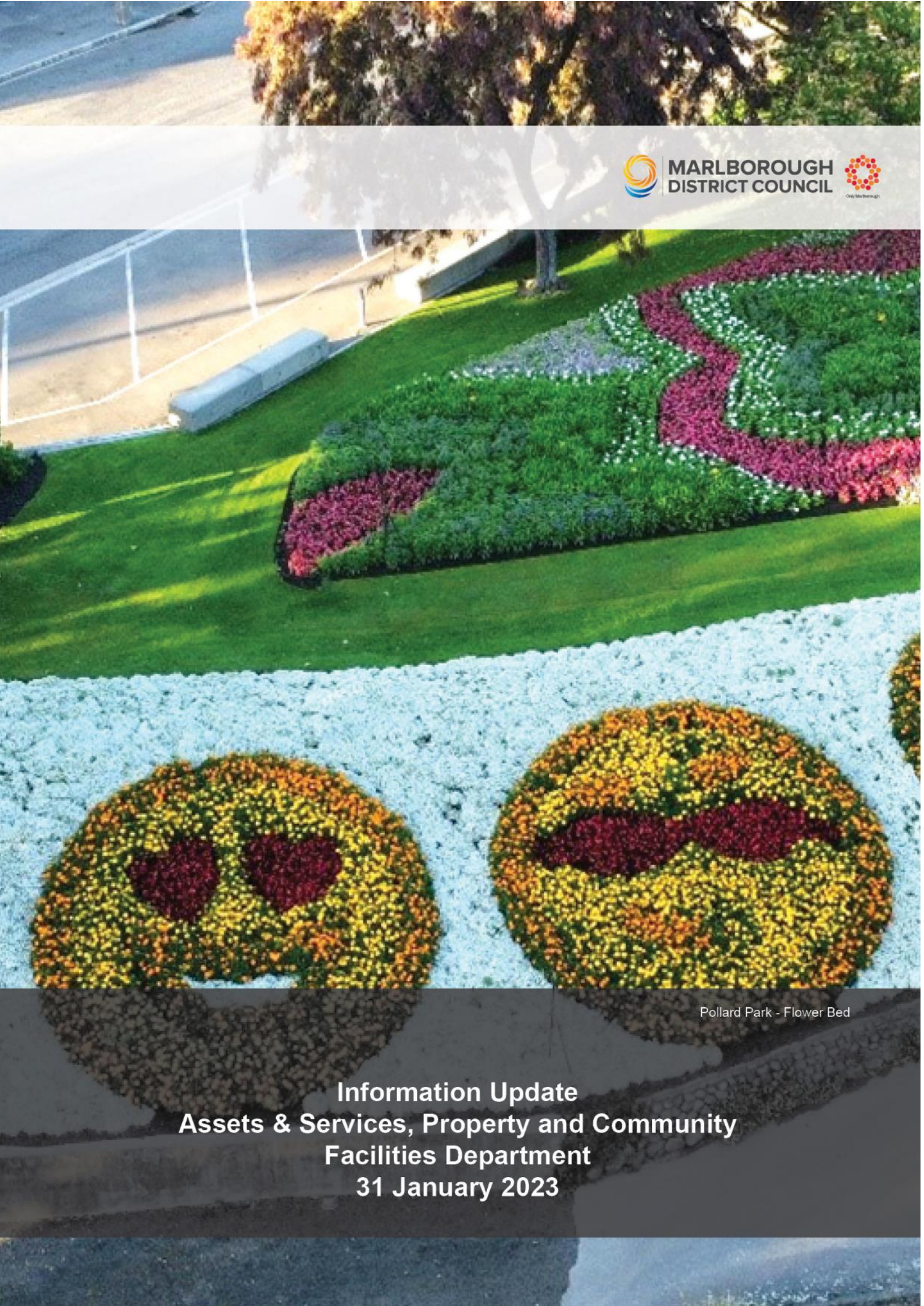




**MARLBOROUGH
DISTRICT COUNCIL**



Pollard Park - Flower Bed

**Information Update
Assets & Services, Property and Community
Facilities Department
31 January 2023**

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Local Road Asset Management Report – November – December 2022

(Information prepared by Amanda Smith)

R800-007-02

General

With the Recovery Team now in full swing, the Marlborough Roads Joint Venture (MRJV) Team are back to business as usual with a large focus on reseals across the network. As the weather improves work will continue on the grading and metalling of the unsealed network.

The Contract Management Team (made up of Marlborough Roads (MR) and MRJV staff) have been working on improving the Network Outcomes Contract (NOC). The team have been continuing to work on clarifying issues and ambiguities within the contract and identifying opportunities to improve the delivery of the maintenance contract.

On Wednesday 21 November, the Marlborough Roads Team led a Councillor Roding Workshop as an induction process for all Councillors. The morning was about explaining the what, how and why of Marlborough Roads and the connections between Marlborough District Council, Waka Kotahi, Marlborough Roads, Marlborough Roads Joint Venture and the Network Outcomes Contract.

Financial Commentary

Expenditure to December 2022 remains under budget. There is still a lot of work programmed to be done in the remaining sealing season which will see renewal budgets being met.

We are working with the Marlborough Roads Joint Venture team to ensure that the budgets are being met.

Noc Monthly Activities

Summary from Contract Manager – Grant Bennett

Culture is building with the new team members growing into their roles. We engaged the national support functions from HEB and FH to support these key roles to allow smooth and effective transition.

We have had the first workshop around claim clarity expectations, roles and responsibilities in the month end and financial ownership. This has been received well by both delivery and client teams.

Once again there is a large renewals programme to deliver. We have managed to get an early start on the reseals which has benefits to achieve programme on time, but this also comes with risks. We have identified risks with sealing over repair patches within two months. This risk is minimal and is due to the failures from the weather events experienced over the winter months. Local roads do not cause as much of a problem as State Highway (SH) works. Also contributing to this is the required change in programme delivery dates of SH63 and SH6 due to closures. Other risks to consider are the SH6 reseals not getting the traffic on to help bed the chip as much as we would normally like.

The drainage programme is going well with several kilometres of high lip and shoulder works completed. Culvert replacements are well underway and will be delivered early with the team making the most of the SH6 closure to get the culverts installed.

A risk-based approach to traffic management has been adopted and the trial is moving forward with some challenges being highlighted and a number of benefits recognised. For example, the biggest benefit is in the early planning of works and the site-specific requirements of the traffic management.

Recognition for the team on the way we reacted and professionally undertook the work with the fatal accidents and serious injuries on our network in Koromiko and Renwick. Grant and Robyn attended the Remembrance Day and New Zealand Road Safety Emergency Response and Healthcare Awards in Christchurch to accept this award (recognition) on behalf of the team.

Subcontractor engagement has served us well with the workload that we find ourselves delivering. Referring back to the one Network |one Team approach, and being treated as part of the family, a number of them have invested in upskilling especially around the Health and Safety and environmental areas. With the huge workload and political pressures coming on in some remote areas to use local resource, this group all need to be aligned.

We have had a full team Stop Work meeting because of incidents on sites. The presentation was fantastic with the team taking the information on board. We followed this with a great workshop session with several questions asked to develop some group discussion and feedback of ideas.

Teams were set up and ready to cover over the Christmas and New Year break with a well-deserved break for the rest of team from the 22 December through to the 9 January.

Project Status

State Highways

With the closure of SH6, there was a focus for early completion of renewals and heavy maintenance on SH6 to take advantage of the lower traffic volumes between Havelock and Rai Saddle. These tasks included;

- several culvert renewals
- good progress on the reseals
- heavy maintenance activities
- cyclic maintenance (currently in progress)



Figure 1: - works being undertaken during SH6 road closure



Figure 2: - works being undertaken during SH6 road closure



Figure 3: - works being undertaken during SH6 road closure

Due to the Rai Saddle being a highly active work site, there have been some limitations to undertaking heavy maintenance activities inside the closure, with some pre reseal items adjacent to the active works sites.

The focus for heavy maintenance moved to SH1 repairs from Blenheim to Picton, and Queen Charlotte Drive before Christmas.

Welds Pass will be closed overnight for two weeks, between Sunday 22 January to Friday 3 February, while essential maintenance and improvements are undertaken. The closures will be from 8pm to 6am with the road being opened at midnight each night to allow queued traffic through the work site. Waka Kotahi have been managing communications around this and working closely with freight industry and ferry operators.



Figure 4: – Welds Pass closure map

Local Roads

Reseals on local roads are on programme for being delivered.

By the end of November, 35% of reseals had been completed with further work completed in December. Planning on local road rehabilitations is underway and is intended on being started in January.

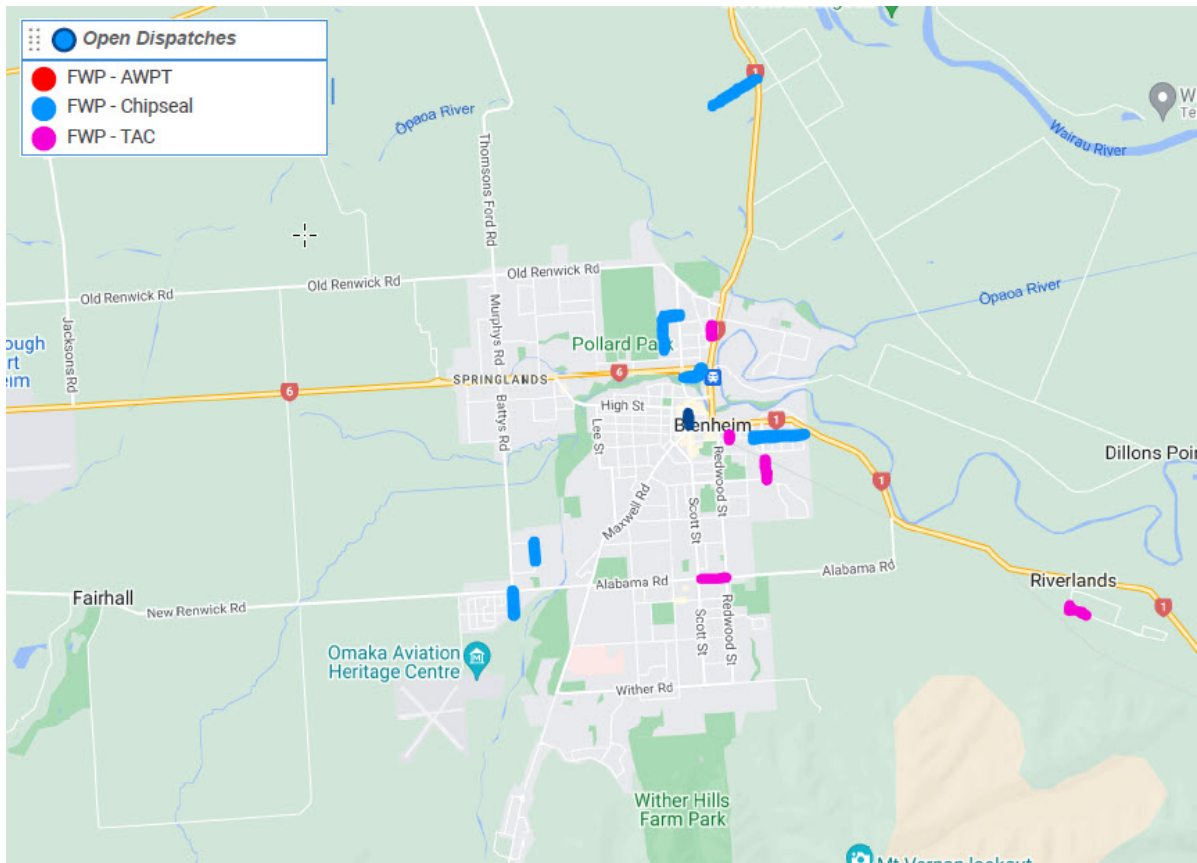


Figure 5 – Blenheim Reseal Sites

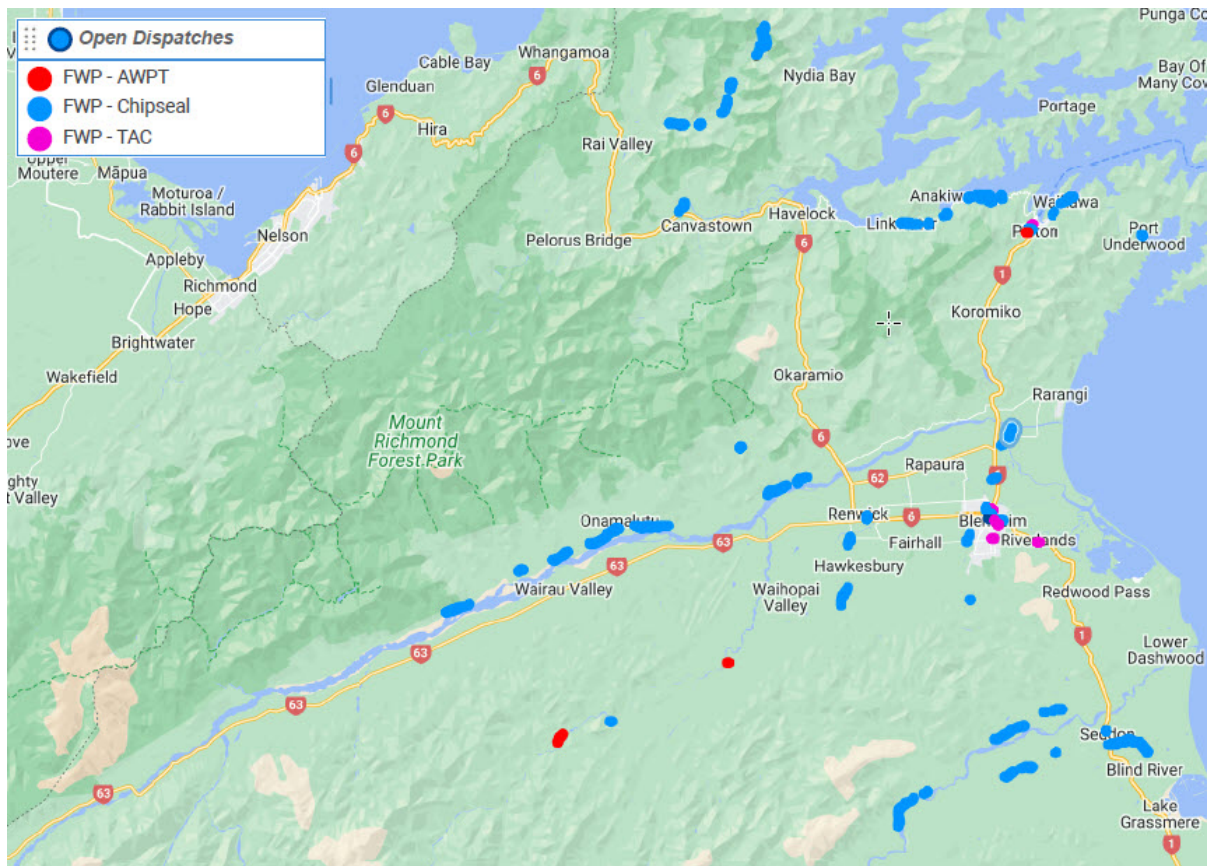


Figure 6: – Marlborough Reseal Sites

An inspection of D'urville Island was undertaken following the August Storm Event. The island had only a few slips, with the majority on the DoC section of the roading network and the general metaled surface was in good condition with only a couple of culvert issues for the programme.

