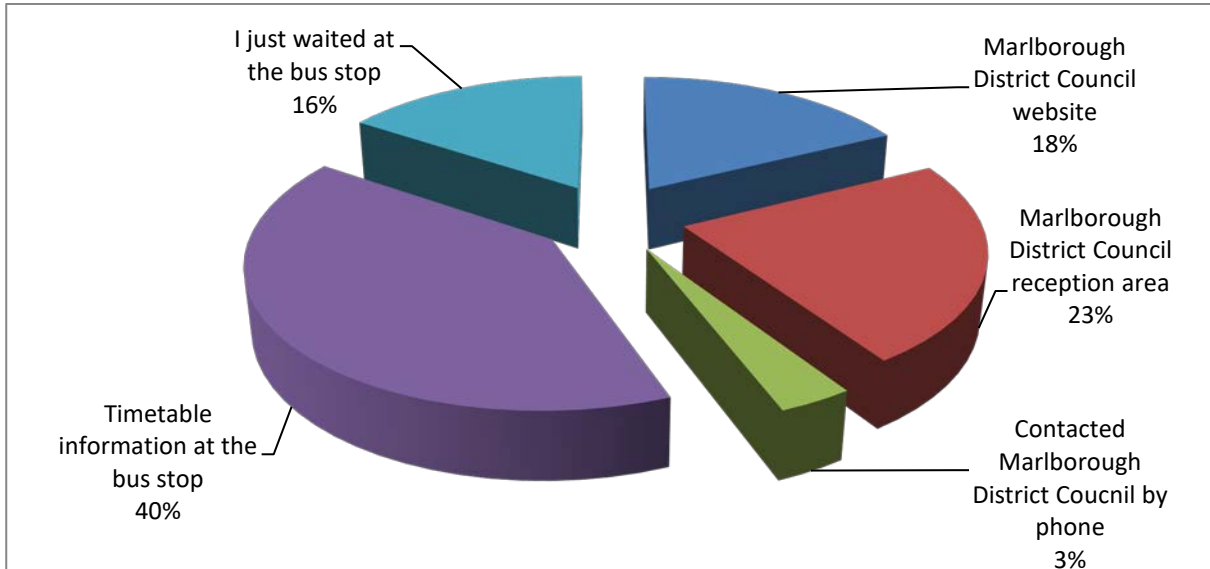


Figure 5: Respondents satisfaction with the cost of their Total Mobility trips

Whale Trail

(Information prepared by Braden Prideaux)



**The
Whale
Trail**



Thank you from
Marlborough Kaikoura Trail Trust



Just some of our 2021 achievements:

Tender awarded for **Wairau River** Clip-on
Design for **Awatere Rail Bridge**

Trail build between Awatere River & Seddon

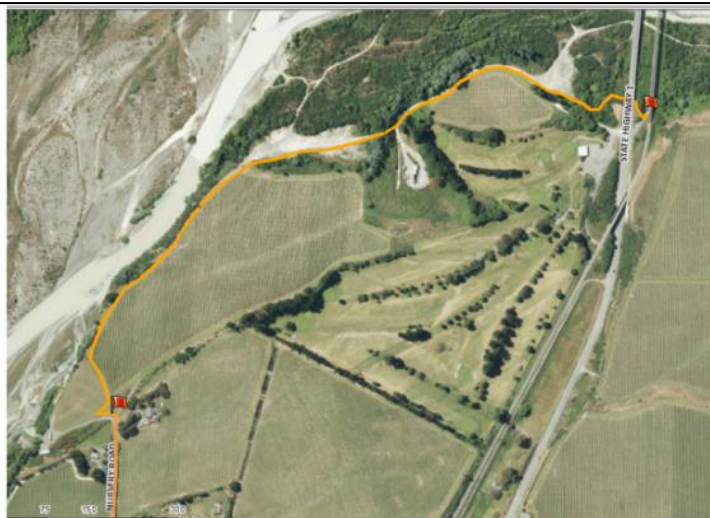
All **resource consents:** Picton to Seddon

All critical **easements:** Picton to Seddon

Partnerships developed with Mana Whenua,
Fish & Game and Rotary

Seddon

Construction November - December 2021



Drop in and check out our
newly formed trail
between **Nursery Road**
and **Awatere River,**
Seddon

Signs and Tui to Town
extension coming soon.















Rivers and Drainage Section – Activity Report

(Information prepared by Geoff Dick, Steve Bezar, David Aires, Jan Dimmendaal, Hai Trieu, Duc Nuygen, Sam Philips) R700-014-01

Wairau River

Flood Damage

Work is heavily focussed on working through the scheduled flood damage repairs following the July flood event. Briefly in summary;

- The Morrins Hollow stopbank repairs are completed (2 sites, 3 stages of work in total) and the cause of the stopbank piping failure is now largely understood. In simple summary a redundant but not adequately sealed drainage culvert under the bank allowed water through with associated erosion upstream and downstream of the bank. The culvert has now been plugged with 15m³ of concrete, the section of bank rebuilt, and the downstream scour hole filled and land returned to the White family.
- Dunkinsons drain outlet (Wairau Bar Road) has been reconstructed including rock stabilisation at the outlet headwall. In the medium term this outlet needs to be extended to the river so that the river face of the stopbank can be reconstructed to a more stable batter slope.
- The redundant septic tank outfall at 1874 SH1 has been grout sealed and the landward toe of the stopbank reinstated.
- Temporary rubble repairs have been completed to six erosion bites on the Diversion south bank, downstream of Neal Road. This is to reduce the risk of further erosion until heavy rock is available to complete repairs and to also make safe for recreational users of the area. The central access/haul road to the beach front required significant repair to make suitable for carting rock.
- Repairs to the existing rock line upstream of Groyne 25 (upper Conders by SVIS intake canal) are complete. Rock supply from Simcox barracks Road quarry is now being prioritised to the Upper Conders/SVIS edge works capital upgrades.
- Channel clearing/minor realignment work in the upper Waihopai River are about 50% complete. The aim is to complete these works before moving into the Upper Wairau where about eight priority sites have been identified.

Further consideration of repair options to the major bank erosion on the lower Diversion by the Freedom Camping site will get underway shortly. This will include consideration of some interim holding works with remaining rock from Pukaka Quarry.

Morrins Hollow stopbank upgrade

While the immediate flood damage repairs are complete there are still some deficiencies in the existing stopbank, including the 1950's failure scour hole and repair. It was always recognised that this section of stopbank should be upgraded as part of the Lower Wairau stopbank upgrade project.

Following the July flood and subsequent damage/part failure investigation of options to upgrade to increase security of this stretch of bank have been brought forward. Consultants WSP have been engaged to complete a geotechnical investigation of the site, after which we will consider upgrade options. A programme of test boreholes and CPT's has been completed to get a better understanding of foundation soils. The factual report from this is being prepared.

Lower McDonalds stopbank upgrade

The design and tender documents for the stopbank upgrade from the upstream end of the wetland to the Marukoko is largely completed. The main remaining issue is the design of the bank past the Transpower Pylon where we are looking for some exemptions from normal setback distances. This may take some time to resolve so construction of only the upper wetland section is now planned for this summer.

Wairau Floodplain and Tributaries

Ōpaoa River

The first weed cut of the lower Ōpaoa River was completed prior to the Christmas break, returning low flow water levels to desired levels through town. A second part cut is planned for late January/early February to deal with any subsequent weed growth.

Ruakanakana Creek (just downstream of Waihopai intake)

Some adjustments to the flow splits have been necessary to keep adequate water flowing down all three tributaries. It only takes some heavy weed growth in the smaller northern tributary for instance to reduce flow in the lower sections to nearly zero.

School Creek, Renwick

The normal annual stream maintenance run is underway.

Drainage

- Spring Drain spraying works still being completed. The contractors have had issues with weather and staff and have struggled to be completed on time.
- Grovetown Lagoon outlet drains A & B weed raked 715 metres.
- De Castro Drain excavated 240 metres.
- A large tree that had fallen into the Ōpaoa Loop behind the Menz shed was removed as soon as the contractors returned from Christmas break.

Lower Ōpaoa River

A second partial weedcut is planned for late January/early February to check weed regrowth as we are in the height of the growing season. This cut will commence as soon as the loop cut is complete.

The River Queen weed boat is going well but serious consideration is now being given to replacement options. The weed cutting boat is in the order of 50 years old and overdue for renewal.

Stormwater Pumping Stations

Alabama Road: A depth transducer failed during low flow period which affected pumps operation. New pressure transducer has been installed; investigation to change pressure transducer to radar is being carried out.

Pembers: Pump no. 4 with a high-speed motor kept tripping during a number of recent events. Factors around electrical, weed condition, and inlet water level has been considered, and several attempts to sort it out have been made but problem still persists. Due to dual speed motors no longer being available on the market a VSD device will be installed then a permanent improved option investigated.

Watson Road: flood pump (no. 41) at Watson Road station has been equipped with a new electrical cabinet with a soft starter to improve pump performance.



All 30 pump stations: quarterly mechanical check and electrical check has been carried out.

Mechanical Weedcutter: River Queen MSA 122246

Due to a poor chemical weed spray result in the Ōpaoa Loop, the weed is being cut by the River Queen and carted off site from behind Wadsco's Truck workshop. This is an expensive operation, but Council had received many complaints about the loop and its appearance.



Drainage Maintenance

Wither Hill streams: several streams including Mapps Waterway, Mapps Stream, Wither Stream, Dungy Gully and 15 Valley has been mowed and weed-eated to maintain the hydraulic roughness level and avoid fire hazard caused by long grass within and along the channel.



Floodway Reserves

- A busy year for grass mowing and some reserves are requiring a second visit to control the excessive vegetation.
- A new gate is being installed at the Wairau Diversion to allow for cleaners to visit and clean the ablation block and to restrict vehicle access to the eroded berm area. The public are still able to walk down to this area.
- Tree pruning's have been cleared at the Matua wastewater block at Giffords Road where their pipelines were damaged in the July flood last year, Council then took the opportunity and logged the woodlot. The new pipe has arrived and will be in place for the 2022 vintage.
- The Sadd Reserve at Grovetown has had a small area of drain cleanings cleared and compacted against the Wairau stopbank. This issue of available sites for excavated drain material is ongoing and will need careful consideration.



- The radio control car club is developing their site adjacent to the Southern States Speedway at Renwick. They sought support/sites from Council once they lost their site at Riverlands and a small section of the Speedway lease is being sectioned off and made available.

Waikawa and Waitohi Rivers

The Waikawa gravel trap has been cleared of excess gravel.

Work is ongoing with KiwiRail and Port Marlborough to come up with required upgrade to the triple culvert capacity as part of the IREX project. The need for a 4th barrel seems likely.

Investigation and Miscellaneous

A contract has been let to Lidar survey the Wairau downstream of the Waihopai River confluence with the aim of getting an accurate picture of sediment movements following the July flood. In particular, we are interested in changes in the Diversion and Lower Wairau where the July flood showed that we had less than desirable capacity and safety margins.

