

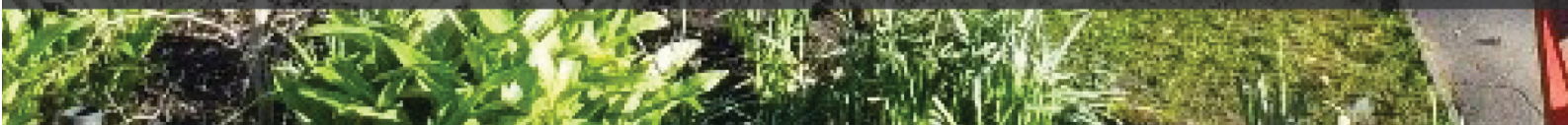


**MARLBOROUGH
DISTRICT COUNCIL**



Rhododendron area with gardens composted and mulched

**Information Update
Assets & Services, Property and Community Facilities
Department
3 October 2023**



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Local Road Asset Management Report – September 2023

(Information prepared by Steve Murrin)

R800-007-02

General

We are officially in spring and continue to be lucky with the weather. A big focus for the Network team continues to be reviewing programmes, approving these, and then ensuring they are being delivered. Drainage, Footpaths, Unsealed Roads, and the Sealed Renewals programme are getting the most of our attention.

An initial budget has been submitted to Waka Kotahi for the 2024-27 period. These budgets are indicators at this stage and will be refined following the Level of Service Workshop with Councillors. Cost escalations continue to put pressure on what can be delivered for the budget that we have available.

The Speed Management Plan Hearing held on Tuesday 12 September following 130 submissions received during the consultation period. This information will now be reviewed by the Speed Management Plan Committee and presented to Council for approval.

The new bus route incorporating the new Library Bus Stop is in use and appears to be getting a good level of patronage.

The Network Outcome Contract is having a Performance, Alignment and Risk Workshop on the 20-21 September. This is a chance for the team to get together and review where we are, how we got here and where we want to go with this NOC. It is also an opportunity to discuss the changes to Traffic Management with the pilot programme that we are taking part in with the upcoming implementation of the New Zealand Guide to Temporary Traffic Management (NZGTTM).

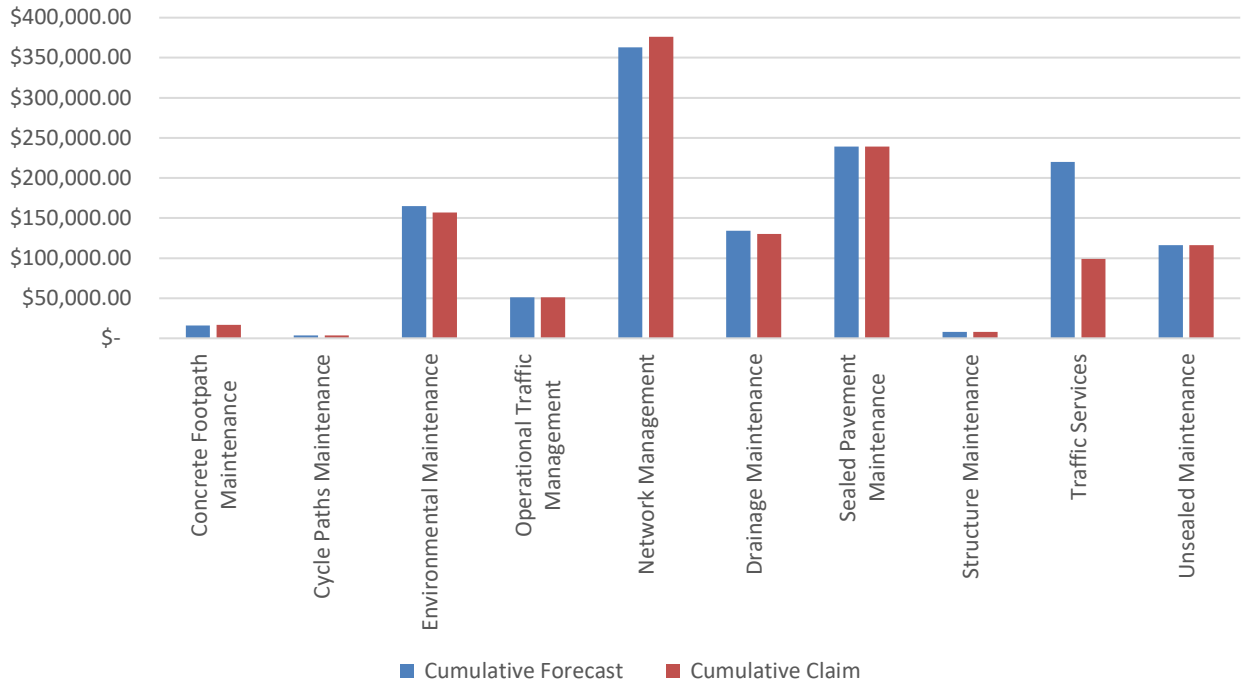
Financial Commentary

The whole team has put a large amount of work in to getting programmes in place and working towards delivering this. This will continue to be a work in progress and slowly these programmes are being developed for three months and then out to cover the remainder of the financial year.