A price has been received for the work repairing the failed retaining wall on Upton Downs Road. This work is due to be completed prior to the beginning of the 2023 harvest season.

Work is underway to seal Ugbrooke Road by TC Nicholls. This work will also be completed prior to the 2023 harvest season.

Marlborough Roads Activities

Work continues on the NOC reset to clarify ambiguities and issues identified that will improve the delivery of the contract.

Steve Murrin has been seconded to Marlborough District Council as the Recovery Manager, support the ongoing recovery works and the Marlborough Sounds Access Study.

The Network Operating Framework (NOF) has been completed and is to be accepted by the Assets & Services Committee.

A review of Passenger Transport is underway, starting with analysis of the existing system and current trials.

The Roding Asset Management Plan is being put together for 2024-2027. The draft is to be completed by April 2023 so that it can help to form the Regional Land Transport Plan and National Land Transport Plan.

The Speed Management Workshop is set for Thursday 26 January and will be presented by Laura Skilton, Marlborough Roads Transport Planner.

A review of Council's Code of Practice for Subdivision and Land Development has been started. The existing Council Code of Practice for Land Development and Subdivision (CoP) is based on NZS4404:2004 Land Development and Subdivision Engineering with an accompanying addendum dated 26 June 2008. NZS4404:2004 was updated in 2010, however the CoP has not been updated to reflect the changes. Whenever there is conflict in a resource consent, Developers argue that the Code of Practice is out of date. Council Officers and Marlborough Roads staff are currently working towards a new Code of Practice based on NZS4404:2010 with a new addendum. When the draft document is completed, it will be circulated to the main developers for comment and a workshop held to discuss. Changes may be made to the draft. The Asset and Services Committee will then be provided a final draft to approve for general public consultation. After consultation the final Code of Practice will be provided to the Asset and Services Committee for final approval. This is likely to be late 2023.

Stakeholder and Communications Monthly Progress

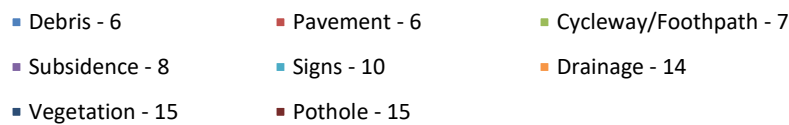
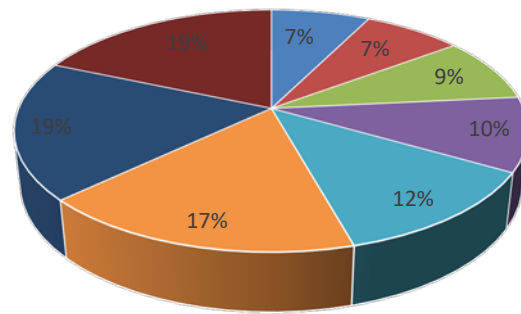
Summary from Communications Manager, Olivia Bowers-Galt

There has continued to be significant communications in the month of November with a busy renewals season in full swing. The total number of customer enquiries have decreased for November with 137 CRMS down from 151 CRMS in October. However, if calls for the weather event (58 in October and 24 in November) are removed, BAU CRMS have increased by 20 for the month. Of the 137 CRMS 87% were for local roads and 13% for State Highways, with 100% resolved.

From 1 December, weather event calls will not be included in CRMS, instead they will be imported into the MDC CRM system.

In November, the highest number of calls was for potholes and vegetation. Of the latter, these calls were for vegetation that had been cut that needed to be cleared, overhanging trees or long grass. Due to the current high temperatures following a wet winter increasing the amount of vegetation growth, this increase in calls is not unexpected.

Customer call types - November 2022



Two complaints were received in October, both for noise during night works. The first was from a resident on Alabama Road who had received the letterbox drop. They called the Renewals Manager directly who sympathised that their children had been woken and explained why night had been chosen for this area. The second was for a patch on Herbert Street, which had not been notified via letterbox drop due to it being planned for a short period at 7pm. Due to the patch failing the contractor returned at 2am to complete works. The works had been notified via VMS and Facebook notifications. The Renewals Manager spoke to the customer who accepted the explanation. In future, letterbox drops will be instigated for works where contingency for works occurring later than expected is needed.

Waka Kotahi's weekly traffic bulletin including all SH works in the week following, has been well received. As well as the bulletin being sent each Friday morning, the information is also being used on Marlborough District Council's website and Facebook page.

With Renewals season in full swing there has been significant customer notifications including 245 letterbox drops, across six jobs and nine planned works Antenna/Roading Alerts sent.

Four of ten communication interviews have been undertaken with members of the leadership team to form an action plan to meet the objectives of the communications strategy. These interviews are to be completed by 20 December.

Future Month Communication Focus

- Continue to increase stakeholder engagement with Port Marlborough, Marlborough Lines and Destination Marlborough.
- Communication interviews completed and action plan drafted for the Contract Manager to review.
- Finalise the Weld Pass communications plan and instigate the pre-Christmas deliverables.
- Update of Media Register to include rating of stories, neighbouring region articles and links to provide a wider view of MRJV in the media.
- Pitch proactive media stories regarding broken glass and the restart of renewals for release by MDC.

Road Safety

Road Safety Incidents

Monthly Summary from Network and Safety Manager.

State Highway Crash summary:

The Contract has had 2 DSI crashes on the State Highway network recorded in CAS for November 2022.

State Highway 1 – Ross Lane, Grovetown

- 17/11/2022 CAS ID 2022240627 at 01.43pm, serious injury, dry, fine, bright sun: Vehicle making a right turn from SH1 stopped at the centreline and was hit from behind by another vehicle. The turning vehicle was flipped onto the sight barrier beside the railway line. The driver of the turning vehicle was seriously injured, female aged 27. The following vehicle was travelling about 90km/h or less – driver, male aged 50, and child aged 6, had minor injuries. Driver returned (-) screen, the vehicle was on a work related journey. Factors: intersection to make a right turn into with widened shoulder but no RT lane. Speed was not a factor, following driver did not see stopped vehicle ahead.

State Highway 1 – Blind River Loop Rd Intersection, Seddon

- 22/11/2022 CAS ID 2022241048 at 04.03pm, serious injury, dry, fine, bright sun: Vehicle was travelling south just before Blind River Loop Rd, driver male aged 47, seriously injured. Vehicle travelling west has been overtaking and lost control hitting barrier on the right side of the road. The driver, male aged 68, seriously injured, tried to correct but has hit the eastbound vehicle head on. Factors: Driver tried to overtake on corner and has had medical event and lost control, or just lost control. Speed was not a factor, southbound vehicle travelling at around 80km/h. Speed too fast for corner suspected of the vehicle that lost control.

Local Road Crash summary:

The Contract has had 0 DSI crashes on the Local Road network recorded in CAS for November 2022.

The following tabulation and chart reflect the current network knowledge for DSI crashes that have occurred in the Contract to date this year. Additional chart lines (not coloured) reflect the numbers of DSI injuries that have occurred because of the crashes.

Marlborough Roads JV Network DSI Crash Analysis Table:

DSI Crashes by RCA	YEAR 1 Apr20 - Jun21	YEAR 2 Jul21 - Jun22	Jul-2022 to Jun-2023												YEAR 3 TOTALS 2022-23
			Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
SH DSI crashes	14	12	0	0	1	2	2								5
# SH DSI injuries	18	20	0	0	1	3	3								7
# SH F injuries	4	10	0	0	0	1	0								1
# SH S injuries	14	10	0	0	1	2	3								6
LR DSI crashes	12	12	0	0	0	0	0								0
# LR DSI injuries	11	13	0	0	0	0	0								0
# LR F injuries	1	3	0	0	0	0	0								0
# LR S injuries	10	10	0	0	0	0	0								0

There was a crash on SH63 over the Christmas break which resulted in two deaths and a serious injury. This will be included in the next report.

Marlborough Roads Recovery Team Update – July 2022

Overview

Background

Waka Kotahi has an agreement with Marlborough District Council to manage the maintenance of the local road network under our Marlborough Roads model. Marlborough Roads has established a Marlborough Roads Recovery Team (as per the Marlborough Local Roads Recovery Plan, 4 Aug 2021).

The team was mobilised on 10 August 2021 and has fully transitioned into managing the recovery. The full recovery team (MRRT) is now established across both Project Management Office (PMO) and Assurance. The current resourcing will be reviewed over the course of the recovery programme.

On 3 May 2022, the Emergency Management Transition period ended. The completion of the Transition period was a collectively agreed decision from the governance team. The new Recovery phase of the programme will be governed through Marlborough District Council and Marlborough Roads. From 3 May 2022 Richard Coningham, Manager – Assets & Services, provides Council representation and governance as the programme changes from the Civil Defence Emergency Management Transition phase, led by Dean Heiford and Marianne Aitken, to a Council/Marlborough Roads led recovery.

In August 2022 a further weather event took place causing large scale damage mostly to the Marlborough Sounds areas. The Recovery programme team went on hold from 19 August as resources were redirected to Emergency Response. As of Monday 17 October, the NOC JV Response formally ended, and the programme returned to Recovery. On the 17 October 2022, 675 km of the road network was handed over to the Recovery Team for repair with 90km of the network still closed at that point.

A new governance structure has been established with the Recovery leadership transitioning from Marlborough Roads to Marlborough District Council. Richard Coningham, Manager – Assets & Services will continue as the Council representation and governance role supported by Steve Murrin (on secondment from Waka Kotahi/Marlborough Roads). The Recovery programme has re-established and is working through the new faults and aligning programme priorities for Council outcomes with the remaining available funds to achieve these outcomes.

The teams have made great progress improving access and repairing faults in the lead-up to Christmas to help minimise maintenance during the break.

- Majority of all zones have full public access excluding Kenepuru, which is restricted to Residents Access only.
- Entire length of QCD is now open from Havelock to Picton.
- Required / requested culvert & cattle stop replacement completed on French Pass Rd.
- Tennyson Inlet has restricted access.
- 99% completion of the Waihopai Valley realignment works.
- Awatere Valley works at Castle Creek & Blackbirch bridges completed.
- Port Underwood Rd from Whatamango Bay to Rarangi open to the public.
- Kenepuru Rd from Linkwater to Mahau Rd & the heads to Sandy Bay improved access completed. The final temporary works in the outer Kenepuru Sounds to re-establish access for trucks from barge sites for animal welfare was completed. Moetapu Bay road minor works completed & other improvements following community meetings & residents' issues as directed.
- Tumbledown Bay Rd public access achieved for full length just before Xmas.
- Reduction of physical works crews now access has been achieved. Plus, reduction in PMO resource.
- Focusing on cost reduction of resource not required i.e. traffic lights, long term hire plant etc.
- Noels Bridge on Northbank Road design confirmed.
- Māori Ford Bridge Waihopai Valley Road, specifications for tender documents have started.

Health and Safety

The MRRT operates within health and safety systems established by the NoC JV and all reporting and processes are aligned to this approved standard. During the month of November two significant safety incidents happened, these were both truck rollovers on French Pass Road and one further incident with a light vehicle being struck by a truck. The two truck rollovers are being investigated by Fulton Hogan, of which one has been received and Waka Kotahi, safety personnel are reviewing. It was extremely lucky that the drivers weren't seriously injured. A Stop Work meeting was held and facilitated by Fulton Hogan's General Manager – Health and Safety including a breakout session where everyone was encouraged to share thoughts and ideas about what we are doing and what we can do better.

Communications and Engagement

Following the August Weather Event, the Recovery weekly e-newsletters have been expanded to cover all areas affected by the recent event. The newsletters have been supported by roading alerts on the Council's website and Antenno.

There has been a decrease in customer enquiries in November, with only 24 CRMS relating to the weather event down from 58 CRMS in October and 184 in September. These calls have been recorded to be imported into the MDC CRM system in December. From 1 December, Recovery CRMs will no longer be entered into BAU's Waka Kotahi CRMS.

A second recovery navigator has been employed to start work on 16 January. This position will be based at the Civil Defence Office, alongside the current Navigator. Once the second navigator has started the roading recovery emails and phone will move to be answered by them.