A decision has already been taken to extract additional gravel immediately upstream of SH1 opposite Barnetts. Simcox have also extracted the two main gravel beaches in the top of the Diversion to assist in maintaining hydraulic capacity.

Gravel Extraction

A couple of the main Contractors are still to complete gravel extraction under the 2021/22 permits mainly due to river level fluctuations.

Extraction permits were issued to Simcox for two beaches on the Diversion, immediately downstream of the flow split. Extraction has been completed on the true left beach with extraction on the other beach (true right) underway. The gravel will be stockpiled and processed for sale at Pukaka Quarry.

Quarries

Pukaka

Stocks of roading aggregate materials at the quarry have been depleted as there has not been any suitable raw feed material available for processing. Simcox will process the river gravel extracted from the Diversion to replenish the stocks of the various grades of roading aggregate.

Raw feed material for stopbank repairs is still available for screening as required.

Design of the new haul road extension is still underway and is proving tricky to get an acceptable grade and limit the hill cuts due to the steep terrain.

Bluegums Landfill – Contract Updates

(Information prepared by Alec McNeil)

C315-21-039

Stage 8 Construction Contract – 2019-211

The landfill is split into thirteen stages. Each stage is constructed in anticipation of future waste filling needs. The construction of stage 8 was completed in 2021 and this stage has now commenced waste filling operations. The construction of stage 8 was completed within budget and included an upgrade to the storm water control system utilised at the site. Another feature of this Contract was the extensive capping of areas of the landfill that had reached their final waste levels.

New Landfill Operations Contract – 2021-039

The Bluegums Landfill Operations tender process was completed in December 2021. The contract was awarded to Roding and Asphalt Limited. The new Contract commences on 1 July 2022 and runs for seven years with an option of two (two year) extensions subject to performance. The contract price was within budget expectations. The main focus for this Contract term will be the operational filling of stages 8 and 9 alongside the appropriate capping works as the site reaches final waste levels in various areas. The site is projected to close in 2054 based on current inputs and compaction factors (how much waste can be compacted into each cubic metre of airspace).

Landfill Gas Utilisation – 2021-092

The Contract for the beneficial use of landfill gas has been awarded to LMS Energy Limited. The first phase of the Contract is for LMS to carry out an investigation of the existing landfill gas collection and destruction system. LMS will then provide staff with a report on the efficiency of the current system and where any improvements in landfill gas capture could be made. Improvements could include extending the gas capture system by constructing additional gas boreholes. Any improvements will be tied to existing budgets. Thereafter, the gas field will then be monitored over a minimum 6-month period to ensure the quality and quantity of the gas is consistent. Stage 2 of the assessment would then see the design of a suitable biogas plant that would utilise the available landfill gas as a fuel to drive a turbine for electricity production.

Milestone 1 – Repurposing of Unwanted Goods Project

(Information prepared by Alec McNeil)

C315-20-127

The Collection and Repurposing of Unwanted Goods Project is funded through existing budgets and a grant from the waste minimisation fund. The project began in March 2021 and is scheduled for completion by 30 June 2022. The project reporting is split across two milestones. Milestone 1 has now been completed and the relevant reporting information submitted to the waste minimisation funds team at the Ministry for the Environment. The objectives of milestone 1 were:

1. Establish a system for the collection and redistribution of unwanted reusable items by project completion.
2. Establish a redistribution system for unwanted goods based on the following criteria a) No transport and b) Self-identified immediate need.
3. Report on incidences of general illegal dumping across the project period compared to the 12-month period prior to the project.

The milestone 1 report is appended below. More info on the project and associated booking system can be found at: <https://www.marlborough.govt.nz/services/recycling-and-resource-recovery/unwanted-household-goods>.

Collection and Repurposing of Unwanted Goods Project

MILESTONE 1 REPORT

Christine McNeil
8 OCTOBER 2021 | DEED OF FUNDING #24258

Contents

Executive Summary	2
Introduction	3
Context	5
System set-up	6
Preparatory Work: Background Information	6
Health and Safety	7
Information Technology	8
Communication	8
Advertising	9
Funding	9
Ministry for the Environment Milestone 1 Report Deliverable Requirements	10
Number of Households Reached	10
Number of Items Repurposed and Number of Items Requiring Disposal	10
Quantifying Repurposed Goods by Weight	11
Impact on Illegal Dumping	12
Key Learnings during Milestone 1	13
Customer Feedback	13
Finding out about the trial	13
Booking a collection or delivery	14
Telephone contact and conducting operational work	14
Impacts to informal selling and purchasing activities or existing charity networks	15
Other comments	16
Discussion	17

Executive Summary

The Collection and Repurposing of Unwanted Goods Project was devised in response to feedback received from the Marlborough community during the consultation process for the Waste Management and Minimisation Plan (WMMP) 2021-2027. Supported by grant funding received from the Ministry for the Environment and complemented by financial and administrative assistance from Marlborough District Council, this project has worked to, where possible avoid landfill; keep goods in circulations for longer by repairing and reusing; and help people who do not have access to transport participate in waste related services and activities.

Underpinned by the premise that the everyone in Blenheim could participate, the project gave priority to people who did not have transport or had an immediate need for household goods. During the Milestone 1 reporting period the project has:

- Created a discrete space to formalise a collection and networking system
- Completed 10 weeks of operational activity
- Reached seventy-six households
- Redistributed 130 household items
- Redirected just under five tonnes of waste away from landfill
- Not disrupted existing charity or reuse network activity

The project has been received well, however, as a stand-alone activity cannot be self-sustaining for the longer term. Nevertheless, project users make a request that the trial be considered for service provision proper. Several factors have coincided to make this a possibility. Marlborough District Council will receive additional funding from the Waste Disposal Levy. Councilors have agreed that a proportion of that funding can be used to support the project beyond the end of this trial. In addition, the waste service provision tendering process is due to be renewed by 2023. Changes to the ways in which waste services are currently organised, are now being considered, therefore the contractor involved in the trial has been given the opportunity to continue providing operational support to the project until that time.

Introduction

The Collection and Repurposing of Unwanted Goods Project was devised in response to feedback received from the Marlborough community during the consultation process for the Waste Management and Minimisation Plan (WMMP) 2021-2027. To enable the current WMMP, people were asked to talk about their experiences with existing waste service provision; they were asked to say what kinds of changes could be made to address community needs for the longer term; and they were asked to suggest ways in which Marlborough District Council could work towards meeting those community identified needs.

Significant to the work of this project, three clear messages stood out:

- Where possible avoid landfill
- Keep goods in circulations for longer by repairing and reusing
- Help people who do not have access to transport participate in waste related services and activities

Alongside the request to have a dedicated community focused, sustainability lens directed towards waste management service provision, respondents to the consultation process advanced the idea that the waste hierarchy could be more visible in everyday waste practice. Data also revealed that the people of Marlborough are keen recyclers yet time and again commentary referred to the increasing cost of second-hand goods in existing outlets. Concurrent to this commentary, the public were also telling Council that they had knowledge of illegal dumping activity across the region. Stepping in to address these concerns, this project was initially conceived as a potential way to collect and redistribute household goods, and to simultaneously reduce instances of illegal dumping by providing a way for households to get rid of bulk inorganic waste.

It had been anticipated, at the time of applying for grant funding that the trial might encounter circumstances where broken or damaged items could be left out for collection and would have to be removed by contractors. After the trial gained support from the Ministry for the Environment, and the project team progressed to initiate an operational plan, disposal opportunities were reconsidered. As the project team systematically 'walked through' system set-up and reflected on the messaging embedded within the Secondhand Sunday information, it became apparent that offering to remove items from participating households would be counterintuitive. Waste management messaging promotes individual responsibility, and steers people towards making use of existing Council infrastructure. A consensus was reached that offering an inorganic waste disposal opportunity would not be progressed.

When the trial moved on to the operational phase the public responded in the way that they were asked to engage. Self-assessment criteria, embedded into the online booking systems asked people to identify the condition of the goods that they offered for collection; prospective recipients would then be able to know that information prior to delivery and

have the opportunity to accept or decline goods based on that information. With limited exceptions during Milestone 1, the public offered items for community redistribution in a condition that they would be happy to receive themselves. Consequently, self-assessment of goods worked to steer people away from using the trial as a disposal opportunity for damaged or broken household goods.

Trial participants have been overwhelmingly positive about the project and congratulate Council for becoming involved. The tag line frequently attached to feedback from the people taking part has been, 'great work Council – keep it going'. With that aspiration now being a possibility, the following narrative documents the journey of the Collection and Repurposing of Household Goods trial to date, from system set-up to considerations that need to be carried forward to the Milestone 2 report.

Context

The Collection and Repurposing of Unwanted Goods Project received funding from the Ministry for the Environment and is supported by Marlborough District Council. The project began in March 2021 and this report is intended to address the reporting requirements for Milestone 1. The objectives of the project are to:

1. Establish a system for the collection and redistribution of unwanted reusable items by project completion.
2. Establish a redistribution system for unwanted goods based on the following criteria
a) No transport and b) Self-identified immediate need.
3. Report on incidences of general illegal dumping across the project period compared to the 12-month period prior to the project.

System set-up

Preparatory Work: Background Information

Marlborough District Council runs a 'Secondhand Sunday' event once a quarter. Secondhand Sunday works on the premise that households can leave items they no longer have use for outside their homes for other community members to look through and take away. Registration for the event is completed online or by contacting Council switchboard. Members of the public who wish to 'browse' for secondhand items can access a list of goods and locations on the Council Smart Map link which plots participating households on a map of the region. Terms and conditions of participation are embedded into an information page and households who take part can access a printable document that they place on their letterbox to identify their Secondhand Sunday event. If any goods remain at participating properties once the event has finished, householders are expected to use existing Council service provision to dispose of the goods responsibly.

It was agreed that Secondhand Sunday events would be suspended for the duration of the current project. This decision worked to meet two anticipated outcomes: that information already within Council systems could be made available for use with the Collection and Repurposing of Unwanted Household Goods Trial, and to remove any confusion if two seemingly similar events were happening at the same time.

Using the existing administrative framework, modifications were made to the information pages, terms and conditions of engagement, and printable document for the letterbox. The booking system was adapted to include collection and delivery documents. When people registered online to participate in the trial, they were offered an option to have a morning or afternoon collection or delivery 'slot.' To ensure this project was widely accessible, an option to call Council switchboard to register for the trial would continue; the public can access computers at Blenheim library and the Council building on Seymour Street in Blenheim if they do not have a computer at home.

Additional changes to address the administrative outputs required to meet the Ministry for the Environment reporting Milestones were implemented. To make the operational work of the project visible, and to embed an audit trail for goods received and redistributed, copies of trial registration documents generated by Council systems, were received by the participant, and the project team.

Health and Safety

The operational services required to support the trial are provided by JBL Environmental. JBL Environmental provide existing contracted services to Marlborough District Council. The company was asked to participate in this trial on the basis of having expertise with dealing with hazardous wastes, having the logistical capacity for goods transportation, and having skills, experience, and temperament for contacting clients by telephone and in person. Health and Safety (H&S) systems already in place speak to a workplace that puts staff wellbeing at the fore of operational work. JBL conduct regular site H&S audits, have open lines of communication with their staff with regular toolbox meetings, and have an online portal that all staff can access which contains forms for incident reporting and risk assessments.

For this project, a working spreadsheet was devised by JBL Environmental in order that potential hazards were quickly identified during initial telephone conversations to arrange collection or delivery work. Trial participants were asked questions about vehicle access to their property, the ability to park in proximity to the pick-up or delivery location, access to the goods in the home environment, the condition of goods, and potential hazards from household pets or other animals at the property.

While Health and Safety protocols are embedded in usual company practice, it was important to acknowledge that the work undertaken for this project could introduce potential new or additional hazards for staff. While requests had been made of the public not to put harmful or dangerous goods out for collection, it was agreed at the beginning of the trial that for their own safety, collection and delivery staff would have 'the final say on the day' – they could refuse to uplift goods if a visual inspection indicated that handling any item could cause personal injury or harm.

When New Zealand experienced a government mandated lockdown because of the presence of the Covid 19 virus in the community, as well as additional questions being added to the spreadsheet to correspond with public health advice, a COVID – 19 Safety Plan, Level 2 was developed. After Level 4 and 3 restrictions had lapsed, work started again in lockdown Level 2 and adhered to government expectations for minimizing the spread of the virus. Participants were asked to adopt personal protection by wearing face coverings, maintain physical distancing between staff and members of the public within the home environment where needed, and make a self-declaration that they had not been to places of interest for virus transmission or been asked to self-isolate by public health personnel. Operational staff were provided with hand sanitizer for use before and after collections and before entering the vehicle, and mobile data entry via the Datascape app would provide information on the locations staff had travelled to and the time that they had been there.

Information Technology

As well as reconfiguring the system capability for Secondhand Sunday to be suitable for the Collection and Repurposing of Unwanted Goods trial, a request was made to have mobile technology capacity. This request was made for two reasons: to allow collection and delivery staff to record operational activity in 'real time,' and to have a function made available to photograph the items that were collected. Images of collected goods could then be made available to trial participants in order that people requesting goods could 'see' any item before they agreed to accept the goods.

Again, an existing technology database was used as a template for this project. iPad 'inspection' forms are used by Council personnel whose work includes monitoring, assessing, and auditing community located infrastructure or service provision capacity. The technology was adapted to accommodate the output requirements for this project. Data entry requirements mirrored existing information from the collection and delivery forms formatted into the Council system. Having shared information across two data entry mechanisms worked to support staff conducting operational work 'in the field.' In practical terms this meant that all relevant client information was in a portable device that accompanied staff to each job.

Communication

When the project was confirmed by the Ministry for the Environment, the project team was aware that any successful roll out of the trial would rely on three core principles:

- Quickly establishing rapport and trust within the team
- Being open to discussing all matters relating to the trial in an open and constructive manner
- Being able to address and/or resolve issues as they arose

To support this aspiration, the project team held a virtual meeting every week. Face to face communication in the virtual realm was supported by email communication on matters arising during the week. Information from email communication loosely informed the agenda discussed in the weekly meeting. The Ministry for the Environment Investment Analyst was invited to join the weekly meetings and has done so where diary commitments have allowed.

The project team created information to let the public know what was happening and had the support of the Council communications department to publicise the trial. Official Council mechanisms such as print media, social media, and electronic communications were used to share information with the public. Council personnel received internal email communication to tell them about the trial. Prior to the development of promotional material, an email link to the Council informational webpage was sent to organisations whose client base were anticipated to comprise the 'target audience' for the trial. These organisations are associated with the health and social care sector, housing sector, and NGO sector. Further

email communications were sent to membership organisations that had a large subscription audience, and a request was made to the schools in Blenheim to include the link to the trial in their newsletter.

The project was also supported by information received from people who used the trial. By asking people to tell us about their experiences the project team was able to determine whether the documents now embedded in Council systems were working as they had anticipated they would. The team was then able to continuously monitor aspects of administrative and operational work to make sure that the trial was running smoothly, and, in this way, systems received 'fine tuning' from the beginning of the trial.

Advertising

Promotional material was developed with the help of the graphic design department. Posters and leaflets were distributed to public facing outlets with a high public throughput, such as Blenheim library, the Health Hub, and local supermarkets. A targeted poster and leaflet 'drop' was conducted in person to offer public facing organisations in the social care and NGO sector information about the trial. Billboard signage was put up at the Blenheim Resource Recovery Centre and Hazardous Waste Centre. Advertising space on the refuse and recycling collection vehicles was made use of. Static signage was updated once during the trial and now includes signage on the collection and delivery vehicle, and a prominent, public facing aspect of the Blenheim Council building. Permission was sought and received by the department manager to tell Council Customer Services Officers (CSO) about the trial. CSO's are now able to, where appropriate, introduce the trial to people who call Council switchboard.

Funding

The trial has been made possible with grant funding received from the Ministry of the Environment (MfE) through the Waste Minimisation Fund. The MfE expects that local authorities will also make a financial contribution to approved projects, therefore the trial is also supported by funding from Marlborough District Council. While the 'discovery' phase of the trial is financially supported for the duration of the project, it was anticipated that a pricing mechanism for trial participants would be introduced by September 2021.

Lengthy discussions have taken place about the ways in which a costing mechanism could be implemented. Discussions are ongoing; therefore, collection and delivery activities will continue to be conducted at no cost to participants during the trial period and were not introduced by September 2021 as initially anticipated. Feedback questions asked of participants during Milestone 2 will broach the topic of introducing of fees.

Ministry for the Environment Milestone 1 Report Deliverable Requirements

Number of Households Reached

The operational work reportable for Milestone 1 comprises ten of a possible fourteen working weekends. The project began on 12 June 2021 and is inclusive of work undertaken until 11 September 2021. There were two breaks in service delivery. The first break occurred on week six of the project on the weekend of 17-18 July when Marlborough experience an adverse weather event; the second break in service happened during weeks eleven to thirteen when New Zealand was placed into national lockdown because of the presence of Covid-19 in the community.

To date the project has undertaken fifty-one collections activities, and twenty-six delivery activities. The trial has attracted five repeat users: two collection participants and three delivery participants and received a donation from one commercial donor. The trial has therefore reached seventy-six households during ten weeks of operational work. Figures submitted in the application to the Ministry for the Environment estimated that the project would reach 648 households during the trial. There is considerable work to be undertaken if that target is to be met by the end of project.

There were six cancelled bookings, and seven requests for activities that did not meet the criteria for trial engagement, such as living outside of the trial boundary of Blenheim or making a request for items on behalf of a business. Eight requests for delivery of goods remain in the system: ninety-seven data entry activities have been made to the Council system at the time of this report being written.

Number of Items Repurposed and Number of Items Requiring Disposal

The project received 130 items during this reporting Milestone. Seven items could not be repurposed: two items were found to be unsuitable to be passed on to another household because of faults with structural integrity; five electrical or whiteware items were broken and unable to be repaired. The trial to date (September 11) has therefore received 123 reusable items; eighty-eight of those items have been delivered to new homes. Two items offered to the trial were not collected because visual inspection on the day found that the items could not be repurposed.

Figures submitted in the application to the Ministry for the Environment estimated that the project would repurpose 860 items during the trial. This number is clearly in excess of the 123 currently received and requires a substantive increase in donations if the target is to be met. It was anticipated that 371 items would be disposed of on the premise that unsuitable goods left out by trial participants would be taken away by Council. An inorganic bulk waste collection has not been required because of the overwhelmingly positive response by the public who have only given goods that are able to be reused.

Quantifying Repurposed Goods by Weight

Using a resource from the Furniture Re-use Network in the United Kingdom that quantifies repurposed household goods by weight, Table 1 shows the number of items and their weight equivalent that has been redirected from landfill by the Collection and Repurposing of Household Goods Trial.

Table 1

Item	Number	Weight of item in kg	Total Weight in kg
Queen bed base	4	30	120
Double bed base	1	25	25
Single bed base	6	20	120
King mattress	2	60	120
Queen mattress	9	50	450
Double mattress	3	40	120
Single mattress	10	22	220
Bunk bed frame	1	50	50
Sofa bed	3	35	105
Sofa	14	45	630
Armchair	10	30	330
Sideboard/Dresser	11	40	480
Chest of drawers	4	25	100
Wardrobe	1	55	55
TV Unit	4	25	100
Bookcase	2	20	38
Occasional table	4	15	60
Dining table	4	30	120
Dining chairs	10	6	60
Study desk	3	27	81
Wardrobe	1	55	55
Shelved cabinet	2	20	40
Shelf set	1	2	2
Bicycle	1	15	15
Outdoor furniture	7	7	49
BBQ	1	15	15
Washing machine	1	75	75
Tumble dryer	3	35	105
Total	123		4.965

Table 2 shows the number of items and their weight equivalent that could not be repurposed.

Table 2

Item	Number	Weight of item in kg	Total weight in kg
Kettle	1	1	1
Exercise bicycle	1	25	25
Refrigerator	1	28	28
Washing machine	1	75	75
Dishwasher	1	50	50
Sofa	2	25	75
Total	7		254

Impact on Illegal Dumping

Table 3

Time period	Weighbridge Tickets	Weight in tonnes	Cost
June – September 2020	48	4.25	\$498.61
June – September 2021	17	0.73	\$109.54

Comparing data available for the first ten weeks of operational work of the trial with the same period during 2020, figures in Table 3 show that incidences of illegal dumping have reduced; the volume of waste that was taken to landfill has decreased; and the cost to the ratepayer for disposing of the items is less than in the same financial period last year. While the figures show a reduction, it cannot yet be claimed that the reduction is attributable to the project. Factors external to the trial may have also had an effect on the numbers. Work will be undertaken during Milestone 2 to interrogate the data further.

Incidences of illegal dumping are dealt with by Council Ranger staff who fall under the remit of the Parks and Open Spaces Department rather than the Solid Waste Department. Two separate data entry opportunities are available across the departments. It is possible to 'plot' the locations of illegal dumping on a map of the region and enter a brief description of what the items are and where they were found: this information is accessible to Council staff. Formal reporting mechanisms for the Solid Waste Department collate the number of visits to landfill by Rangers to dispose of material: each visit is recorded, and the goods disposed of are measured by weight. While information about detail and quantity of illegally dumped goods are available, they currently sit in separate places. Work to correlate this information will be undertaken during Milestone 2.

Key Learnings during Milestone 1

Customer Feedback

The questions asked of trial participants during the Milestone 1 reporting period were used to get information about the systems that the project team set up. An additional question was included to understand what kinds of impacts, if any, might be experienced by existing charitable organisations from the introduction of a similar type of Council led system. During Milestone 1, seventy-one households took part in the trial. Households that engaged with the trial more than once were not asked the feedback questions after the initial collection or delivery. Accounting for those five households, a further six households were unable to be contacted to get feedback or did not respond to a request to get in touch, therefore sixty responses to the following questions were received. Figures submitted in the application to the Ministry for the Environment said that 100% of participants would be contacted. All participants have been contacted by telephone by the Project Manager.