There were three pieces of media coverage in November from TVNZ and RNZ, focused on the communities' concerns on the long term study. Overall, media coverage of the recovery has been more sympathetic than the previous year. With media focus moving to the SH6 closures, more proactive communications are planned around the work that has been achieved since the event to raise the profile of MRRT.

Following the community meetings held by Marlborough District Council (MDC) they led a communication workshop to discuss key summer messaging and communication channels. Following the workshop, key messages have been developed between MRRT, MDC and Destination Marlborough, to ensure consistency across all outlets. This messaging has also been shared with Waka Kotahi to inform their safe summer driving communications for Marlborough.

Visitor communications will include a static map showing road access for cars, campervans and vans. These categories will take into account road status as well as resident sentiment.

A meeting was held with MDC's Kaihautū and MRRT on 22 November to discuss MRRT's partnership with local iwi. The outcome of this meeting is to continue the current level of partnership including six weekly hui, the next of which is planned for 05 December 2022.

Financial Overview

MRRT and Assurance expenditure for the month of November was \$3.5m for construction and response with the assurance cost being \$150k. The December construction claim is \$2.25m, this includes a high percentage of accruals. The Client Assurance team continue to support the Client with financial reviews and providing surety of project claims. There are multiple line items in the claims that are still being reconciled and the above claims have been accepted as progress claims only.

Forecast response and recovery expenditure summary

The cost to complete response and recovery activities is currently estimated between \$100 and \$300m. Investigation and design is underway and the Marlborough Recovery Proposed phasing of costs is presented in Table 1:

Table 1: Known and rough order costs for full recovery of the MDC Road Network following July 2021, February 2022, July 2022 and August 2022 Storm Events, excluding outcome of Sounds Study.

		APPROVED TO DATE	TOTALS
Phase 1	July 2021 event	85.3	40.3
	February 2022 event	3.45	3.45
	August 2022 event (reprioritisation of approved funding for response and priority repairs)		45
Phase 2	July 2022 and August 2022 events		53.62
Phase 3	August 2022 event (Sounds Study)		TBC
TOTAL		88.75	142.37

Funding application update

Funding needs

The following is a high-level assessment of likely funding requirements.

There is significant complexity in this repair programme and the articulation of associated funding needs due to:

- Repairs for previous events not being completed and new events adding more damage to existing faults,
- Very high number of repairs required over a large geographic area with varying demands and complexities across different areas within the boundary of the recovery programme,
- Funding for previous events being diverted to response efforts in the new events,
- Varying community needs through the course of the emergency response and subsequent recovery changing priorities through the course of the programme,
- Normal project risks occurring through delivery,
- High escalation costs and future uncertainty,
- Longer term climate change effects needing to be accounted for in consideration of levels of service to restore Marlborough Sounds Access being determined in consultation with the Community and funders in the coming two months,
- The availability and timing of funding impacting on holding and ongoing management costs, and
- Risk of further events occurring during the delivery of repairs given the likely long-term nature of the repair programme.

The funding has therefore been grouped into:

- **Phase 1 (funding already approved):**
 - Before August 2022:
 - July 2021 response
 - July 2021 recovery repairs up until August 2022
 - February 2022 event
 - After August 2022:
 - August 2022 response
 - Already committed projects in July 2021 programme
 - Priority repairs following August 2022 event
 - Improved access to French Pass, Port Underwood, Tennyson Inlet and Kenepuru
 - Marlborough Sounds Future Access Study (the Sounds Study)
- **Phase 2 (subject of this funding request):**
 - July 2021 repairs outside the Sounds Study area not completed as of the diversion of funds to the August 2022 event and realised construction cost risks for this programme that exceeded the allowance made in the cost to complete estimate for the programme following the August 2022 event
 - July 2022 event response costs
 - Ongoing client costs including assurance, project management, barge subsidies
 - Property costs including professional services, legal and acquisition costs
 - Advance design costs for high priority repair sites within the Sounds Study area (for example complex repairs requiring investigation and design along Queen Charlotte Drive, the SH6 alternative route),
 - Holding costs for areas of the network where repair has been delayed awaiting the outcome of the Sounds Study

In summary the scope and estimates for the Phase 2 programme is as follows.

Item	Description	Estimate	Comment
Construction costs	Added priorities (miscellaneous urgent items)	\$1,011,412	
	Response July 2022	\$1,500,000	14/12: This amount is still to be verified; this is an estimate only at this point
	Holding costs (ongoing minor events)	\$2,168,538	From April 2023 to June 2024
	Phase 2 projects	\$17,898,143	
	Pavement repairs	\$565,500	
	Limestone – underslip Limestone Overslip	\$565,500 \$1,131,000	
Investigation, Design, MSQA	Phase 1 shortfall	\$439,117	2M allowed in phase 1 budget
	Phase 2	\$3,582,725	Note: in the order of \$500k (15%) can be saved if design hub is adopted in place of site-by-site procurement
	Phase 3 priority sites (bring forward design effort to help early construction on funding approval of phase 3)	\$952,868	Predominantly QCD sites
Traffic management		\$3,780,330	From April 2023 to June 2024

Item	Description	Estimate	Comment
P&G		\$6,165,808	From April 2023 to June 2024
Property Costs	Property allowance - PS fees	\$981,750	
	Property allowance - acquisition	\$750,000	
Client Costs	Barge subsidies	\$1,500,000	
	Assurance, communications, Client PM	\$3,180,875	From April 2023 to June 2024
Risk and contingency		\$4,548,147	
Escalation		\$2,888,646	
TOTAL		53,620,000	

- **Phase 3 (subject of future funding request):**
 - Remainder of repairs / access reinstatement not completed as part of phase 1 and 2 funding requests

Programme

Overview

Significant progress has been made across the programme with most roads being opened to a minimum of residential access. The last 2.4km of the network will open by the week of the 19 December. A new Levels of Service document has been drafted and is with Council for approval. The acceptance of the new Levels of Service will establish the baseline for acceptance levels of liability for design and this will have a significant influence on the design programme.

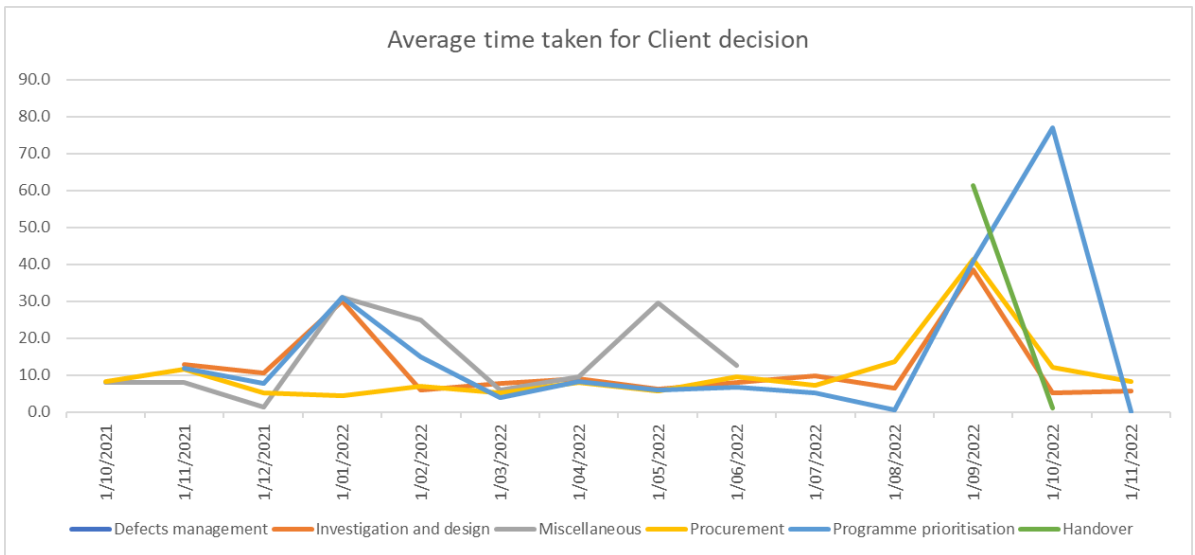
The integrated programme base line dates have been reset since the August 2022 weather event and the following provides an early summary of the draft integrated programme for Phase 1. Both the Construction team and the Assurance team are to work collaboratively to gain programme efficiencies.

Progress

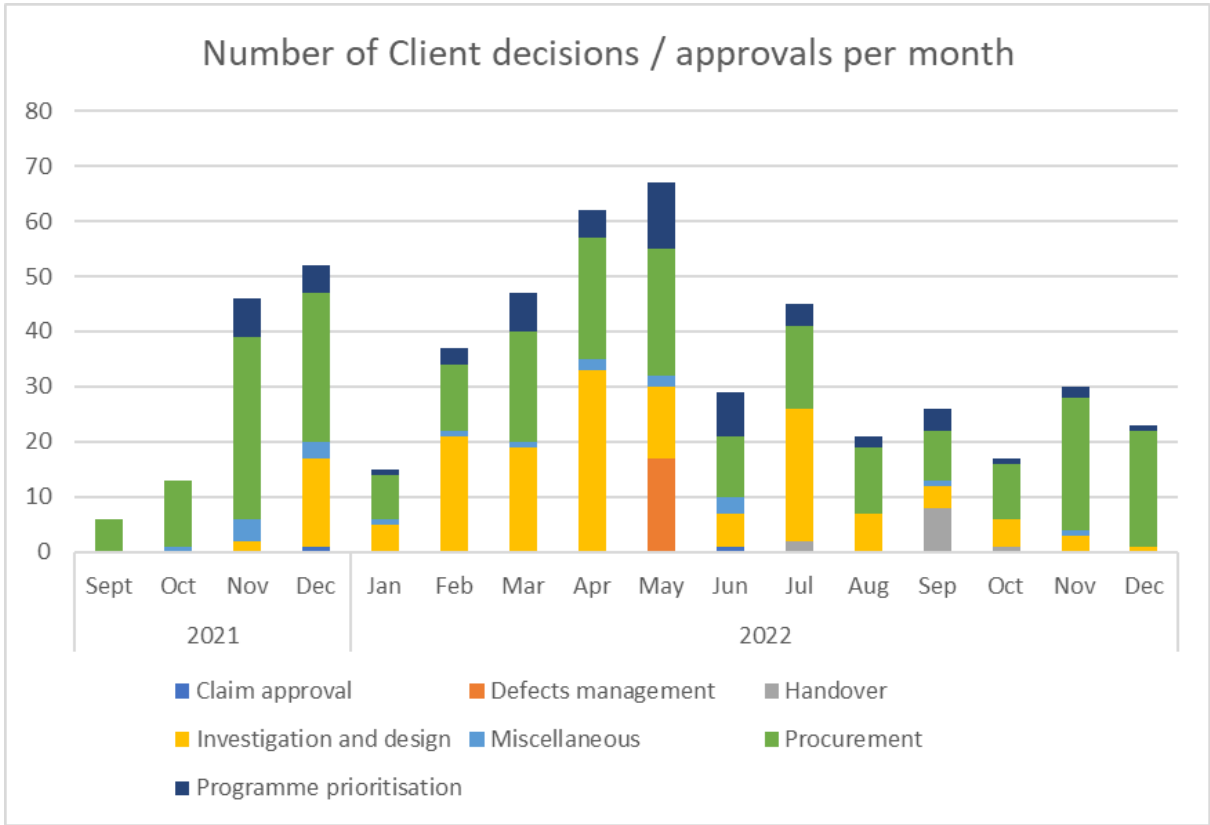
Total Faults identified from the August 2022 event were 4277, 234 are on the State Highway, therefore, outside of the scope of the Recovery, with an additional 429 removed from scope for other reasons, leaving 3614 to address. The following provides a summary of the road status

Status	Jul 22	Aug 22	Sep 22	Oct 22	Nov 22
Road Closed / No Access	0	220.2	89.6	17.4	2.3
Controlled Access	80.2	110.6	0	0	0
Restricted Public Access	14.8	0	225.6	131.4	127
Public Access	361.9	2.3	360	527	546.4
Total Km of Network	456.9	678.1	675.2	675.2	675.2
Assessed - Not Yet Classified	0	345.0	0	0	0

The average time for client approvals increased in the final quarter of 2022 because of the August 2022 storm event. Numerous approvals were placed on hold while the network was re-assessed, and a revised programme of funded activities was established.



Approvals for the final quarter focused principally on procurement as activities were reprioritised following the August 2022 storm event.



Construction

Contractors overall progress has focused on Response and early Recovery. This includes doing works that can support the Preserve and Reconnect philosophy. Just over 1,000 faults have been completed since the start of the Response and Recovery leaving just over 2,500 faults to be repaired.

Faults progress status

Row Labels	In progress or to be started	Reported as complete	Grand Total
AWA	222	4	226
Minor	184	3	187
Simple	30	1	31
Complex	8		8
BLN	15	49	64
Minor	7	49	56
Simple	7		7
Complex	1		1
DUR	6		6
Minor	5		5
Simple	1		1
FRP	385	177	562
Minor	306	177	483
Simple	44		44
Complex	35		35
KEN	1197	270	1467
Minor	1003	247	1250
Simple	115	12	127
Complex	78	11	89
Significant	1		1
NOR	62	118	180
Minor	41	117	158
Simple	18	1	19
Complex	3		3
PEL	163	2	165
Minor	159	2	161
Simple	4		4
PIC	235	275	510
Minor	173	273	446
Simple	45	1	46
Complex	17	1	18
QCD	192	161	353
Minor	134	149	283
Simple	23	10	33
Complex	34	2	36
Significant	1		1
WAI	51	41	92
Minor	41	41	82
Simple	9		9
Complex	1		1
Grand Total	2528	1097	3625

Risk

The Recovery team are progressing to an integrated risk ownership, compared to our historic construction focused risks. The recovery team are focusing on a One Team approach to the development and management of the recovery risk profile and have established frequent risk meetings.