Finding out about the trial

Table 4 shows the breakdown of sources where people found out about the trial.

Table 4

Source	Number	Council Endorsed
Newspaper – bought	3	Yes
Newspaper – free	12	Yes
Social Media – Council	9	Yes
Social Media – other	4	No
Council Website	6	Yes
eNewsletter	9	Yes
Someone they know	9	No
Council email to place of work	4	Yes
Signs / Posters / Flyers	4	Yes
Total	60	

Forty-seven people who participated in the trial found out about it through official channels of communication. Marlborough District Council publicizes matters of interest to the community by sharing information in print media, through purchased and 'free' newspapers, digital media via Facebook, and with the use of electronic communications in the weekly eNewsletter Marlborough Matters. Informal channels of communication such as word of mouth and seeing information on general social media links brought the trial to the attention of thirteen people.

Booking a collection or delivery

Table 5 shows the ways in which people engaged with the trial booking system.

Table 5

Booking option	Number	Council endorsed
Online	42	Yes
Rang Call Centre then online	4	Yes
Emailed Council then online	3	Yes
Call Centre	6	Yes
Someone did it for me	5	No
Total	60	

Forty-two people used the online booking option. Seven people said that they wanted to get more information about the trial before they completed the online booking forms. Six people called Council switchboard and asked the customer service staff to complete the form for them, and five people said that another person completed the form on their behalf.

Telephone contact and conducting operational work

At the time of online booking participants were asked to indicate whether they wanted a morning or afternoon pick up or delivery slot. They then received a phone call from JBL Environmental to initiate operational work. Commentary about telephone contact was overwhelmingly positive and referred to qualities such as being helpful, respectful, and professional. Once an operational plan had been developed with the participant, commentary about staff conducting the physical work of collection and delivery spoke to similar qualities of being accommodating, having a great attitude, and making the experience seamless and enjoyable. Fifty-four participants were present for collection or delivery; six participants, by choice, were not at home when the work was conducted. One written complaint was received in relation to not meeting participant expectations.

Impacts to informal selling and purchasing activities or existing charity networks

Asked whether they had offered their household goods to charity or reuse shops in Blenheim, thirty-two respondents said they had not.

Table 6 shows the other means that the twenty-eight remaining respondents had used to offer household goods to others or acquire household goods for their own use, before engaging with the Council trial.

Table 6

Activity	Number
Sell online – no response	4
Sell online – could not achieve price	3
Sell online – could not deliver	3
Sell online – purchaser could not collect	3
Offered goods - refused by charity shop	6
Buying - secondhand goods too expensive	3
Buying - secondhand goods poor quality	3
Wanted easy disposal	3
Total	28

Data gleaned from Milestone 1 of the Collection and Repurposing of Unwanted Goods Trial confirms that the project does not impede on the space currently being occupied by the existing charitable or reuse network.

Where people had tried to sell goods online, the experience had not turned out to be positive. Typical responses alluded to being unable to reach a price that the seller thought the goods would be worth, prospective purchasers looking for a bargain had cited examples of similar goods a lesser cost to try to reduce the price being asked, and people looking to buy goods did not have transport to collect the goods and sellers could not deliver for the same reason.

Where people said they had tried to offer goods to existing networks, that experience had also been disappointing. Goods had been declined, they were told, because items could not be priced at a premium rate due to minor flaws in presentation. Goods had also been declined because the organisation did not have space for the item in their shop, or the transfer or handling of the item could be problematic for a volunteer workforce.

Where people had tried to access goods from local charitable and reuse networks, they said that the process could be time consuming, and available goods did not meet the criteria of what they wanted. If they did find something appropriate a delivery option was not available and where a delivery option was available, paying it would then exceed the amount they had available to purchase goods.

Other comments

Asked if they had any other comments to make, Table 7 shows the factors that influenced trial use. Unsolicited responses show that trial users have clear aspirations for the trial to become embedded into Council service provision for the longer term.

Table 7

Comment	Number
Disposal – no transport	5
Easy to use	11
Extend the life of good quality items	6
Goods go to people in need	6
Great idea from Council - continue	27
Suited my circumstances	5
No other way to access furniture	4
Secondhand goods too expensive	3
Advertise more	7
Wanted to upload/download photo	7
Downsizing or moving house	5
No one else to help	3
Total	89

The number of responses categorized in Table 7 exceeds the number individual respondents who answered the feedback questions. This is because people frequently did not have one main reason for engaging with the trial. For example, while some people spoke of the functional benefits of the trial, such as they did not have any other way of disposing of items, they no longer had use for, they may have also liked that the goods were going to people with an immediate need. Alternatively, while people thought the booking system was easy to use, they may have felt that the booking system required an additional function of being able to upload or download photographs. Additionally, while people said that the trial had suited personal circumstances, they said that advertising should be more prominent to raise greater public awareness.

Discussion

It was anticipated that Council administrative systems would be able to support the trial. While that has proven to be the case, the insertion of a trial project that required input from a number of departments across Council, has meant that staff who have worked to address requests for this project, have also been dealing with their usual workload. While templates for administrative processes were already established within Council systems, expertise for setting up and formatting those applications is held by one person. Similarly, work to set up mobile technology to record collection and delivery activities was time consuming and fell to the expertise of that same person, who worked through the process of translating the requirements of the project into 'live' documents during system set-up and system testing. Timelines that the project team had been working towards meeting, for example, for starting operational work, had to be adjusted several times. The project team 'lost' an anticipated 6 weeks of operational work.

Operational capacity for the project is provided by JBL Environmental. With an established administrative capacity for their own work in hazardous waste management and logistics management, the administration for this project required new databases and spreadsheets to be developed. The information about collection and delivery requests from the Council website could not be synchronized to the mobile technology. Each request made by a member of the public was notified by a unique Council generated reference number and entered into a spreadsheet. Once a customer had been contacted, and arrangements had been made for collection or delivery, the information from the initial Council generated form, plus the risk assessment questions for Health and Safety matters were manually entered into the mobile technology.

When the work had been carried out, the information output from that operational work was then transposed into a separate 'completed work' addendum to the initial spreadsheet. Administration work also included exchanging emails to answer questions, share photographs of household goods, and time taken to contact clients by telephone. Further time could be lost to customers who had made request of the trial but then cancelled their 'order.' In the same way as a reference number was generated for requests to the trial, each collected or delivered item was allocated a unique reference number once work had been completed. At times, the mobile technology would collate the data from operational work but not 'send' that information back to the system. This issue was able to be addressed by adjusting the size of photographs thereby reducing the amount of data needing to be sent but again this needed additional administrative time to fix before data a solution to the problem was identified.

The project team asked for a basic administrative system to get the trial operational. The issues the team encountered are mentioned here not to be critical of the system the team were given access to, or Council processes, but to highlight the scope of work and the amount of time that went into establishing the 'unseen' aspects of the trial that are fundamental to it running smoothly. Councils also have to be accountable for spending ratepayer money, consequently it was conveyed to the project team that a short-term

project is unlikely to experience the full suite of administrative possibilities that Council is able to offer, unless a benefit to Council and the public can clearly be demonstrated. At the beginning of the trial, this was unable to be achieved.

It was decided that the trial would be introduced to the community slowly. This was done to achieve several outcomes. The project team did not know how the trial would resonate with the public and did not want to be 'overwhelmed' in the preliminary stages of operational work if the project proved to be popular. Having low-key publicity, it was hoped, would also work to convey a sense of conviction about the underpinning values of the trial and get people talking about it.

To support this ambition, posters and leaflets were developed and hand delivered to organisations with a large public footfall, or a sector client base. Taking promotional material in person meant that the sentiment behind, and the purpose of the trial could be discussed face to face with someone from that organisation, and a request could be made of that receiving person to tell colleagues and contacts within their own networks. Communication by email also worked to achieve that same aim.

A local journalist was invited to meet the project team and draft an article about the aims and objectives of the project. At the same time the Communications department worked to put together information that would be included in print media, digital media, and the Council webpage. As the project has matured and responded to feedback from the community for more publicity, additional communication strategies have been implemented.

A radio advert has been developed; the advert will be played once a week on a local commercial radio station until the end of the project. Billboard signage has been changed from basic messaging to use the work created by the Graphic Design department which is vibrant and eye-catching. A recent addition to advertising now sees billboard signage mounted on the collection and delivery truck.

The creative input of the Communications department and Graphic Design department have been valuable additions to the project. Working across departments has also introduced challenges for the project team who very quickly were able to get into a 'comfortable rhythm' of working together and had to be resolute at times in their 'protection' of the wording of messaging they wanted to have conveyed. Where a responsive communication strategy was favoured by the project team by signaling messages to the public in response to feedback, a staged pre-set information sharing strategy was offered. These types of occurrences are shared, again not to be critical, but to highlight the kinds of difficulties that the team experienced when a project that requires a responsive mechanism to support it, does not immediately correspond with established systems that underpin the routine work of Council work.

Making the project self-funding for the longer term has been prominent in project team discussions. Established ideas for generating revenue look to the possibility of devising a subscription or loyalty scheme, where people can 'purchase' an unspecified number of deliveries for a fixed price. Subscription schemes work on the premise that the uptake of

'purchased units' are never realised, therefore the seller profits from money that stays in the systems and is never used by the purchaser. Stock management systems also work as a way of releasing 'older' items of furniture for public resale to bring in money or more 'valuable' donated items might be sold. However, these ideas were very quickly dismissed because they did not marry with the community focused sentiment inherent to the trial. Furthermore, the project team felt it would be disingenuous to put goods up for public sale, when the public were giving their possessions on the understanding that these goods would go directly to people with an immediate need for furniture and other household items.

Discussions then moved to how it might be possible to bring in revenue if the trial were to move from the discovery phase to being accepted by Council as a service provision for the longer term. Prior to operational work beginning, it was anticipated that it may take some time for the trial to resonate with people. If the cost per hour of operational work was to be recovered, consideration would have to be given to charging both people donating and receiving goods. The only participants initially able to be charged would be those who were donating goods. The project team could not consent to the burden of cost recovery falling to people who were already expressing generosity by donating goods.

Projecting forward to a time when goods had been accumulated and delivery activities could take place, donating and receiving parties could be included in pricing schedules. Considerations then turned to the ethical complications and practical implications of charging people who were currently receiving donated goods at no cost. Furthermore, would a pricing mechanism place a value on goods at an equivalent 'market value' similar to other reuse networks, or would establishing a 'fixed fee' per item collected or delivered be more appropriate? The additional complication of not effecting the work of an already contracted Council Reuse Shop facility, or the existing charitable sector were ever-present during such conversations.

The Collection and Repurposing of Unwanted Household Goods Project has conducted 218 item transaction activities over ten weeks of operational work. A tentative calculation of costing against those item transactions shows that each item holds a cost in the region of \$45. Consequently, if that cost is to be passed on to the public, the project cannot be sustainable, hold to the same values, or achieve the same community focused outputs if it continues to be a discrete activity.

The project has proved to be extremely popular, and the community has responded overwhelmingly in favour of extending the trial into service provision proper. Several factors have coincided to make this aspiration a possibility. Marlborough District Council has been told by central Government that it will receive additional funding from the Waste Disposal Levy, and Councilors have agreed that a proportion of that funding can be used to support the project beyond the end of this trial. In addition, the waste service provision tendering process is due to be renewed by 2023. Changes to the ways in which waste services are currently organized, are now being considered. Consequently, the contractor involved in the trial has been given the opportunity to continue providing operational support to the project until that time. The cost breakdown for redistribution work is known to Council,

however, given the projected change to Council tendering processes additional information relating to those costs are now commercially sensitive.

Returning to the context in which this project was conceived, the system for collection, delivery and repurposing unwanted household goods is now established. The project has been embraced by the public. Feedback has shown that the project has not in any way been a disruptor to the usual practices of the existing charitable and reuse networks in Blenheim.

Accepting what the public have said, meetings are now being arranged with the charity sector to get their perspective on the trial. Similarly, members of the NGO and Social Sector organisations will be invited to share their thoughts. While funding remains fixed for the remainder of the trial, further discussions will be held on how to include people in the project who live outside of Blenheim. Now that Milestone 1 has been achieved, work now extends to understanding the broader context of trial implementation and what service provision proper could mean for the Marlborough community.

Services and Operations

Education Report Term 4, 2021


(Information prepared by Annie McDonald, Education Officer on behalf of the education team)

E340-001-001-01

Enviroschools

Aims: To successfully manage and facilitate all Enviroschools in the programme. There are 29 Enviroschools in Marlborough and all 7 kindergartens are Enviroschools

Outcomes:

- Our education team have made 28 visits to schools and kindergartens this term working on supporting action programmes with students, holding reflection sessions and planning meetings with lead teachers. We have been publishing some of the cool actions from schools on our Enviroschools Blog for [Blog - Enviroschools Marlborough](#) or on the national Enviroschools website in our regional page [Enviroschools | Marlborough](#)
- Linkwater School recently won the Top of the South Lions youth enviro award for their Sustainable Outdoor classroom they have been working on this year with our support. It was great to see them rewarded for all the great programmes that are part of their school. You can see their application here <https://padlet.com/EnviroschoolsMarlborough/linkwatersustainableclassroom>. We also supported them to make a video to capture their school story to share with others in our region and across Enviroschools  [Linkwater Enviroschool Video 2021.mp4](#)
- Linkwater School were invited to share their Enviroschool journey with the three other Green Gold schools in our region (Renwick, Fairhall and Springlands) to help them prepare for Enviroschools reflections in 2022.
- A third networking event was held with the Enviroschools ECE (Early childhood education) pilot group. The four centres have been looking at working on their vision and planning action as well as what a Bronze reflection could look like in their centres. The ECE pilot will be reviewed in April to make recommendations for any next steps.
- Our team have been regularly taking part on national professional development Zui held through Enviroschools. These have been very worthwhile and have enabled facilitators from across the country to connect up virtually and learn from each other's experiences.
- We held a team planning meeting and our theme for 2022 will be the Enviroschools guiding principle- Sustainable Communities. We will be working with the new DOC Community and Partnerships officer to deliver a workshop to schools in early March with a focus on connecting schools taking action with community groups involved in conservation. We are also planning a schools tour with student Enviro leaders towards the end of term 1.
- There are a couple of changes to our team for 2022. We said goodbye to Anna Crowe who has been working as an Enviroschools facilitator and also as a freshwater educator for the science and monitoring group. Anna was passionate about her role and shared her enthusiasm and energy with many students and teachers over the eight years she worked with us. She will be much missed and we wish her all the best for the future. Ramona Millen our early childhood Enviroschools facilitator will be working part time directly for us until June supporting the kindergartens and ECE pilot as well as taking on some of digital platforms. We are excited to have Ramona's knowledge and skills in this space.

Kid's Edible Gardens

Aims: To successfully manage and facilitate the Kids Edible Garden programme. There are currently 24 Kids Edible Garden schools in the programme in Marlborough

Outcomes:

- A planning meeting was held with garden facilitators at the beginning of the term reviewing what has been working well, the most successful activities and ideas for improving the programme.
- Following feedback and with the cancellation of Garden Marlborough (which we usually use as a professional development opportunity for garden facilitators). A follow up school tour of gardens was offered to garden facilitators at the end of the term so they could view other school gardens and talk about different ways of delivering the programme.
- As part of the Enviroschools Sustainable Communities workshop in March 2022, we will be focusing on the KEG programme as a way to build a sustainable community. Many schools link this programme into their health curriculum and it relates well to the concepts in Te Whare Tapa Wha. [Kids' Edible Gardens: benefits beyond gardening - Enviroschools Marlborough](#)
- Regular updates have been made to our KEGS teachers padlet and feedback has been helpful in allowing us to look at where any gaps might be [Teacher Resources for Kids' Edible Gardens \(padlet.com\)](#)

General Schools Programmes

Aims: Behaviours and actions that lead to positive environmental change

Outcomes:

- The end of term Greenchat has been sent to schools celebrating some of the terms work [GREENchat Term 4 2021 \(marlborough.govt.nz\)](#)
- We have been working on developing some new programmes for schools after our visit to see the Christchurch City Council -Learning through Action programmes which we were very impressed with-[Learning Through Action : Christchurch City Council \(ccc.govt.nz\)](#) . Their programmes have external funding from the Ministry of Education learning outside the classroom fund. We want to offer some similar opportunities but on a smaller scale in our region. We will be sharing new draft programmes with teachers at our March workshop and trialling next year before leading them up to our education page in the MDC website. A couple of examples are attached. Refer Appendix 1.

Sustainable Living

Aims: To grow the Sustainable Living programme in the Marlborough region

Outcomes:

- We have been continuing to direct interested people to the national website and sharing the links to this with schools to share with their wider community and will look to include this information in our Sustainable Communities workshop in March [Sustainable Living Programme - Courses available in New Zealand](#). Once the Covid traffic levels move down to green we will look at options to run face to face courses again.

National Updates

Outcomes:

- It has been an exciting time to be part of the NZAEE executive after the organization received funding from the Network of Expertise fund. [Home - NZAEE](#) . A new website is under development which will include a national resources database for educators in environmental education. A recent webinar was held around the Education for Sustainability Achievement Standards at levels 2 and 3 and planning is underway for further webinars and a national online and regionally held conference in 2022.

MARLBOROUGH'S WATER

SESSIONS & RESOURCES FOR SCHOOLS



WATER TALK

Your students will learn about Marlborough's water supply, drinking water treatment and where our wastewater goes in this interesting presentation, delivered in your classroom.



WATER OF LIFE ACTIVITIES

Let us come and lead some activities from the Enviroschools 'Water of Life' theme area. We will tailor this session to fit with your unit or inquiry.



STORMWATER & URBAN STREAMS

Learn where stuff goes when you put it 'down the drain' and how to care for our urban streams with this school-based session.



WATER OF LIFE KIT

Borrow our kit of activities & resources to help you explore the topic of water. Use the activities as immersion starters or to add value to your inquiry.



TOUR WATER TREATMENT PLANT

Join us for a guided tour of our water treatment plant. Council engineers will explain the process as you peek behind the scenes.



TOUR WASTEWATER TREATMENT PLANT

Tour Blenheim's state of the art wastewater treatment plant. Get an insight into how this unglamorous but essential service operates.

CONTACT

Sessions can be tailored to meet your needs. Please contact me to discuss your requirements and make a booking.

Annie McDonald
annie.mcdonald@marlborough.govt.nz



**MARLBOROUGH
DISTRICT COUNCIL**

WASTE MINIMISATION

SESSIONS & RESOURCES FOR SCHOOLS



WASTE TIMELINE

Learn about the many kinds of waste and find out how long the different kinds take to break down. Interesting & engaging, this session will lead to much discussion!



WASTE AUDIT

A waste audit is a powerful way to begin or end waste projects at your school and will help you measure your impact. We can lend you gear & guide you through the process.



MAP YOUR SCHOOL'S WASTE

We support students to map waste systems at their school, check in with school experts on how systems were set up & conduct a litter survey.



ZERO WASTE SUITCASE

Borrow our suitcase of activities & resources about waste. Use them as immersion starters or to add value to your inquiry.



TOUR MDC'S WASTE FACILITIES

Join us for a guided tour of the recycling centre, hazardous waste store, commercial sorting centre & compost facilities.



BEESWAX WRAPS

Borrow our kit containing most of what you need to create beeswax wraps: a sustainable alternative to plastic wrap. A great way to take action to reduce waste.

CONTACT

Sessions can be tailored to meet your needs. Please contact me to discuss your requirements and make a booking.

Annie McDonald
annie.mcdonald@marlborough.govt.nz



**MARLBOROUGH
DISTRICT COUNCIL**

Parks and Open Spaces Activity Report

(Information prepared by Jane Tito, Robert Hutchinson, Robin Dunn, Grahame Smail, Linda Craighead, Brad Molony, Regan Russell, Rebecca Moorhouse, Rachel Hutchinson, Murray Morgan, Ross Laybourn) R510-009-000-01, R510-006-02, R510-005-04-02, R800-005-03

Blenheim Parks

Pollard Park

Maintenance at Pollard Park has been the key priority over the last few weeks with staff trying to keep up with the higher growth rates, which have just started to slow down. This will make it easier to catch up on outstanding jobs.

The annual flower beds are looking great at the moment now that the plants have filled out and are in their peak flowering stage. All beds have been weeded over the last few weeks and have had replacement plants planted.



The rose gardens have also been weeded and dead headed and most other areas of the Park have been weeded, trimmed and tidied.

Pollard Park has been very busy with lots of families using the playground area and there has been a noticeable increase in the number of people using the Park over the last few weeks. This is reflected in the amount of rubbish needing to be removed from bins.

Pollard Park is unfortunately suffering with vandalism at the moment, with people coming in at night and at the weekend pulling out annuals and harvesting flowers. The worst problem areas have been in the rose gardens with over 50 percent of the flowers being stolen in the last few weeks. This is unfortunate as the wider public does not get to appreciate the park in full bloom. When people who are removing flowers are approached by the Gardens team they are surprised that they aren't able to take the flowers.

Seymour Square

Maintenance has also been a key priority for staff in Seymour Square over the last few weeks. All annual beds have been weeded and hoed a couple of times since Christmas and replacement planting done.

Flower plants have now filled out and are starting to flower to their fullest. All other border gardens have also been weeded, trimmed and tidied and the park is looking great.

The old hedge along the northern side of the park has been replaced with a low wall to match the rest of the park. This work had been on the books for a few years and was put on hold until the toilet block was replaced. Work on the pump shed is still to be completed, however it was great to have the new wall completed prior to Christmas.

The following photos show before and after shots of the new wall and toilet facility. The photos also show the effort needed to remove the ivy from a part of the existing wall, which had been in place for many years.



Athletic Park

Vandalism

A quad bike gained access, via the Stratford Street gates, to the main arena at the Park doing a number of donuts on the grass playing surface, including in the running track area. The ruts will take a little bit of work to repair.