Key Risk	Key action being taken to manage the risk
The available funding is consumed before additional funding is received.	Support client in preparation of funding application. Develop an exit plan including ongoing maintenance to the network if necessary.
There is a motor vehicle incident on a road that is Closed but left accessible to the public.	Agreement with the Client's representatives that the required level of service has been achieved. Confirmation from the Client that the road status is

Key Risk	Key action being taken to manage the risk
<p>This applies to areas where current road conditions are being improved but not fully repaired and will remain in that state for the foreseeable future.</p>	<p>closed but it is acceptable for the public to access</p>
<p>Loss of resource due to uncertainty of scope of final repair works and timing of funding approval to allow planning to be undertaken with confidence.</p>	<p>Working with the Client to prepare supporting information for a funding application so that it can be submitted as soon as they are able</p> <p>Managing PMO staffing levels, allowing natural attrition to reduce levels and keeping home organisations informed of the project status Keeping subcontractors informed and up-to-date as possible, releasing some as necessary.</p>
<p>There will be an incident that harms staff or road users at a worksite</p>	<p>Audits, training, mentoring, meeting minimal H&S requirements</p> <p>Strict compliance with Health and Safety Policy and Plans including TARPs and site response plans</p> <p>TTM staff training and qualifications kept up to date in accordance with COPTTM</p> <p>TTM auditing programme as per contract requirement of 5% of TTM sites audited</p> <p>Daily toolbox reminders relating to TTM e-STOP traffic management tools where appropriate</p> <p>Onsite supervision by geotechnical staff on high- risk sites</p>
<p>There is a threat of fatigue from travel time – management especially</p>	<p>Ensure all staff are made aware of the policies and procedures around working hours and remote site safety procedures.</p> <p>Develop a system to track and monitor staff movements on the particularly remote sites.</p>
<p>There is a threat of unplanned contaminant discharge to the environment</p>	<p>Construction Environmental Management Plan. Site Specific Environmental Management Plans, incl. sediment and erosion plans.</p> <p>Internal Environmental awareness campaign. Regular external audits and monitoring.</p> <p>A framework is in place to give long lasting effect (toolbox talks, induction, etc.)</p> <p>CEMP lined up</p>

Project Controls

Financial

Bond Contract Management continue to undertake an independent financial audit on the client's behalf. This includes:

- Monthly MRRT claim. Review claims and back-up details to validate and verify compliance with the General Principles of the variation agreement and the Basis of Compensation. There are no significant issues to report.
- Audits by exception. Audits will be undertaken comparing Consultancy expenditure against procurement approvals. This has identified a number of queries in the past which are still being worked through with the MRRT to ensure adequate controls are in place to assure that value for money and accountability of costs are adequately tracked. At this stage there are no significant issues to report from exception audits.

Project progress is reported by the MRRT and monitored against forecast by the assurance team. The Assurance team will start completing an earned value analysis of the programme reported achievements versus financial claims once the baseline and progress reported is available again since the August event.

Quality

Progress claimed by the MRRT is reviewed on site by the independent site assurance team. As well as reviewing for progress and completion, the site assurance team identifies any quality issues or divergence from agreed levels of service and reflects these back to the delivery team at fortnightly team meetings with the zone supervisors (or more directly if more urgent action, such as an identified safety issue).

Post Christmas Summary

A funding claim for stage 2 as discussed earlier in this report was lodged with Waka Kotahi on 20 December 2022. The claim amount was \$53.62m.

This claim will need to be accessed by the Waka Kotahi Board. The previous 95% FAR was a bespoke FAR for the July 2021 storm event. The FAR for the August event will be re-assessed by the board.

Works on the end of Tumbledown Bay Road were completed just prior to Xmas allowing public access for the full length of the road.

Other than some issues with signs restricting access on the Kenepuru Road being tampered with there were very few problems with roads during the Christmas break.

All recovery works recommenced across the network from 17 January 2023.

Photo Summary



Tumbledown Road



Retreat in progress to Improved access at 16.6 km on Tumbledown Bay Road



Temporary culvert installed to bypass storm water flow at 16.6 on Tumbledown Bay Road



Scour repair at Castle Bridge in Awatere Valley



Improved access on Kenepuru Road, with earth bund installed to provide delineation and redirect storm water away from under slip.



Crews working on Kenepuru Road near Tara Bay Road



After improved access works have been completed on Kenepuru Road, just before Portage.



After works on Queen Charlotte Drive at Pukenui temporary shoulder rebuild for sealing.



The Waihopai Road Realignment project.

Rivers and Drainage Section – Activity Report

(Information prepared by Geoff Dick, Steve Bezar, Jan Dimmendaal, Hai Trieu, Duc Nuygen, Andy White, Gregor Punzel, and James Mills-Kelly) R700-014-01

Wairau River

Flood Damage

Field assessment of additional damage to the Wairau River system following the August 2022 is complete but integrating any repairs with the remaining July 2021 repairs is still underway to make a sensible combined programme. It is now proposed to complete this and report to the Committee in March.

Repairs underway/recently completed include:

Wratts Road

The existing rock armouring was extended upstream by about 40m. The river meander pattern changed after August 22 and threatened to get in behind previously completed repairs and the old edge works.



Giffords Road

A start has been made on the main edge repairs at Giffords Road. This includes flood debris removal, gravel filling of eroded river berms and construction of 5 new snub groynes and topping up of an existing section of rock lining.

Only sections of bank at high risk of further erosion are being completed at present. The priority for the Barracks Road quarry is now supplied for the construction of new strong head Groyne 20 which needs to be completed by end of June this year to ensure the Government's 60% cost contribution.

Overall the Giffords Road repairs are about 50% complete with the balance planned for winter following completion of the Groyne 20 capital works.

Waihopai River below SH63, TLB

A 250m vegetated river berm was eroded in the August 2022 flood. The erosion damaged established vineyard in the adjacent NZ Super Fund block. Emergency channel realignment works were completed in the spring and the main erosion bay backfilled with river gravel.

Some preliminary discussions have been had with NZSF about follow up edge stabilisation works. These are not completed. At a minimum this will be achieved through strategic willow planting in the wintertime.

Stopbank mowing

A second stopbank mowing run has been completed on key Wairau River stopbanks. With the wet but warm spring weeds/grass have been growing immensely.

Most native planting sites along the Wairau have also become very **overgrown** but are about to be put back into shape if they have not yet. Some additional flat mowing around **popular** river access areas has also been organised.

Wairau River Protection Works – Groyne 20

Construction of Groyne 20 was awarded to Isaac Construction (trading as Simcox) in November 2022, having successfully demonstrated their ability to supply the quantity and quality of toe rock required, and their previous performance last year, delivering Groyne 22.

Groyne 20 is the third and final new rockhead groyne to be delivered under the current round of central government climate resilience co-investment funding. As the largest of the three groynes to be constructed in the \$5.05m Wairau River Protection Works Scheme, this key flood defence asset helps to further secure the integrity of our Primary stopbank network upstream of Renwick.

Rock production commences January 2023, with groyne construction expected to begin in April 2023, with completion due by the end of June 2023.

Wairau River Protection Works – Stopbank Realignment & Waihopai Edge Protection

The \$5.05m Government supported Wairau River Protection Works also originally included significant rock-armouring of a section of the TRB of the Waihopai River above its confluence with the Wairau River. The adjacent stopbank here was damaged/overtopped in the July 2021 event, was again shown as being vulnerable in August 2022.

Flood modelling, LiDAR surveys, and detailed design underway since July 2021, has shown that significantly more large toe rock will be required to protect the river true right, exceeding both the current project budget, and more importantly, the quarried rock available in the region during the 2022-23 construction season.

A variation was therefore agreed with our Central Government partner Kanoa/MBIE, to relocate these works to the realignment of 1400m of existing primary stopbank in the same Upper Condors area, that increases river capacity by retreating the stopbanks to a more efficient alignment.

Detailed design for this realignment was completed in December 2022, with these earthworks only project going to tender in January 2023. Works are programmed to begin at the end of harvest to minimise disruption to neighbouring vineyards and will be completed by the end of June 2023.

Lower Wairau Flood Capacity Upgrade Programme – Ngāti Rārua Reach

Detailed design of the Ngāti Rārua section of stopbank was completed and put out to tender in December 2022 following several months of productive consultation between Council, tangata whenua, Heritage New Zealand Pouhere Taonga, and affected landowners.

This important realignment of the stopbank provides significant benefits to the Pā community, whilst delivering improvements in floodway efficiency, road safety, and the developmental aspirations of Hauhunga Marae. Contract award is expected by the end of January 2023, with works commencing in late February 2023. Consideration of dust management, and traffic movements along Wairau Bar Road have



Emergency channel clearing and channel realignment following August 2022 flood event – Ohinemahuta River

Are Are Creek

Meeting with the Health & Safety Manager of the Kaituna sawmill and assessed Are Are Creek issues. Consideration is being given to remove/trim willow growth within the channel to reduce further blockages.

Renwick Lower Terrace Flood Protection

Analysis of the July and August 2022 events that caused flooding along the Lower Terrace has been ongoing. The model will now be peer reviewed by an external consultant in early 2023 with a concept design developed and put forward to the Committee in due course.

Survey has also been completed of the section of SH63 adjacent to the head of School Creek. A preliminary design of bunding/swale improvement works has been received to avoid a repeat of the flooding to McIsaacs and McCallister places that occurred last July.

Ruakanakana Creek Waihopai and Southern Valleys (SVIS) Wairau River intake

Reinstatement of both the Wairau SVIS and Waihopai intakes has been necessary as flow levels drop and base low flows settle in specific river channels.



Most recently the SVIS Wairau intake upper control gate blocked from an accumulation of flood debris and silt buildup. The intake flow had to be coffered off and the water at the gate pumped down to enable the gate to be cleared including a large stick that was stopping the gate from being adjusted.

The Wairau SVIS intake has now been fully restored with remaining silts flushed out by fully opening the upper intake gate. Flow rates into the Ruakanakana (Gibsons Creek) are back at expected levels to ensure adequate pumping flow for the SVIS and recharge flow downstream.

Weed clearing in Tyler Creek at Conders Bends Road (Gibsons Creek far north branch) has been started.

School Creek, Renwick

Stream weed cut run is underway. Sections at SH63 and Pak Lims Road are completed.

Wither Hills

The work programme for the Wither Hills Farm Park over the last six months has focused primarily on recovery and repair to damage sustained during the August 2022 flood event, with significant slips and gravel deposits requiring remediation.

Work has also been underway to remove dead and dying trees that pose a risk to farm park uses safety, as well as to reduce fuel loading for fire risk management purposes. A large number of these exotic trees (eucalypts, wattles, pines etc.) are approaching end of life, and a significant renewal programme will be required in the next few years focusing on native species with lower flammability. This will be addressed through the Wither Hills Farm Park Management Plan review which is currently underway.

New plantings from winter 2022 planted using funding from Te Uru Rakau's One Billion Trees Programme have had a great wet start to life and are showing excellent survival rates.

Biosecurity control programmes for **Nassella tussock** and **Chilean needle grass** **are** underway and will be completed by the end of January.

Typical routine maintenance has also been carried out over this period, including upgrading of old fence lines, track and stock water infrastructure maintenance, and aerial application of lime for pasture rejuvenation.

Drainage

Drain Z Grovetown had a culvert upgrade to allow for larger harvesting machinery to access an adjacent vineyard.



A section of Town Branch drain at Redwood St is a concrete lined channel. A large amount of debris had accumulated in this channel and required mechanical removal. This was carried out with the use of a small machine called a Dingo.



A short section of Dungys Drain at Hospital Rd east had collapsed along with a small section of Riverlands Coop adjacent. These small collapses were repaired using small rock to stabilize the bank.



The spring drain spraying schedule continues with only a small number remaining to be completed. Some of the drains sprayed early in the season ie early October are showing large re growth of weeds, reflecting the moist spring that has occurred.

Lower Ōpaoa River

The lower Ōpaoa River was inspected by barge before the Christmas break.

Some bank slumping was observed adjacent to stopbanks with very narrow or no berm following last winter's extreme wet. These will need to be repaired before the coming winter. Two large fallen pōler trees were removed.

The weedboat is in for emergency repairs to make it safe (water tight!) for continuing operation (for immediate future) and enable the necessary safety certificate to be renewed. With the current warm weather a second weed cut will be required soon.

Stage 1 of the TRB stopbank upgrade at McCallum's is nearly complete. Once complete the upgraded stopbank will meet current flood capacity standards with a very good level of security. The timing of Stage 2 in the McCullum property will be determined as part of the next LTP process.

Taylor River: Town Area

Stepping stones at Wither Road have been placed and are awaiting to be used again over the summertime.



Stormwater Pumping Stations

Only routine exterior maintenance and screen checks

Floodway Reserves

- The reserve at Jones Rd was repaired post flooding and prepared for the Marlborough Rowing Champs and public usage over the summer.



- Riparian and river planting has been completed and with ample spring rains survival rates should be better than normal.
- Sadd Reserve at Grovetown has been mown following a large deposition of silt from last year's flooding but will have to be levelled again and re sown in the autumn.

- A submerged car had to be removed from the Lower Ōpaoa river on Christmas eve after a single young driver lost control and his vehicle went into the river at Simonson Reserve. Costs are being recovered from the parents of the driver.



- Reserve mowing is ongoing at the moment with the contractor struggling to keep up with the excessive vegetative growth this year.
- Council is in ongoing discussions with the Southern States Speedway at Renwick in regard to their need to dispose of old tyres that had been dumped at their lease site. Funding for dump fees was given to the club for this disposal but not all the tyres that needed to be disposed of have been removed from the lease area.
- The launching area at the Wairau Rowing Club has been re profiled to prevent any slips and accidents as it had become dangerous following the winter floods.



- Some large eucalyptus trees that had fallen over upstream at the Ferry Bridge Spring Creek were cleared to allow for foot traffic along the river to various swimming sites in time for the Christmas break.
- The Council woodlot at Giffords Rd is licensed to Matua Winery to discharge their winery waste into from their Winery on Jacksons Rd. Council allowed them to dig a small number of soak pits to prevent winery water from ponding in this area and then being a consent issue for them.

Picton, Sounds and Awatere

Rai Valley

Emergency channel clearing works have been completed at three sites in the upper Rai Valley as part of the recovery effort from last winter's major storms. This included a very large slip in the upper Ronga Stream that completely blocked the normal stream channel causing the flood to divert into the neighbouring farmer's paddock (see below).



The assistance was much appreciated even though further landowner work will likely to be required to return adjacent stream capacity to normal.

Waikawa and Waitohi Rivers

An intense downpour on 11 January 2023 led to sizable flood flows in Waikawa, Picton and particularly the Tuamarina/Koromiko Valley.

Generally the well maintained and upgraded urban streams in Picton/Waikawa coped well but flooding in the Tuamarina valley including over SH1 was extensive.

Inspections are underway to see what follow-up repairs/maintenance are appropriate with channel clearing in the Koromiko tributary already complete.

Investigation and Miscellaneous

Our modeller Duc Nguyen is away on extended leave to see family in Vietnam.

A catchup and review of the investigations programme with Duc is planned for when he gets back on deck early in February. Issues to be investigated include lower terrace at Renwick flooding, Wairau Riverbed level survey for the next gravel extraction review and specific targeted investigations in areas affected by last winter's storms.

Gravel Extraction

- There was no gravel extraction during December apart from Gill Construction at Centre Valley. Fulton Hogan Ltd are underway with planned extraction at the SH6 bridge, Wairau River.

Quarries

Pukaka

Activity at the quarry has been limited with some small rock and face material being loaded for flood repairs. The quarry also produced 100m down material for the upgrade of the McCallum stop bank.

During December a forestry crew harvested the pine trees on land purchased for the quarry extension. The logs were all trucked away before the Christmas break.

The next stage of the development will be completing the design of the haul road to the top of the ridge. Surveyors have carried out a topographic survey of the site using a drone and this data will be used to design the haul road and also design of the initial benches.

Services and Operations

Education Report

(Information prepared by Annie McDonald on behalf of the education team of Annie McDonald, Angela Wentworth and Ramona Millen) E340-001-001-01

Highlights from kindergartens and schools can be found in our Greenchat [GREENchat - Marlborough District Council](#) sent out to schools at the end of each term. We also keep teachers up to date with related content on our Facebook page - Search EnviroSchools Marlborough and through our local EnviroSchools Marlborough website which we have just added an events page to [Upcoming Events – EnviroSchools Marlborough](#).

At the start of the new term we also send out an Sustainable Actions flier to schools with ideas and projects they may like to take on or be involved in. We store this on a padlet all local teachers have access to [Newsletter archive \(padlet.com\)](#)

It has been a busy term with our educators supporting a number of schools, kindergartens and the early year's pilot programme.

A workshop was held for primary teachers on ways to use the Kids Edible Garden programme to help build Sustainable Communities (our EnviroSchools focus for 2022). Feedback from teachers taking part in the workshop was very positive with many not having had the time to look through the resources we provide on the KEG padlet [Teacher Resources for Kids' Edible Gardens \(padlet.com\)](#) so it was a good opportunity to give time for teachers to look through these and see ways they could be used in class programmes. We also sought feedback on the Kids Edible Garden programme from facilitators, teachers and principals to see if the programme is still meeting their needs. A report on this feedback will be written up over the school holidays as we wanted to allow a little more time to collect feedback.

A workshop was held for ECE pilot teachers on vision mapping. A visit was organized to Renwick Kindergarten for the pilot ECE teachers. Renwick Kindergarten is a Green Gold EnviroSchool and currently working towards Beyond Green Gold. They have done some cool vision mapping that has come to fruition including creating their own centre Pepeha, developing their outdoor space for more nature play and fundraising for and installing solar panels. This workshop was well run and received and will be offered to schools and kindergartens in early 2023.

An online zoom for primary students with a focus on reflecting and sustainable celebrations was run. The online platform has allowed more schools to connect and share the actions they have been taking for the environment and enabling envirogroups to share next steps and get ideas and advice from other schools who have taken similar action.

Eight schools and kindergartens applied for the EnviroSchools Action Fund this year supported with funding from the national EnviroSchools team. We have shared some of these stories on our EnviroSchools blog. [Blog and Stories - EnviroSchools Marlborough](#). More will be written up over the summer holidays. They include Witherlea Schools native plantings, Fairhall Schools compost and mulch for their new edible gardens, Wairau Valley Schools native corridor for birds and Springlands.

Schools Go MAD badges and action project. Two kindergartens put in worm farms and Seymour Kindergarten are doing native plantings around the outside of their bike track.



Our educators attended professional development opportunities outside of the region to bring back and share ideas on how we can develop further programmes in our region.

Angela took part in an Enviroschools Green Gold reflection for a primary school in the Taranaki region. We are currently looking at new ways to work on reflections with schools and ECE centres. This is in line with the national focus on trialling changes to the current reflection model. Angela shared her learnings with our education team at our meeting in November and we are now planning to trial some new ways with schools and kindergartens who want to reflect in 2023.

Ramona attended a Nature Play professional development course in Christchurch. A number of schools and early year's centres are interested in this in the region. A few schools are looking at developing outdoor classrooms to give students more chances to connect with nature as part of their learning. Ramona shared her reflection of the course at our team meeting in December. A couple of other local education organizations are interested in this concept so we are looking at running a collaborative pilot project in 2023.

Annie took part in an NZAEE strategic planning meeting which had a focus on cultural competence. NZAEE gets funding from the Ministry of Education to be a Network of Expertise for teachers and providers around environmental education and education for sustainability. NZAEE ran a successful conference in the October school holidays with both local and national events. A little more about NZAEE can be found here [About NZAEE | Our Purpose and People](#)

Our team have also taken part in a number of online professional development opportunities through Enviroschools, NZAEE and the Sustainable Development summit series hosted in 2022/2023 by the University of Waikato [Home / | Aotearoa New Zealand SDG Summits](#)

Our education focus for 2023 is on the Enviroschools guiding principle respect for the Diversity of People and Cultures. [Enviroschools | About Us](#). Over the last three years we have used one of the principles as a way to help educators and students in our region gain a greater understanding of the Enviroschools Kaupapa. We have a number of professional development opportunities planned for educators and students relating to this theme including an after school coffee and cake series around some of the Enviroschools resources we have developed locally.



We also offer wider education programmes where our educators go into schools with programmes and resources. Our team will be showcasing some of these at the local Piritahi event in late January for teachers in the region [Environmental Education Programmes - Marlborough District Council](#). The Piritahi Kahui Ako is a large group of schools in the Marlborough region that work together to share knowledge and expertise to support students learning. [Piritahi Kahui Ako](#).

Our team have felt privileged to work with many schools, kindergartens and early learning centres this year and are excited about the opportunities for our programmes in 2023 and further delivering our education strategy.

Education Strategy 2022-2024

Marlborough District Council Education Strategy

Vision: Marlborough is a globally-connected district of smart, progressive, high-value enterprises, known for our economic efficiency, quality lifestyle and wellbeing, caring community, desirable location and healthy natural environment

Education Goal: Behaviors and actions that lead to positive environmental change

Learn and practise new skills to identify and help solve environmental challenges

Te Taha Tinana

Grow knowledge and understanding of different perspectives on the environment and apply new thinking to environmental challenges

Te Taha Hinengaro

Develop values and attitudes of concern for the environment, while experiencing outdoor learning in the environment

Te Taha Wairua

Participate in active sharing and collaboration with others to share and celebrate learning, actions and success

Te Taha Whānau

What informs our work: Marlborough District Council Long Term Plan, Waste Strategy, National Strategy Environmental Education for Sustainability; New Zealand Curriculum, Ti Tiriti o Waitangi; Enviroschools Guiding Principles

What we do:

Working with Schools

- Provide educational resources, teacher support and experiential learning opportunities
- Professional development for teachers
- Connect with MDC staff, conservation groups, iwi, and government agencies

Support Enviroschools

- Provide coordination and facilitation of the Enviroschools programme
- Continue to grow and deepen the Enviroschools process
- Support school led community projects

Providing Opportunities

- Deliver and support opportunities to develop student agency and leadership for the environment.
- Support youth council related plans and actions
- Encourage local volunteering opportunities.

Engaging with Community

- Promote and support delivery of Sustainable Living programme
- Collaborate and connect with other relevant organizations working in the EEFS *area
- Be an active participant in NZAEE*

*EEFS – Environmental Education for Sustainability. *NZAEE – New Zealand Association for Environmental Education

2022-2024 Strategic Priorities

- Delivery of an education programmes that aligns with Councils strategic priorities and adds value
- Development of programmes that support the growth of the local curriculum
- A focus on place based opportunities for students and young people
- A team that is regionally connected , informed by best practice and helps young people to take action

Parks and Open Spaces Activity Report

(Information prepared by Jane Tito, Robert Hutchinson, 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

The staff have been busy with normal maintenance for this time of year. With the weather being wetter than normal over spring and summer, everything has grown faster making normal maintenance a challenge. This is particularly so with a smaller team of staff working over the Christmas/New Year break.

The amount of public use of the Park these holidays appears to be up in numbers, which is reflected in the amount of rubbish in the bins needing regular clearing. This season has also seen the return of the cruise ships to Marlborough and there has been a lot more busloads of cruise ship passengers visiting the Park when the ships are in port.

The flower beds are looking great now that the plants have filled out and are in their peak flowering stage. All beds were weeded over the last few weeks and have had replacement plants put in place. Rose gardens have been weeded and dead headed and all other areas of Pollard Park have been weeded, trimmed and tidied. However, because of the high growth rates this year, maintenance of plants is needing to be redone sooner.



Metal detecting

Currently there is a problem in Pollard Park with people metal detecting. Someone has been coming in at night and digging up lots of areas of the Park. Over 100 holes have been dug that need to be filled back in and the grass repaired. Below is a picture of one of the holes left behind - most holes are not big but there are a lot of them to repair. Metal detecting is not allowed on our parks and reserves.



Seymour Square

Planting of the annual beds in Seymour Square was completed in December. The growth rate in both Seymour Square and Pollard Park annual beds has been a lot faster this season with lower temperatures and more moisture around. The annuals have filled out and are now flowering well and these will be in until around the start of May.

All other areas in Seymour Square have been weeded and tidied and will be redone in the next couple of weeks.

There has been a lot of nice compliments given to the staff about the flowers over the last few weeks.



Amara Reserve (Hope Drive subdivision)

In response to a resident's call about children building a BMX track at Amara Reserve, staff went to investigate. The action of building a few jumps in our Parks is not unusual. Unfortunately, the extent of the "construction" was quite extensive, surprising us all.

The "teenage construction crew" were on site and were spoken to about their actions and were advised that there was already a pump track quite close by on Forest Park Drive. Their parents were also made aware of the damage caused.



Lansdowne Park

Parts of the Defibrillator unit usually located at Mayfield School were found at Lansdowne Park alongside damaged seating and specific name tagging at the Park. This has been reported to the Police.

Lansdowne Hub

Kaha Basketball fundraiser

Kaha Basketball was started to provide new opportunities for up-and-coming basketball players. With Covid restricting travel and national opportunities, these talented players needed a new challenge. It was decided to send the team to America to compete with similar aged teams. The Lansdowne Hub was used as the venue for a fundraiser to raise funds for travel and accommodation for the trip. There were 150 attendees for the evening, which included a silent auction, live music entertainment and an amazing meal. Over \$25,000 was raised on the night.



Te Ipukarea – Te Taiuhu Iwi Games

On 26 November, Ngāti Toa Rangatira Ki Wairau hosted the Te Ipukarea Te Taiuhu games at Lansdowne Park. Several sports were held on the day including Ki o Rahi, Pā whutupōro /Touch rugby, Netipōro / Netball and Euchre. This was a great event with over 500 players, coaches and management along with supporters and spectators present during the day. The Hub was used for the Euchre tournament, changing rooms, public toilets and a space for the Kaumātua to watch the games from.



Renwick Parks

Kowhai Street Reserve

Tree work on the large conifers and gum trees within the Reserve was recently carried out to open up the Reserve and improve the safety and ongoing health of the trees. Improvements and renewals of play equipment and the safety surfacing at the children's playground is programmed to commence this year.



Renwick Dog Park

A number of manuka seedlings were planted along the roadside margin to provide screening of the new toilet facility and help further establish the native vegetation roadside plantings and buffer strip.



State Highway 6 - Conders Bend

A low bunding has been put in place to enable further establishment of the native vegetation roadside plantings and buffer strip along the SH6 roadside margin. The plantings will help enhance amenity values and improve biodiversity along this high-profile state highway area.

Picton Parks

Picton was busy over the Christmas/New Year week but has since quietened down and appears less busy than it has been in past years.

Victoria Domain

Manuka seedlings were planted within the Domain to aid the reestablishment of large tree species and protect water ways as part of an ongoing Victoria Domain Reserves Management Plan outcome of improving biodiversity.

Memorial Park

Use of the grassed area of Memorial Park for overflow boat trailer and vehicle parking from operation of Picton Marina was at capacity over the Christmas/New Year period. This is provided for as part of the Victoria Domain Reserves Management Plan.