Turf Damage Athletic Park



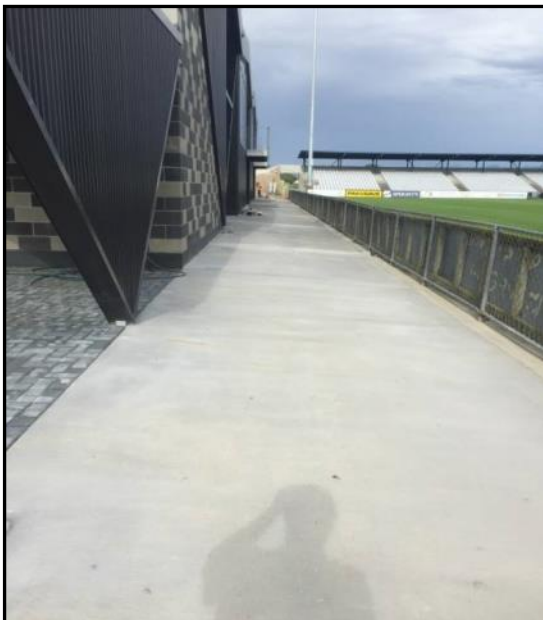
60 metre running track

The concrete base for the 60-metre running track at Athletic Park was installed prior to Christmas. Hopefully by the time of the Assets and Services Committee meeting on 3 February the rubber top surface will have been installed.



Lansdowne Park

Work continues on the landscaping and hard surface surrounds of the HUB building. Most of the work will be completed by 11 February.



Northern entrance



Southern entrance



Western Entrance

An issue arose just before Christmas with a break down in the new irrigation system on the main field at the Park. As we were still in the contract maintenance period, the system installers from Christchurch and Auckland flew in to repair the system. It took a number of days to find the fault, which was a burnt-out decoder on a solenoid in the middle of the field. The installers considered this was likely damaged by a lightning strike.

As a result of a lack of water, even over a relatively short period of time, 'melting out' disease (a fungal infection) started to invade the pitch. The Downer team caught the outbreak early and with the irrigation system back on and along with fertiliser and spray, this disease has been controlled. The following photos show how the disease has affected different parts of the park.



North end of Lansdowne Park



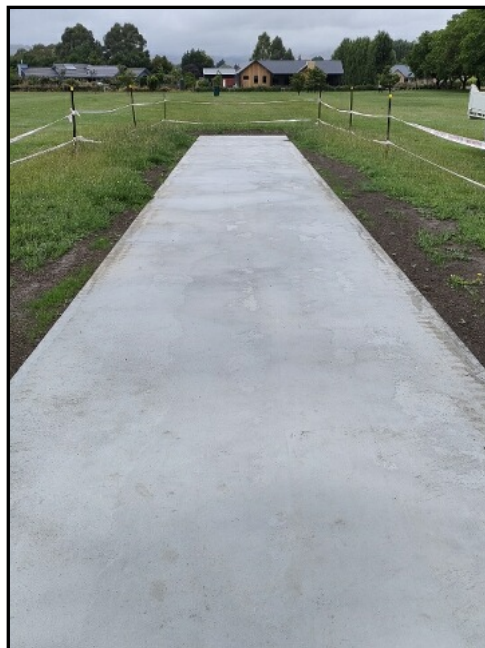
South west corner of Lansdowne Park

A successful concert was held at Lansdowne Park on January 6. This was the Golden Sounds concert that was attended by approximately 3000 people.



Sheps' Park

The concrete base for the artificial cricket wicket was installed at the Park pre-Christmas. This is the last major action to be achieved at the Park as an outcome from the community developed Sheps' Park master plan. By the Assets and Services Committee meeting on 3 February the grass surface will have been glued to the top of the concrete base.



Cricket strip foundation

Riverside Park

Work is ongoing replacing a large number of rotting Macrocarpa boards on the board walk around Riverside Park. The boards have been rotting out from the bottom up as they have been sitting in damp wet conditions due to high water levels since the 2016 earthquake and the build-up of silts underneath the boards following years of flooding. At present we are only patching the rotten sections of board to ensure the safety of the walkway while Parks and Rivers staff, along with Smart Alliances, work on a combined plan to replace all of the walkway boards and dredge out the silt build up from the basin and underneath the board walk.



Replaced boards section of pathway



Silt build up under board walk Stadium 2000

The three 3x3 basketball courts on the eastern side of the Stadium have now been completed and open to the public are very well used and feedback has been positive on the provision of these new courts. Access is via an accessible pedestrian gateway on Redwood Street and a pedestrian gate from the Stadium's southern carpark. A large proportion of this work was funded from the Council's Land Subdivision Account.



3x3 Courts Stadium 2000

Wither Hills Farm Park

Fire management

The fire risk is increasing fast after a wet winter and late rains, with significant fuel currently in the Farm Park. Fire indices are being monitored and closure of the upper and valley tracks will take place when trigger points are reached as set out in the Fire Management Plan.

A review of the current Fire Management Plan and triggers has just been commissioned and will be in place before next summer. This will form a component of the proposed Farm Park Management Plan review planned to commence later this year.

A new weather station is also planned to be installed by FENZ in the Farm Park to assist with future Park and fire management.

Stretch and exercise station

Installation of a stretch and exercise station was completed just prior to Christmas and provides four key exercises that complement walking, running or biking within the Farm Park. The stretch and exercise station is located at the Rifle Range entrance to the Farm Park.



Bike cattle stops

Mountainbike Club members are planning to install another five bike cattle stops along the top ridge line track in the Farm Park. This ridge line is part of the challenging Vernon Grand Traverse bike/walk circuit and will take place over the next six months and in consultation with the farm manager.

Renwick Parks

Playground improvements, seating, tables, plantings and the provision of all important shade at Rousehill and Hammond Reserves have been very well received by users of these spaces over the holiday period.



Rousehill Reserve - playground redevelopment and shaded picnic area



Hammond Reserve - playground redevelopment and shaded picnic area

Similar improvements for two other Renwick reserve areas, Vorbach and Kowhai, are being put forward for funding approval. Additionally, minor improvements to the Lions Reserve on Hawkesbury Road and the Historic Water Trough on State Highway 63 are programmed to ensure these spaces retain a good appearance and maximise use and enjoyment for visitors. Improvements include planting of trees and other vegetation and enhancing carparks and access to these areas.

Renwick Domain

Timber planter boxes that had been in the Renwick Town Centre have been replaced with corten steel planters and re-located to Renwick Domain carpark.

In early January a new rubberised surface was installed on the tennis courts at the Domain.



Picton Parks

Playground improvements, seating, tables, plantings and the provision of shade at Parklands Reserve and the playground at the Sussex Street entrance to Victoria Domain have been very well received by users of these spaces over the holiday period.

A new shaded seating area at the skate park on Wairau Road will be completed shortly and funding for further enhancements for youth and general recreational use of this area will be put forward for consideration. These will include improvements to the skate/bike jumps, surface and line making for a half basketball court and other ball sports area, spectator seating, additional shade and new signage.

Through a specially designated green space area (as provided for in the Victoria Domain Reserves Management Plan), overflow boat trailer and tow vehicle parking was provided on part of Memorial Park to help with the high demand for this service over the Christmas/New Year period. This area is in addition to the existing hard surfaced area of reserve already providing boat trailer parking and was to assist Port Marlborough's marina staff who manage and operate the Picton marina boat ramp.

Further work to identify other opportunities additional to use of Memorial Park green space already provided for is needed as the demand for parking is exceeding the area available.



Vehicle and boat trailer parking - 11th January

Port Marlborough Pavilion

Marlborough Mount Everest Challenge

The Marlborough Mount Everest challenge finished on 20 November 2021, with 71% of entrants participating as a part of a team, showing the very social nature of this challenge. The 248 active participants achieved some huge numbers this year with 5477 climbs and a total of 1,603,868 metres climbed over the seven weeks. This averaged 6467 metres per person with around 56% of competitors actively climbing more than 3 times a week.

We have been very pleased by the feedback we received during and after the event from participants and expect there to be a lot more 'Everesters' next year. We also raised \$1487 for the Marlborough Riding for the Disabled this year.



Waitohi/Picton Sports Awards

The first Waitohi/Picton Sports Awards were held on 13 November with great success. We had some great nominees in all the categories, with the main highlight of the night being the different sporting codes interacting together and hearing of all the nominees' successes throughout the year. We were very privileged to have Joseph Sullivan attend as our guest speaker along with inspirational videos received from Dame Valerie Adams, Margie Foster and Risaleaana Pouri-Lane.

The Supreme Award went to Anisha Huntly not only for the gold she won as a pair at the long-distance Waka Ama nationals but also the effort she has put into her sport in Picton re-establishing and running the Waikawa Waka Ama club. www.facebook.com/WaitohiPictonSportsAwards/



Coming up/in progress

Marlborough Family Challenge 4th December – 16th January

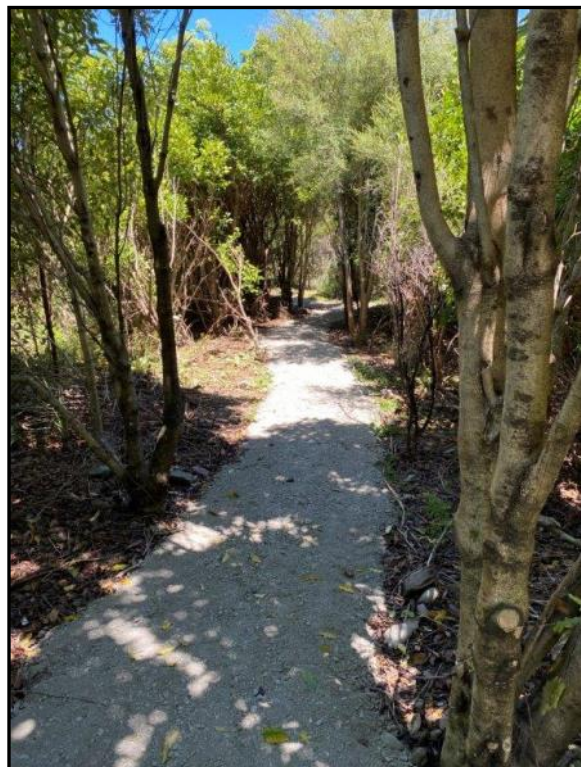
Summer School Holiday program running the weeks starting 10th and 17th of January

Freshchoice Picton Rainbow Run Saturday 22nd January 2022

Captains Close Native Bush Reserve

The Captains Close Native Bush Reserve is part of the Beach Road Reserve at Waikawa. A new track has been installed to provide access through this native planting that was first planted around 10 years ago in conjunction with Queen Charlotte College and Waikawa School students. The new track was funded from the Council's Land Subdivision Account.

Waikawa School expressed a desire to use the area as an outdoor classroom and requested a track be constructed to provide access. An entrance sign and map will be installed to the track and bush to explain its creation and purpose and to encourage use. Weed control of Old Man's Beard and other invasive species will now be easier with access through the bush.