A new emergency helicopter landing area (a Victoria Domain Reserves Management Plan outcome) was installed and has been used several times over the Christmas period. The new area and connecting path make the transfer to ongoing further medical assistance safer and easier for the first responders, safer for the aircraft operation and, most importantly, more comfortable for the patient being transferred.



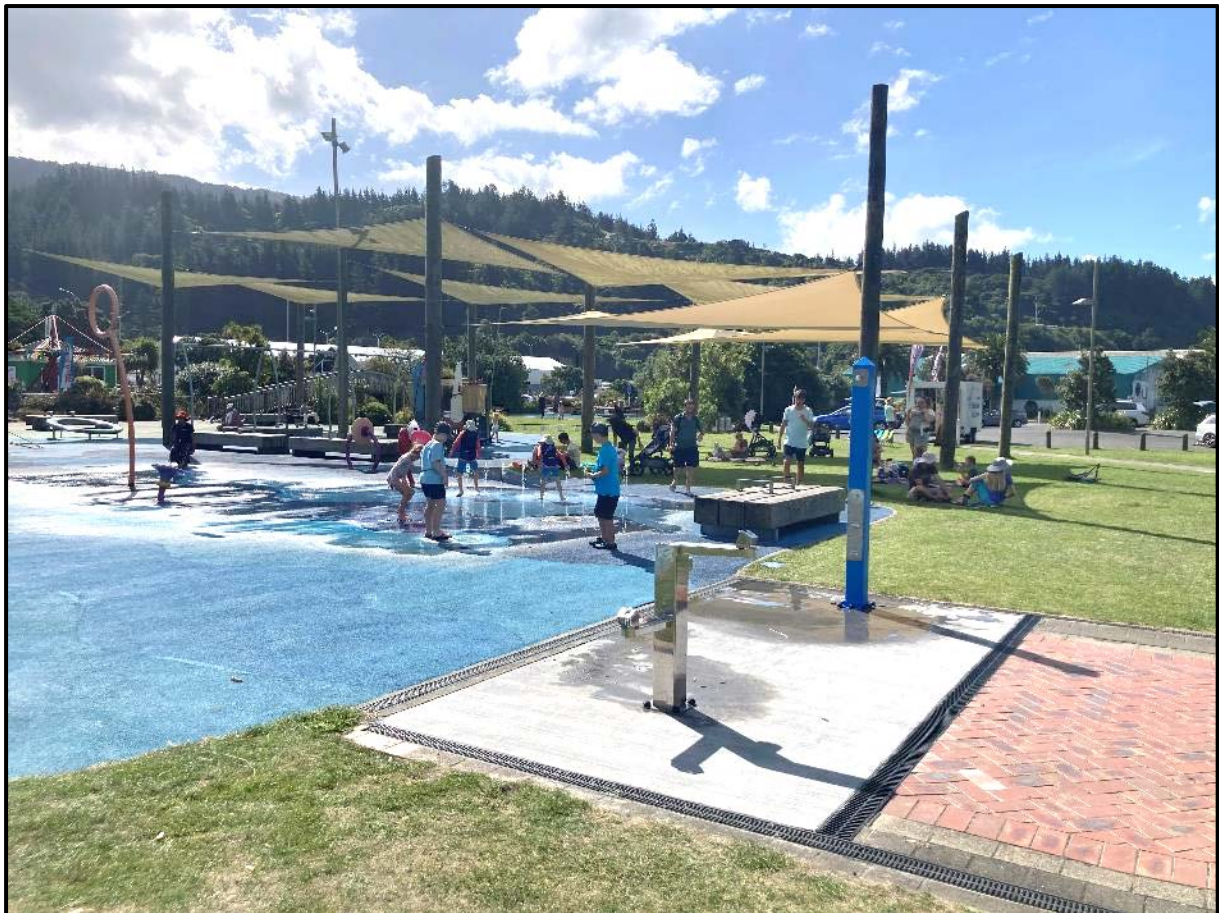
Picton Foreshore Reserve

The annual New Years eve event at the Picton Foreshore Reserve was well attended.

Prior to Christmas the public toilet (exterior), children's playground pirate ship and all the bench and whanau seats and picnic tables across the reserve were painted.



A new shade sail was installed at the children's playground over the grassed area along with a drinking fountain and shower.



Two large 'umbrella' shade sails were installed at the cruise ship shuttle bus waiting assembly area and a new donated bench seat, that has good views across the foreshore bay and harbour, was placed near the town wharf and is a very popular rest and reflection spot.



Auckland Street Reserve – Skate Park

Staff have been working with the Sport Tasman-Marlborough Active Recreation Advisor to consult with Picton youth regarding an opportunity for ongoing improvement at the skate park with a youth event coming up in February. Line and surface marking for a 3 on 3 basketball court are one of the considerations, along with opportunities for youth and others to be involved in creating greater vibrancy of the space.

Endeavour Park

After several weather delays, gravel banding has begun on the sports fields at Endeavour Park. Banding is the creation of a deep slit trench across a field that connects with the main sub surface drainage under the fields. The slit trench is back filled with clean gravels and topped with sand. Due to the heavy nature of the soils on Endeavour Park, this work is key in helping to get all the rainwater Waikawa receives away from the playing surface.



Trenches across Endeavour Park



Close-up of slit trench with sand

To further assist in dealing with the high intensity rainfall in this area, a grade on the playing surfaces provides fall from one side to the other. Surface water runs across the field and is caught in several swales around the edges of the fields. The following photos show the swales in work during the high intensity rainfall event in Picton during early January 2023.



Port Marlborough Pavilion

Marlborough Mount Everest Challenge

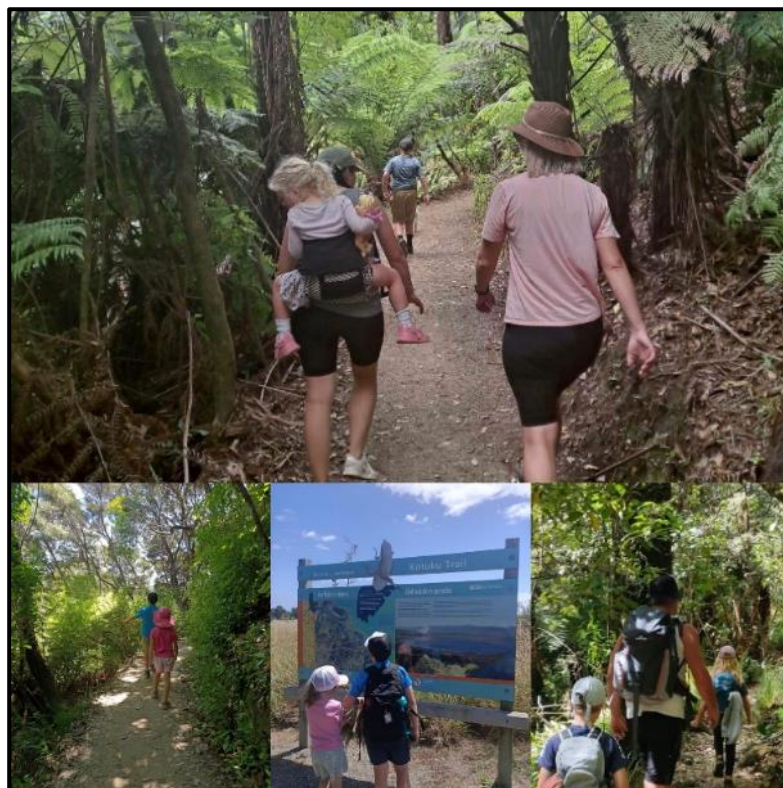
The Marlborough Mount Everest Challenge finished on 19 November 2022, with 87% of participants completing the challenge individually or as part of a team. The 313 active participants achieved some huge numbers this year with 6527 climbs and a total of 2,016,256 metres climbed over the seven weeks. This averaged 6,527 metres per person which is higher than Mount Kilimanjaro.

We were very pleased with the feedback we received during and after the event from participants and with the increase in participants year on year and expect there to be a lot more 'Everesters' next year. This event raised \$1,525 for the Link Pathway Trust this year.



Marlborough Family Challenge

Marlborough Family Challenge was started last year as a continuation from the Marlborough Mount Everest Challenge to keep people fit over the summer school holidays, with no cost to the participants. The Port Marlborough Pavilion challenged Marlburians to discover, explore and connect with Marlborough's amazing walking tracks. Ten family friendly tracks were chosen around the region. Families are asked to take a selfie at any of the ten locations and post the photo on the Port Marlborough Pavilion Facebook Page to go into a prize draw. This challenge runs from 17 December to 29 January.



Northern Marlborough/Sounds

Havelock Domain

Much of Havelock Domain was used for overflow boat trailer parking from Havelock Marina as well as from overflow of the Havelock campground. This left very little space available for other recreational uses for Havelock residents. There are also some concerns from a safety perspective of how this space is being used and this will be reviewed by staff.

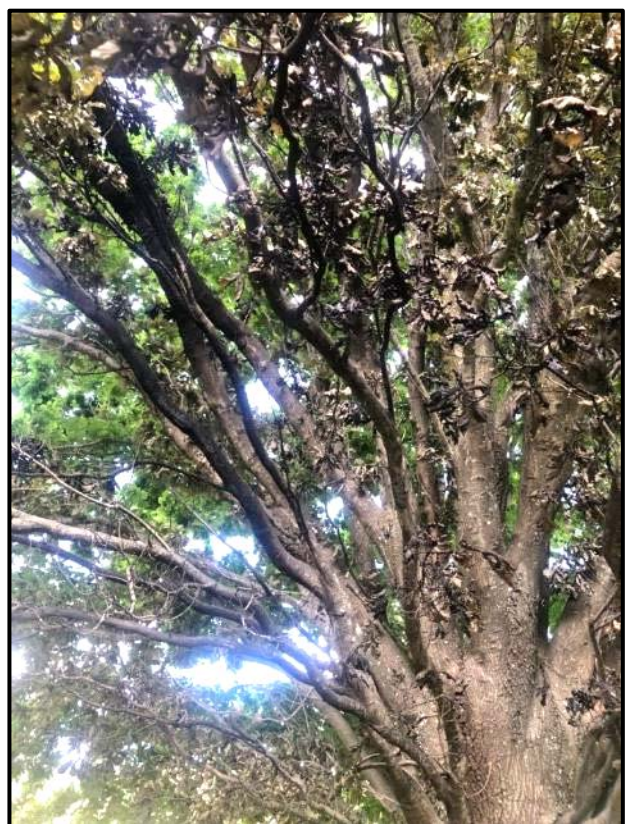
District Public Toilet Facilities

Public toilet usage across the district was naturally busy over the Christmas/New Year holiday period. No extraordinary issues or concerns were reported. Usage graphs below give a cross section of facility usage for the period from mid-December to mid-January.

Sadly, there was some vandalism at a few sites which is an inconvenience to legitimate users but is also costly to repair. Where four or five years ago the incidences of serious vandalism in the public toilets activity area were quite low, staff have noticed an increased trend in vandalism over the past 2 -3 years and particularly over the last 12-18 months.

The Blenheim urban area appears to be the most affected, especially within the central town area, although some of the remote site facilities such as Bob's Bay or Taylor Dam Reserve are also targets. The images below show the results of the port-a loo at the Taylor Dam being set on fire over the Christmas break – there is literally nothing left of the toilet.

Staff and contractors constantly review measures that can be taken to prevent or limit vandalism and use such measures where it is realistic to do so.

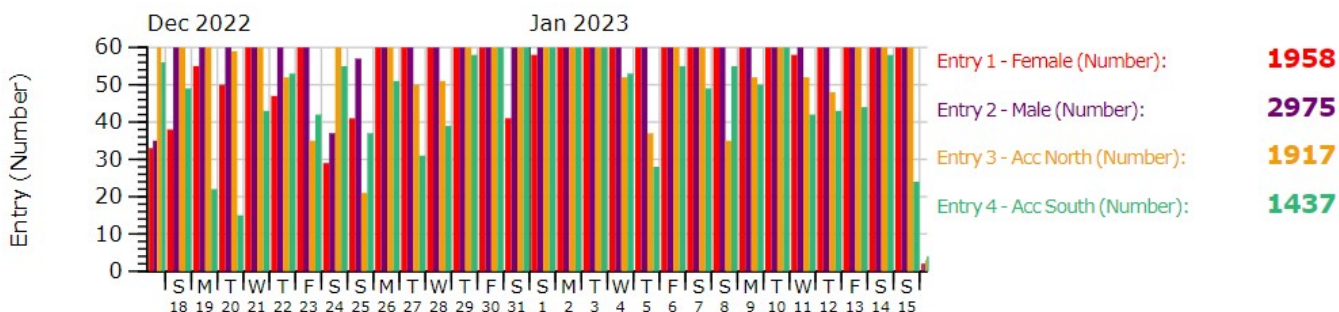


Remnant of melted porta-a-loo and burnt tree at Taylor Dam

Seymour Square

- use numbers from mid-December (29 days)

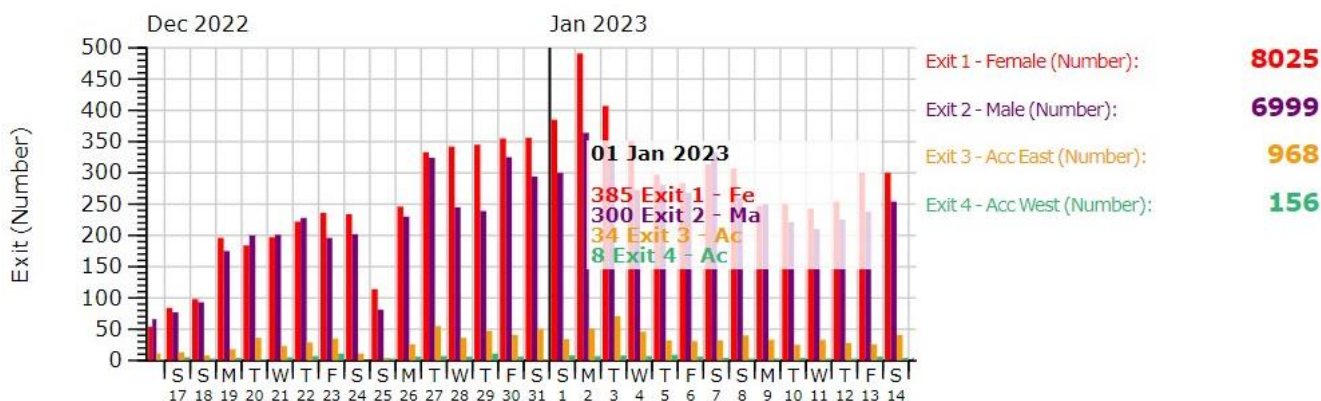
- 8,287 total uses for period
- 285 average use/day



Havelock Township

- use numbers from mid-December (29 days)

- 16,148 total uses for period
- 556 average use/day



The Havelock Township toilet facility received some great feedback recently from travellers from the lower North Island who went to the trouble of emailing the Council to say:

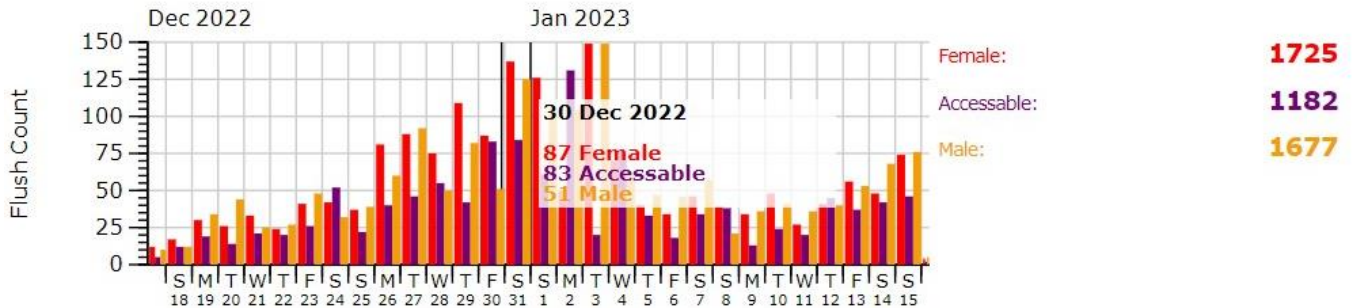
"We passed through Havelock on Tuesday morning (yesterday) and when my daughters and I popped into the public toilets, we could not believe our eyes!! They are obviously really new and they have been done beautifully, but it was the vases of fresh roses by each sink that really made our jaws drop. It was a lovely, thoughtful touch and I can definitely say I have NEVER been in such stylish, clean and cared for public toilets in all my life. So, to whoever is in charge of those, and for those doing the actual caring for them, thank you!!! The Havelock Public toilets will not be forgotten, for all the right reasons, and I'm sure a lot of visitors feel the same way."

It is always great to get feedback to confirm Council's efforts. People do notice, which is a good reason to strive to keep our service delivery and asset standards high. While we do have the occasional issue or concern, (not unsurprisingly given the nature of the public toilets activity and daily use numbers), these as a percentage of satisfied usage is an extremely small number.

Okiwi Bay

– toilet facility use numbers from mid-December (29 days)

- 4,584 total uses for period
- 158 average use/day

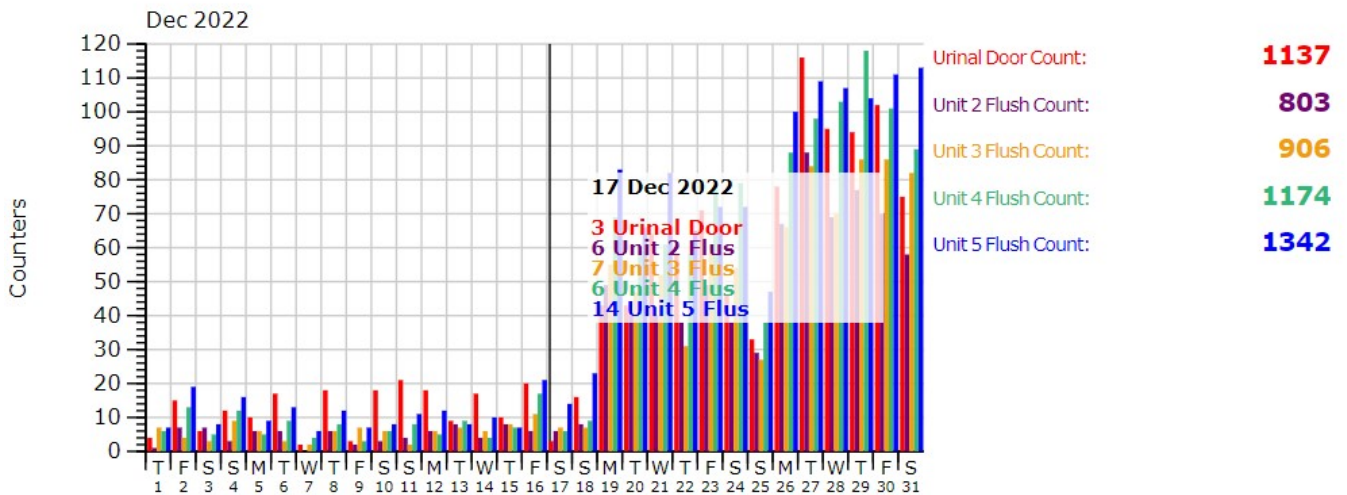


Rai Valley

– toilet facility use numbers for December (31 days)

- 5,362 total uses for period
- 172 average use/day

Note the reduced daily use during the SH 6 closure in the first half of December.



Whale Trail

The first of six single Norski accessible dry vault toilet units was recently installed on the southern side of Redwood Pass on Redwood Pass Road as part of the Whale Trail development. Another similar unit is to be installed soon at Factory Road (Koromiko) with four others to follow at strategic locations across the Marlborough part of the trail. Maintenance of these facilities will be undertaken as part of Parks and Open Spaces toilet cleaning contracts.

Remote site toilets

With the Kenepuru Road closed, scheduled cleaning at the four remote location sites along or accessed from the Kenepuru Road is not being undertaken but staff are monitoring these sites to ensure they are able to be used by the likes of contractors or residents using the road.

Lake Elterwater Layby

A new twin cubicle dry vault toilet unit, identical to that at the Renwick Dog Park, was opened for travellers on the Picton to Christchurch SH1 route a few days before Christmas. This is a welcome improvement from portaloos that have historically been at this site and Council had taken over from NZTA a few years ago. The facility is being cleaned via a minor services arrangement Council have with the Flaxbourne Settlers Association.

District Cemeteries

Cemeteries across the District saw the usual increase in visits over the Christmas New Year period with friends and family visiting the district at this time and taking the opportunity to visit grave sites, memorials or places of rest of deceased relatives.

Cemetery improvement work has continued over the past period with, amongst other things, new ashes burial beams and gardens installed at Omaka. Cemetery and grave restoration work is being undertaken at Havelock, Omaka, Picton and Flaxbourne with further work planned. In some instances, this is critical work to ensure the ongoing protection and integrity of graves and grave structures are maintained and public safety is assured.

Tree root damage to graves structures and burial beams at Fairhall is an ongoing issue that will need some further work to address and will in some instances require tree removal.

'New' (refurbished) bench seats have been recently installed at Picton, Havelock and Omaka cemeteries with the Havelock seats having been refurbished with assistance of the Havelock Men's Shed. The seats are all former Blenheim CBD bench seats that have been repurposed to provide additional and improved seating and reflection places within these cemeteries.



Tree root damage to headstone



Repurposed seat at Picton Cemetery

Trees

Due to the wet spring, trees and shrubs have put on significant amounts of growth. Unfortunately, this growth, along with continued rain, has seen an increase in trees on our Parks and Streets losing branches. For some it is an easy prune to remove damaged branches but for other trees the branch loss is significant and the trees will require removal.



Branch removal required from street tree on Eltham Road



Tree removal probably required after substantial branch loss from Cork Oak on Murphy's Creek Reserve

Policy and planning

Resource consent – removal of notable tree Rema Reserve

Resource consent was granted on 16 November to remove a notable gum tree located at Rema Reserve. The Commissioner canvassed at some length the health and safety issues arising from the continued presence of the tree for residents and reserve users and this was a significant factor in the decision to grant consent to allow removal of the tree.

The consent was granted subject to a number of conditions including some related to removal of the tree, such as notifying residents when removal is to occur, having appropriate health and safety plans in place and clearing the area of debris.

Other conditions are relevant post removal and require discussions with a submitter about how the wood is to be disposed of, preparing a planting plan, replanting replacement trees and installing an interpretation panel to provide an historical account of the reserve.



The appeal period for the resource consent granting approval to remove a notable gum tree passed in mid-December with no appeal having been lodged. The removal of the tree will take place as soon as arborists become available.

Resource consent – pruning notable trees Wither Road/Redwood Street

A resource consent is to be lodged to enable the pruning of a number of notable gum trees on Wither Road/Redwood Street that are located on road reserve. The consent being sought will provide for ongoing maintenance as required without having to reapply for further consents in the future. The trees are generally in very good condition, they do however, need some work to ensure they remain healthy.

Wither Hills Farm Park Management Plan review

As reported in the last Information Pack, the current Wither Hills Farm Park Management Plan is underway with the assistance of an independent consultant. A first round of consultation with iwi, Council staff, farm park manager and a range of recreational and other groups has been completed. An overview document of the issues identified is being prepared along with information on the review process. This will then be made available for the wider community to consider and provide their ideas and suggestions on the future of the Wither Hills Farm Park.

Asset management

Over the past few months, we have been working alongside IT and a company in Australia called Atturra to create a new cloud-based field app so our contractors have access to work orders while out in the field. This field app is linked to a new interface called Ci Anywhere. Currently, we have one contractor undertaking tree inspections using the new app. They will work in this new system for a month, then we will introduce more contractors as we iron out any issues if they arise.

We will also be using this app to capture and update all assets live in the field.

Rangers' Report

Illegal dumping, graffiti and intentional damage

The Parks Rangers monitor our parks and reserves, including river reserves, dealing with a variety of illegal dumping and littering. Data on the dumpings found is recorded by the Rangers in the field. Dumpings are found on regular patrols or through information provided by the public.

- Littering is defined as a smaller amount of rubbish, usually no more than a rubbish bag full. The general illegal dumping category involves a greater amount of rubbish and can include anything from car tyres to building material or general household goods (i.e. furniture, clothes, appliances etc).
- Garden waste frequently includes lawn clippings (sometimes fresh and sometimes not) and branches or other plant material.
- Offal that is found is sometimes a whole animal and other times is a carcass. Where practicable, offal is buried in place and, depending if there are multiple animals, a digger may be necessary to remove or bury the offal.
- Abandoned vehicles are generally found on the river reserves. Some are stolen vehicles and are often stripped of parts and then abandoned while others are used by joy riders speeding around the river reserves and stop banks.



Abandoned and burnt-out vehicle – Boyces Road



Discarded household goods – Giffords Road



Dumped couches near Conders Bend

The following table shows the dumpings that have been recorded by the Rangers over the past six months.

Illegal Dumping and Littering	Number of Incidents					
	Aug 2022	Sept 2022	Oct 2022	Nov 2022	Dec 2022	Jan 2023
Garden Waste	3	3	3	5	7	-
Abandoned Vehicle	1	1	-	1	1	4
General Illegal Dumping	3	5	9	11	6	7
Offal	3	3	1	2	4	-
Littering	7	11	13	7	11	3

Of the 52 recorded instances of littering over the past five and a half months, 39 (or 75%) have occurred along the margins of the Wairau River while 64 of the 83 illegal instances of dumping over the same period (or 77%), also occurred along the Wairau River. The image below shows the area from Bothams Bend to Jeffries Road where illegal dumping is occurring – mostly on the south side of the Wairau River.



A comparison of data collected over the past three years for illegal dumping, littering, graffiti and intentional damage on reserve land has occurred. The period is from 1 August through to mid-January in the following year (the same period for data shown in the table above). This was to determine whether there is a trend in the recorded incidents. The number of incidents can be seen in the following table.

Illegal Dumping Type	Number of Incidents		
	01/08/22 – 16/01/23	01/08/21 – 16/01/22	01/08/20 – 16/01/21
Garden Waste	21	30	19
General Illegal Dumping	43	71	87
Offal	13	24	23
Abandoned Vehicle	8	6	14
Littering	52	86	136

	Number of Incidents		
	01/08/22 – 16/01/23	01/08/21 – 16/01/22	01/08/20 – 16/01/21
Intentional Damage	14	19	32
Graffiti	11	18	18

There is a strong downward trend in several of the negative behaviours experienced on our parks and reserves. This is particularly so for general dumping, littering and intentional damage. There is no apparent reason for this trend but it is certainly a positive one!

Freedom Camping

Over the summer period from 1 December 2022, regular patrols of the Council’s five designated responsible camping sites have taken place. The patrols are carried out by an external contractor who is patrolling about 8.5 hours per day and covering around 500 kilometres each day. In addition, any complaints or information received from the public are generally followed up at the time they are received, unless they can be dealt with by staff who are already patrolling.