Northern Marlborough/Sounds

The Sounds Open Space areas have been busy over the holiday season and it has been great to see them being enjoyed. Anakiwa was very popular with the Village Green being well used for boat and vehicle parking during the peak days.



Havelock Memorial Park

The new modular pump track, which was funded through Land Subdivision Account, has proved popular over the summer holidays and was installed just prior to Christmas.



Neil Street/Havelock Memorial Park Upgrade

This project is almost complete and has improved the accessibility and significantly enhanced the visual aesthetics of the park and this area of the Havelock township.



District Public Conveniences

Overall the public toilet facilities network performed as it should over the busy high demand Christmas/New Year period.

General feedback has been very good with positive comments received about how well Picton and Blenheim CBD areas are provided for in-terms of public toilet facilities. The outer Sounds and other rural areas within the District similarly experienced high demand from visitors passing through or holidaying at popular locations, but with no extraordinary concerns reported.

Over the first quarter of 2022 it is hoped to complete a number of some long awaited Tourism Infrastructure Fund, co-funded projects including new dry vault double cubicle toilet facilities to be installed at the Renwick Dog Park, Ferry Road Bridge picnic area and Lake Elterwater layby.

A new high capacity double units Exeloo toilet facility for the Rai Valley Township is well underway with the units craned to site just before Christmas. Key services of a water bore, waste disposal system and power supply has been established with these services to be connected to the facility shortly.

Paths, signage, lighting, seating and landscaping of the new Rai Valley Village Green development where the toilet facility is located should be completed in the next couple of months. The community and Rai Valley Area School are working on some heritage and storytelling signage to be installed when available.

The Carluke Domain Hall toilets at the back of the hall are near the start of their redevelopment and a new in ground septic wastewater system is to be installed shortly. The Council's relocatable toilet unit will be utilised on site allowing the hall to continue to be used by the community and also for any events held at the Domain while the new toilet block is being built by a local building contractor.

A new caravan waste dump station is also being established at Carluke Domain on road reserve near the hall as part of the overall redevelopment of the Domain and to enhance visitor and tourist opportunities to the area.

District Cemeteries

Cemeteries Handbook

An update occurred recently to the Council's Cemeteries Handbook. This handbook provides information for those requiring cemetery services and includes useful contacts, links to forms, the interment process, options for interment at Marlborough's eight cemeteries and frequently asked questions. The updated handbook include links to new forms, new text for Covid-19 restrictions, disinterment, pre-purchase of plots, donating a tree or seat, clarification of use of plots and fees and other minor edits.

The handbook continues to be a useful way to provide information to families at a sensitive time. Copies are available through the funeral directors, in hard copy at the Council offices or on the Council's website.

Staff have also reviewed and updated the information sheet about the natural burials area at Fairhall Cemetery and this is being formatted into a similar style brochure as the handbook. The updated brochure will be available on the Council's website and as a handout from the Council's offices.

Omaka Cemetery

New shelters are being installed as part of the redevelopment of the former cemetery sexton's house site. These are to provide shade, shelter and a focal entry point for the cemetery for funeral gatherings and as an educational heritage inquiry space opportunity. New story board and general information signage and seating are to be installed.



Shelters being craned into place at Omaka Cemetery

Swimming pools

The swimming pool at Seddon Domain has been well used over the holiday period. Works to seal the final cracks in the pool had been completed prior to Labour Weekend by Application Specialists Ltd from Christchurch. Since the pool was filled there have been no reports of a loss of water.



Playgrounds

The Whitney Street School adventure playground was built 26 years ago and designed by Rod McLoy. Students from the school submitted to the Council's Annual Plan process in 2021 and were successful in receiving \$40,000 as a contribution towards a revamp of the playground through the Council's School Playground Policy.

Whitney Street School Principal Cheryl Wadworth and the school's board organised the upgrade and opening (in mid November), which was attended by Mayor John Leggett, staff, Rod McCloy, and Scott Construction and builder Phil Murrin.

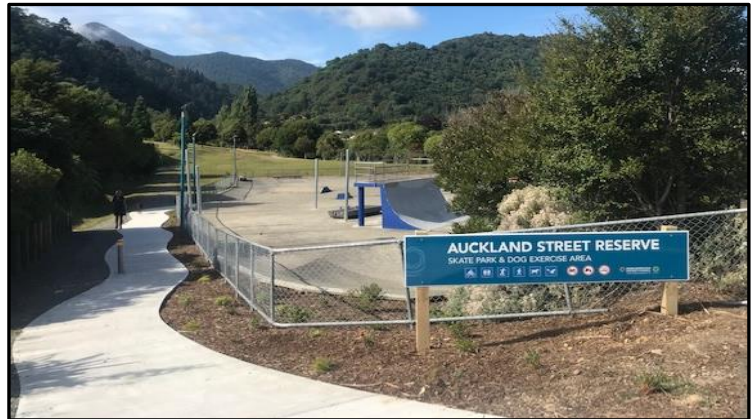


Signage Upgrade

Work continues on upgrading and installing new signage in Parks and Open Spaces areas around the province. The new signage includes replacement of old wooden routed signs, for new parks and for highlighting public access ways to Parks and Open Spaces. The signage has also been updated to meet new bylaw requirements of the Dog Control Bylaw 2021.



New signs for Blenheim (left)



Auckland Street skate park (below)

Walking and cycling

Picton, the Wither Hills Farm Park and all of our track network has again proved popular these holidays, receiving much use.

The Lower Bobs Bay track, which had been closed for several months due to storm damage, was able to be opened prior to Christmas with contractors able to undertake some more urgent repair work. More substantial improvements to the track are planned and with resource consent being granted for this, work will be programmed after the height of the summer season.

In addition, work has commenced on two of the planned improvements for Victoria Domain as a consequence of the actions included in the Victoria Domain Reserves Management Plan. This includes a new track running parallel to the ridgeline road to separate walkers from vehicles using the road. Development of this track was identified as a high priority in the management plan to improve safety. Initial work alongside the road started prior to Christmas and work on the two bush sections is about to commence.



Another high priority action was to improve the highest point of Sue's Mountain Bike Track and connect this with the existing Ridgeline Mountain Bike Track. This work has also been completed.



Waterfall Track, Havelock

Track upgrade work of the Waterfall Track with a start point off Lawrence Street on the west side of Havelock has now been completed in line with engineering plans and the resource consent. Works have involved track widening, construction of a new zig zag section to take the track off private land and the installation of culverts. Signs will be updated in the near future to complement the track upgrade.



New culvert and track crossing



Increased track width and improved surface

Trees and Plots

Renwick

Corten planter boxes from Blenheim's CBD have been installed along the main street of Renwick on the footpath edges. These have enhanced the town centre area and occupy less footpath width.

The planted barrels have been bulked up and also enhance the town centre and central hub area.

Tree Inspections

Inspections of trees is ongoing on our parks and reserves, however there is now a focus on re-inspecting trees previously recorded as being in poor or very poor condition, particularly those located in high public use areas. Contractors are progressively working through these trees to determine whether they should be removed or have other works undertaken to improve their condition where possible.

Tree Enquiries

Public enquiries regarding street trees or plots over the two months since 1 November total 34.

Rema Reserve

During a wind event in December a branch fractured in the crown of a large gum tree (Notable Tree 179 in the Marlborough Environment Plan) on Rema Reserve located in the south western part of Blenheim. This branch has been supported by the Cobra bracing system that Council had installed to manage the possibility of events such as this. The system did the job it was designed for. The fractured branch, which can be seen in the following photo, has now been removed.



Fractured Branch Rema Reserve Gum

Rata Park

During the same wind event as for the Rema Reserve a significant part of a large ash tree located in the north eastern corner of Rata Park (also in the south western part of Blenheim) partly fell across the boundary with a neighbouring residential property. On an arborist's inspection a decision was made to fell the remaining part of the ash tree to ensure the ongoing safety of the adjoining property and other park users.



Ash tree fallen across adjacent property



Ash tree felled by contractors

Policy and planning

Draft Responsible Camping Bylaw 2022

The period for receiving submissions on the draft Responsible Camping Bylaw 2022 was extended by two weeks to 31 January. This was in response to a request received from the Responsible Campers Association. The Association wanted time to consider the judgement from the High Court received just prior to Christmas on the New Zealand Motor Caravan Association's (NZMCA) appeal to the Council's 2020 Responsible Camping Control Bylaw.

The NZMCA has circulated to its members in Marlborough a template submission form and background information setting out its concerns with the draft 2022 Bylaw. The NZMCA states that the Council has used local opposition to freedom camping to justify its bylaw prohibitions so is seeking support from local residents to count in the efforts of the NZMCA to maintain freedom camping opportunities in Marlborough.

At the time of preparing the Information Package 42 submissions had been received.

Smokefree Policy

With the assistance of the Cancer Society and Nelson Marlborough Health work is progressing on development of a Marlborough smokefree in Public Places Policy. A survey is being prepared to assist in determining areas where the community considers should/should not be free from smoking and vaping. The survey will be available online as well as being used in face-to-face interviews.

Resource consents

Responsible camping

Resource consent for four of the five current responsible camping sites under the Council's Responsible Camping Control Bylaw 2020 were required under the provisions of the Marlborough Environment Plan. These being Wynen Street carpark, Blenheim, Taylor Dam Reserve upper level, Wairau Diversion (including for the temporary camping area) and Lake Elterwater road reserve.

All four applications were publically notified with submissions being received on all four sites. While supporting submissions were received for all four sites, opposing submissions were also received for the Wynen Street and Wairau Diversion sites. Consent has now been granted for both the Taylor Dam and Lake Elterwater sites and a hearing is awaited for the other two sites.

Bobs Bay walkway upgrade

Resource consent to upgrade the Bob's Bay walking track was received in early December to carry out earthworks for repair and widening of the track and ongoing maintenance. Work on repairing sections of the track damaged in earlier storm events was completed prior to Christmas but there is still further work to take place under this consent later in summer to improve the overall safety of the track.

Toilet facilities

Resource consent has been applied for three toilet facilities – a new facility to be located at the Ferry Bridge picnic area at Spring Creek, an upgraded facility at Lake Elterwater and a new facility at the Renwick Dog Park. All facilities are dry vault toilets and are part of the Council's District Wide Toilet Facility Strategy. Funding from central government's Tourism Infrastructure Fund has also been received for the Ferry Bridge and Lake Elterwater toilets.

It is not anticipated there will be a requirement for the resource consent applications to be publicly notified for submission and processing should be completed towards the end of February.

Rangers' Report

Responsible Camping

The Council's contractors have been monitoring the five responsible camping sites since 1 December 2021 as well as checking other locations for campers and responding to complaints.

Overall there has been a large decrease in the number of campers staying at the sites, particularly at the Wairau Diversion. In past years the numbers staying here reached 80 or 90 daily over the peak summer season, however the daily numbers recorded since 1 December have not exceeded 20. This will be due in part to the area being a temporary location for camping due to the flood damage experienced in July last year. Additionally, with the ongoing limitations on overseas travellers due to the ongoing Covid pandemic the numbers of small vans popular with younger tourists are no longer evident at the Diversion.