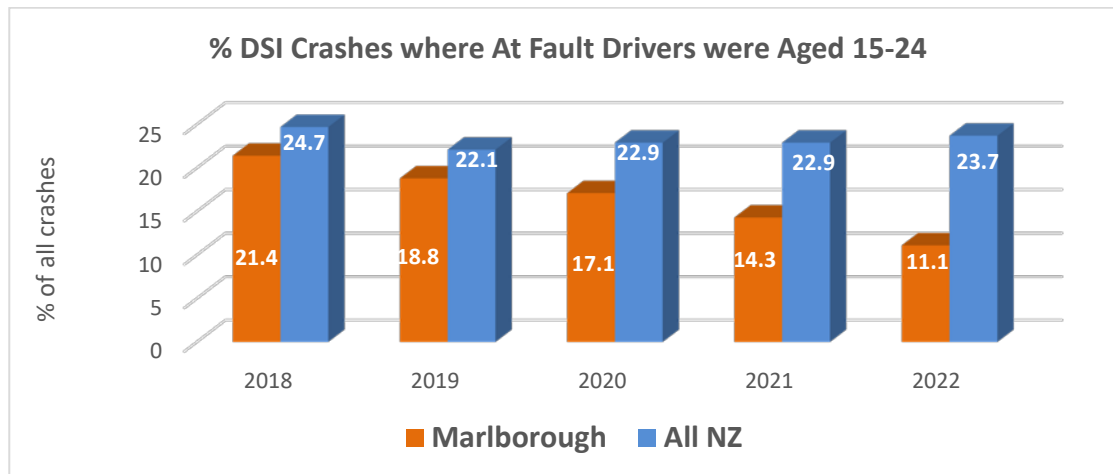
The contractor has reported that, in general, all of the sites are working well and few complaints have been received. Numbers of campers have slowly been increasing but these are still well short of camper numbers pre Covid.

Road Safety Coordinator Update

(Information prepared by Robyn Blackburn)

R800-005-03

Young Driver Safety



Crash Analysis Data (CAS) shows that the percentage of young drivers aged 15-24 being the at fault driver in a crash is falling each year. There is a lot of mahi being done in this space by road safety partners to ensure our drivers, particularly our young drivers, have equitable opportunity to progress through the Graduated Licencing System. This collaborative approach could be one of the factors for a reduction in the number of our young drivers who are crashing.

Child Car Seat Restraints



Report from car restraint checks at Parent & Child Expo

- Mountain Buggy Capsule (six-month-old child), who was needing next seat asap as she had exceeded limits for her capsule. We offered her some suggestions that mum is going to investigate.

- Nuna Todl seat for nine-month-old. Install in car was ok but child had chin to chest head position. Tried to adjust in the car but think it could be the angle backseats of the car so going to try it in another vehicle and will check again this week.
- Graco Capsule (three-month-old child), install was fine and daughter had heaps of room before max limits. Advice given about these.
- Half Booster (seven-year-old child), installed in middle of second row with just a lap belt. Advice was given to reshuffle two other children, moving seven-year-old to full seatbelt.
- Cosco (three-year-old child), rear facing but whole seat was moving across and child was sitting on the crotch buckle. Moved crotch buckle and re installed with a locking clip to get a more secure fit.

Also from the expo I have been contacted to check two seats as they saw us there but it didn't suit to check on the day.

- An Infasecure (four-year-old), forward facing, most creative way for using a locking clip I have ever seen. Buckle for behind the passenger was also done up in the seat behind driver, child sitting on crotch buckle and not tethered at all. Adjusted crotch buckle, lifted head rest up a little, put locking clip on seatbelt and tethered on anchor points behind seat.
- Graco transitions snuglock (four-year-old), in grandparents' car was installed with the latch system but child was bang on the weight limit for that. We fitted with seatbelt and moved headrest down as it was way too high bringing the straps lower to the shoulders



Marlborough Clued-up Kids

Another very successful MCKU event was held over a week in November with 650 Year 5 & 6 students filing through the eight agency sessions.

The road safety education focus was to highlight the difference between a courtesy crossing and a pedestrian crossing and crossing behaviour at both.





Marlborough 2022 Fatal Crash Statistics

Below are the MOT fatality stats for 2022 along with the figures for the past five years. It makes quite grim reading. However, we are confident that working closely with partners and communities, we will turn these figures around.

region	2022 road fatalities		trend	fatalities by region over the last 5 years				
	total	change from 2021		2018	2019	2020	2021	2022
Waikato	72	21		66	74	54	51	72
Auckland	54	-5		55	42	37	59	54
Bay of Plenty	39	5		36	42	28	34	39
Northland	38	5		35	29	27	33	38
Manawatū/Whanganui	37	7		45	21	31	30	37
Canterbury	34	-14		54	51	32	48	34
Otago	17	3		10	18	25	14	17
Hawkes Bay	14	5		15	18	22	9	14
Marlborough	14	12		3	3	6	2	14
Southland	14	8		12	8	13	6	14
Taranaki	14	12		17	15	12	2	14
Wellington	11	-9		12	11	13	20	11
West Coast	7	4		6	3	2	3	7
Gisborne	6	0		5	4	9	6	6
Tasman	5	4		5	6	2	1	5
Nelson	1	1		2	3	5	0	1

Access & Mobility Forum

(Information prepared by Jane Tito)

C230-001-A01

Attached are the latest minutes



Access and Mobility Forum Meeting held Lansdowne Park, Blenheim on Monday 5 December 2022 at 2.00pm

Present: Ricky Shadbolt, Carolyn Corrin, Charlotte Campbell-Lamerton (Marlborough Roads), Fern McGaw (NZTA), Diane Gibb (Marlborough MS and Parkinson's Society), Hularii McKenzie, Carla Taylor (ORS Teacher MGC/Amputee Society TOS).

MDC Staff: Robyn Blackburn (Road Safety Coordinator), Bill East (Duty Building Control Officer), Louise Richards (Customer Services Officer), Jodie Griffiths (Community Development Administrator), Clr Matt Flight.

Attendance:

Gillian Dixon (MDC Secretary)

1. Welcome and Introductions

Robyn welcomed everyone to the meeting, including Clr Flight to his first meeting, with a Karakia.

2. Apologies Received

Nigel Perry, David Clode, Rhys Thomason, Jane Tito, Linda Craighead, Paul Southey (Marlborough Roads) and Clr Deborah Dalliesi

3. Confirmation of the Previous Minutes

The minutes of 12 September 2022 by Diane and seconded by Jodie

4. Matters Arising from the Previous Meeting

No	Action	Person Responsible
1	Mobility parking spaces outside Bay Audiology. Ongoing. Clr Flight to contact Bay Audiology to discuss customer parking at back of premise. No space for disability parking on the road.	Clr Flight
2	Pedestrian crossing near Redwoodtown Countdown – follow up with Marlborough Roads Jodie Griffiths will connect with Sharlene Eden from Maataa Waka discuss further. Complete.	Jodie Griffiths
3	Tree roots on Alfred Street to be checked Rubber ground cover and tree root grinding to be looked at in the New Year. Complete	Jane Tito
4	Older Persons Forum are working on a quarterly magazine, Jodie will follow up. Complete	Jodie Griffiths

5. General Business Including updates from: Marlborough Roads and Waka Kotahi Fern McGaw – Network Technician, Marlborough Roads

- SH61 on schedule to open on 18 December
- Pedestrian crossings in Waikawa to be up-graded to include tactiles.
- Please contact Marlborough Roads with any concerns or complaints – contact details on the MDC website.

Charlotte Campbell-Lamerton Marlborough Roads

Charlotte introduced herself to the group and explained her role includes:

- Helping people to feel safe on our streets
- The use of public transport and trying to get people out of their cars for local journeys
- The Total Mobility Scheme

Building Control Update – Bill East

- Work on the new library is going well
- Changes to the new Building Act were discussed including replacement windows, wet areas and accessible showers

Parks and Open Spaces Update – Robyn Blackburn

- The Responsible Camping by-law hearing is taking place 6 December
- The proposed bike skills track on the Gentle Annie in the Wither Hills Bike Park had received 490 submissions with the majority in favour. Will be discussed at the next Council Meeting.
- On-going vandalism and graffiti occurring at a number of facilities
- Upgrades to walking tracks including the Gentle Annie
- Further upgrades planned for toilets around the district
- Consent granted by independent commissioner to remove a large notable gum tree on Rema Reserve.

6. Any Other Business

- **Jodie – Request from Grey Power to change the start time of future Access and Mobility meetings because of clashes with Grey Power meetings.**
Dates for next year's meetings to be arranged with this in mind. **Gillian**
- **Robyn – email from Carla re removal of disability car parks in the drop off area of the car park at the Airport.**
Charlotte to investigate further. **Charlotte**
- **Robyn – feedback, Comment and Suggestion Form from Sonia Hopkins of the Wairarapa, a visitor to Blenheim in October.**
Robyn to forward to the Blenheim Business Association for them to find out from Sonia which shops she found not to be wheelchair accessible. **Robyn**
- **Robyn – email from Hularii to the Mayor regarding proposed wheelie bin roll-out**
Jodie will speak to the Comms Team about a possible "Think of Your Neighbour" messaging piece. **Jodie**
Robyn to email Alec McNeil – Solid Waste Manager – re recycling bins regularly strewn on footpaths. **Robyn**
- **Robyn – email from Hularii to the Mayor regarding public adult change table facilities for disabled whanu.**
Provision of specialist change facilities policy was tabled and discussed. Hularii will contact Ports Management to access plans and advocate for adult change table facilities in new development.
- **Robyn – Mobility Parking Permit Flyer.**
Robyn distributed copies of the flyer and asked if people were aware of it. Please let Robyn know your thoughts, comments or if changes are required. Flyers are distributed by CCS Disability Action. **ALL**
- **Carolyn – Accessible lift at the ASB Theatre.** Bill will investigate further. **Bill**

The meeting concluded at 3.20pm with a Karakia

Dates of Meetings for 2023 – 2.00pm – 4.00pm

Monday 27 March
Monday 26 June
Monday 25 September
Monday 4 December

Actions from the Meeting

1	Disability car parking spaces at Bay Audiology	Clr Flight
2	Dates of 2023 meetings	Gillian
3	Disability car parks in drop-off area at Airport.	Charlotte
4	Comment form to BBA	Robyn
5	"Think of your Neighbour" messaging.	Jodie
6	Recycling bins on footpaths	Robyn
7	Mobility Parking Flyer	All
8	Accessible lift at the ASB Theatre	Bill

Property and Community Facilities - Projects

(Information prepared by Maighan Watson)

The Marlborough Mile

The Marlborough Mile project is a CBD invigoration project set to enhance the Blenheim CBD visitor experience through a 1.2km interactive and informative walking trail. Funded through Marlborough District Council's CBD budgets the concept planning and roll-out is being driven by the Blenheim Business Association (BBA). The three sites currently underway are Climate, Heritage & Culture and Agriculture.

Heritage & Culture site – Echo Masts at The Quays

On the 15th of December 2022 the two historical masts from A.S. Echo ship were lifted onto foundations at The Quays, Riverside Park. This project has been many years in the making, beginning with the salvaging of the masts during the demolition of the Echo in 2015.

Many teams have been involved in getting the masts to their final position, including; The Marlborough Historical Society, BBA, engineers, architects, fabrication teams, lightning protection specialists, soil specialists, planners, arborists and MDC Parks team. Over the next couple of weeks, the contractor will remediate the site, fit reclaimed timber from the ship as a base, install the wayfinding ground anchor and sow the grass. The BBA are currently working closely with the Marlborough Historical Society and MDC design team to finalise the story boards, which will be mounted within the Quays walkway once complete.



Fig 1 – Echo Mast installation, The Quays



Fig 2 – Echo Mast boom installation, The Quays



Fig 3 – A.S. Silhouette, The Quays



Fig 4 – Echo Masts, The Quays

Climate site – Adams Place, Market Street

Work started onsite for the third Marlborough Mile project, the Climate site, on Wednesday 18 January. The first phase of work involves the installation of a new electrical box, which will house the 'sun' lighting controls. Following this, head contractor CMT Group will begin constructing the foundation. Work on the foundation will take approximately 3 weeks to allow the concrete to cure to an acceptable standard. The BBA intend to host an opening for the sculpture and details for this will be circulated by the BBA once available.



Fig 5 – Sculpture raised at Global Stainless, Hawera



Fig 6 – 3D computer image of new Adam's place sculpture

Blenheim Streetscape Upgrade – High, Wynen and Symons Street

Head contractor Robinson Construction and subcontractor Fulton Hogan are making steady progress on High and Wynen Street in the Blenheim CBD. The Wynen Street stormwater renewal is well underway and will continue until early February. Following this work, Wynen Street will then be re-sealed. Onsite, prep work continues for the new street furniture, street lights, gardens and paving around the new Library and Art Gallery. By late January the raised planted garden at the entrance to library/art gallery will begin to take shape, and bespoke concrete bollards will begin arriving onsite from Precast Marlborough. The Library/Art Gallery landscaping is programmed to be completed by early April. Following this, contractors will move up High and Wynen Street completing the 'materiality' connection to the Blenheim CBD.



Fig 7 – Symons St, Blenheim Streetscape Upgrade



Fig 8 – Storm water upgrade, Blenheim Streetscape



Fig 9 – Storm water upgrade, Blenheim Streetscape



Fig 10 – MLAG south side

Marlborough District Library & Art Gallery

Head contractor Robinson Construction is approaching the finish line of the new Marlborough Library Art Gallery project. Final areas of flooring are being laid this week, including the main entry stairs, cafe and the lobby. Subcontractors are completing the final paint touch-ups, electrical fittings and lighting. The installation of decorative timber cladding (Fig 13) started under the soffits in early January and will continue until late January. Robinson's will start decanting their site yard over the coming weeks and continue cleaning the facility in preparation for the internal fit-out. The fit-out is anticipated to take at least 3-months.



Fig 11 – Children's section - MLAG



Fig 12 – Staff facilities - MLAG



Fig 13 – Decorative timber cladding - MLAG



Fig 14 – New café area - MLAG

Record No: 2317320