The Taylor Dam and Renwick Domain sites also saw decreases in the number of campers with no vehicles being recorded during some inspections.

Over the six week reporting period the contractors have recorded 35 instances of campers staying at locations other than the responsible camping sites. These have included the Ferry Bridge picnic area, multiple locations along the Wairau River, Mt Vernon carpark on Redwood Street and at several other parks around Blenheim.

The contractors have also reported a number of instances where campers found in locations other than in the responsible camping sites are homeless people. Where possible the contractors provide information to the campers on available social services who may be able to assist in providing accommodation.

Intentional Damage

Significant damage to the grassed area at Simonsen Reserve has occurred once again, not long after reinstatement work had occurred as a result of an earlier incident. A vehicle was observed tearing up the grassed area at the eastern end of the reserve in mid December. This was reported to Police who have been following up with the culprit. Larger rocks have been put in place to ensure that vehicles cannot access the grassed areas at the Reserve.



At the Taylor Dam offenders had come well prepared and had sawn off the wooden bollards to access the grass area – see areas circled in red below.



To counter this situation large rocks and a reinforced gate have now been installed at the point where the sealed road shifts to gravel on the lower level of the reserve. The gate at this location will be permanently locked and a large carpark will be developed for approximately 30 vehicles to allow continued public access to the grassed area and playground. This means there will not be the need to lock the gate at the entrance to the Reserve.



New gate on lower part of the Reserve

Illegal Dumping

Illegal dumping and littering continues to be an ongoing issue for our Parks Rangers, particularly in respect of general illegal dumping. Littering incidents are also significant with many being the result of late evening gatherings and cans and fast food packaging rubbish being left behind.



Dinner remnants left behind near Conders Bend

The following table shows the instances of dumping and littering over the past six months. The margins of the Wairau River are the focal point for many of the dumpings as can be seen in the aerial image following the table.

Illegal Dumping and Littering	Number of Incidents					
	Aug 2021	Sept 2021	Oct 2021	Nov 2021	Dec 2021	Jan 2022 (To 17 Jan)
Garden Waste	-	7	4	7	7	3
Abandoned Vehicle	-	2	-	2	1	1
General Illegal Dumping	9	18	8	15	11	11
Offal	9	1	7	4	2	1
Littering	5	8	14	19	23	8



Illegal dumping and littering locations – Selmes Road to Bothams Bend

The nature of goods being dumped aside from green waste continues to be varied and over the last few weeks a couch (Taylor River bed adjacent to Burleigh Bridge), freezer and oven (Wairau River - Selmes Road), swimming pool liner and fittings (Wairau River - Selmes Road) and car parts (near Fareham Lane) have been found by the Parks Rangers.



Road Safety Coordinator Update

(Information prepared by Robyn Blackburn)

R800-005-03

Marlborough Clued-up Kids

The MDC design team did a great job collating all the information from the Clued-Up Kids partner agencies to produce an attractive and fun booklet that has been distributed to Year 5 and 6 students at St Joseph's (Kaikoura), Ward, Seddon, Wairau Valley, Redwoodtown, Witherlea, Whitney Street, Home School, Riverlands and Fairhall Schools who missed out on attending our programme in 2021. Thank you to Murray Morgan for distributing to the schools on his way to Christchurch.

The partner agencies have agreed to produce this resource each year to hand out to the kids when leaving the event, as an excellent way of sharing their experiences with whanau.



Motorcycle Safety



A marketing strategy to increase the number of riders completing ACC's Ride Forever courses has been developed. There are a number of promotions happening locally to attract more riders to the courses such as providing subsidies to make the courses free as well as providing free 'Tucker' if riders can get together a group of 4 or 5 on the course.

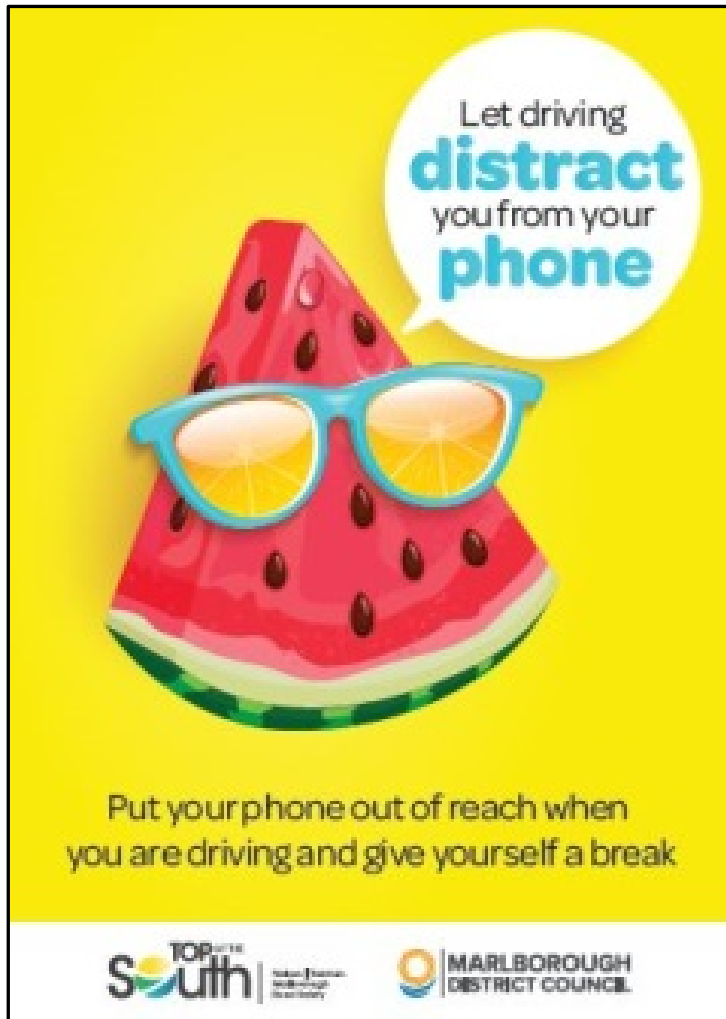
There has also been a lot of work done to get the training dates finalised for 2022 and up on the various websites which has been a barrier identified by riders.

Distraction

Using the Waka Kotahi "Let Driving Distract You" messaging a resource pack was developed for Police to hand out to motorists during their normal duties over December and January in Marlborough. This created an opportunity for police to engage with drivers to promote the positives about driving phone free and effectively change driving behaviours in this space.

Radio, digital, newspaper, and cinema advertising through December and January supported this campaign.

A community survey is being developed to learn more about people and their mobile phone use when driving to understand what campaigns might be the most effective in the future.



Property and Community Facilities Project Report

(Information prepared by Maighan Watson)

Neil Street Upgrade – Havelock

Contractor Crafar Crouch is making progress, with many civil/landscaping works now coming together. Lower Neil Street is now asphalted and all new underground service lines (water and stormwater) are live. The timber retaining wall is also complete, with the handrail and railing installed (Fig 3 and 4). Just the upper concrete panel retaining wall now remains.

The kerb and channel installation on the lower end of Neil Street is also complete and the upper end of Neil Street will commence early 2022. The contractor is currently excavating the area where the tennis court extension will go. Once the north end court fence has been relocated, MDC Parks will follow with the new paintwork and line markings. Over the next few weeks, Crafar will move to the top end of Neil Street; forming the new Small Township pocket parks, the final residential vehicle crossings, on-street car parks and kerb and channel through to the State Highway. Marlborough Turf Company will also be onsite to begin top soiling the garden beds and grassed areas, ready for planting/seeding.



Fig 1 – Neil St Upgrade, new Havelock Domain car park (To be sealed mid-Jan 2022)



Fig 2 – Neil St Upgrade, new exposed aggregate footpath and vehicle crossing progress



Fig 3 – Neil St Upgrade, new lower retaining wall and on street parking. Dec 2021



Fig 4 – Neil St Upgrade, sealed road and new retaining wall for residential and Havelock Bowling Green access

Moutere Rugby Clubrooms Refurbishment

CMT group have made fantastic progress on the Moutere Rugby Clubrooms refurbishment over the past few months. At the end of 2021 all painting, plumbing, electrical works were completed, with just minor fittings outstanding from suppliers. By mid-January 2022, the last items to arrive have now been installed. Which included shower partitions for the women's changing rooms, vinyl, gas bottles and the new security doors. This project will be completed by the end of January 2022, ready for the Moutere Rugby Club's pre-season training.



Fig 5 – Moutere Rugby Changing Rooms, new changing room 3



Fig 6 – Moutere Rugby Changing Rooms, new hot water gas calfont system and lock-up

Lansdowne Sports Hub

The Lansdowne Sport Hub is also very close to the finish line! The exterior fittings required for the final sign-off for the Hub have arrived and will be installed over the next coming weeks. However, the interior is complete with all ceiling panels, carpet, and electrical fittings and painting installed or completed in December 2021. Occupiers of the new facility will begin to move in over the coming months, with the fit-out to commence once the Certificate of Public Use has been issued. The landscaping for this building is being managed by MDC Parks and is progressing well, with majority of the new concrete sections now laid and the gardens bed's taking shape.



Fig 7 – Lansdowne Hub, new accessible shower



Fig 8 – Lansdowne Hub, west entry



Fig 9 – Lansdowne Hub, completed ceiling, first floor



Fig 10 – Lansdowne Hub, Completed women's toilets, ground floor

Marlborough Library & Art Gallery

The plywood roof covering and external framing on the first floor are now complete, with the ground floor external framing due to commence first week of January 2022. Robinson Construction have been progressing the guttering installation, ground floor framing and roof membrane. The glazing has also started to arrive to site (Fig 13), and Alutech will commence the installation of the sky light and seismic window framing to the ground floor from 17th January 2022. Electrical subcontractor Cresswell Electrical is also onsite installing the service cable trays throughout the building, which are anticipated to be completed by the end of January 2022.



Fig 11 – MLAG, roof progress, Nov 2021



Fig 12 – MLAG, roof progress, Nov 2021



Fig 13 – MLAG, glazing arrival, Jan 2022



Fig 14 – MLAG, birds eye view, Nov 2021

Marlborough Mile – Aviation Site, Liz Davidson Park

Staff are currently working behind the scenes assisting the Blenheim Business Association (BBA) in bringing the six Marlborough Mile concepts to life throughout the Blenheim CBD.

The first site of six sites, 'Aviation', has recently installed a new bi-plane at Liz Davidson Place, which is the first phase for this site. The plane is a nod to Marlborough's aviation history, including the first ever flight completed by Captain Euan Dickson across the Cook Strait. Below show the photos from fabrication, to installation and completion with matting below. Following the bi-plane installation, an aviation mural, a ground 'way-finding' anchor and a storyboard detailing the stories behind Marlborough's Aviation History will be added to the site.



Fig 15 – Marlborough Mile, Aviation Site, bi-plane fabrication



Fig 16 – Marlborough Mile, Aviation Site, bi-plane installation



Fig 17 – Marlborough Mile, Aviation Site, bi-plane completed



Fig 18 – Marlborough Mile, Aviation Site, bi-plane completed

Record no: 2219607