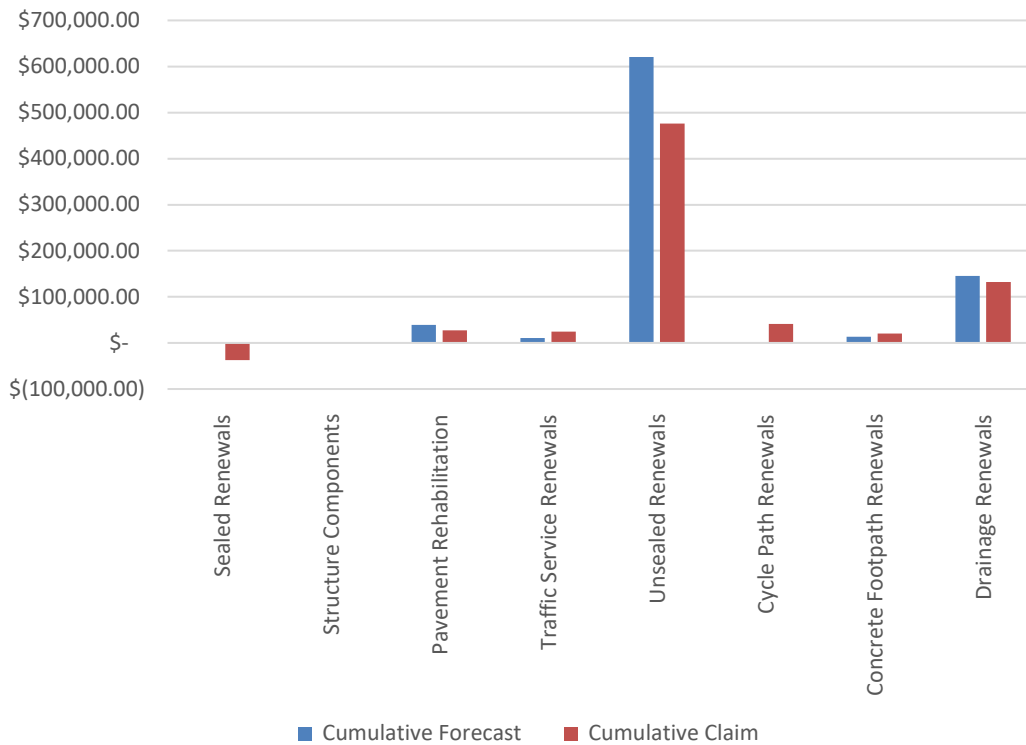
Achievement of Augusts programme was 69%. This is a huge improvement and the highest achievement on the contract to date. The goal is for 80% achievement. The 20% allowance is for reactive works that come up during the month which cannot be programmed. For August, 77% of dispatches completed were reactive works e.g., pot holes, detritus, blocked sumps, replace edgemarkers posts etc. These reactive works are generally covered within the lump sum maintenance costs.

The following graphs show the forecast budgets against the completed works for the Maintenance, Capital and Unsubsidised work across July and August.

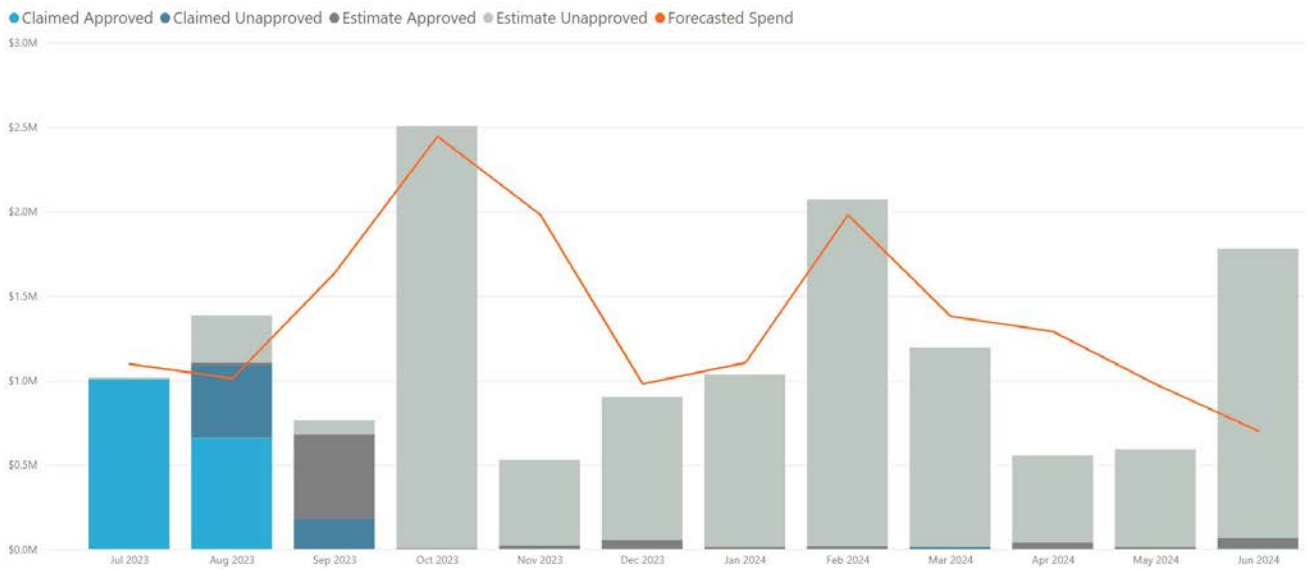
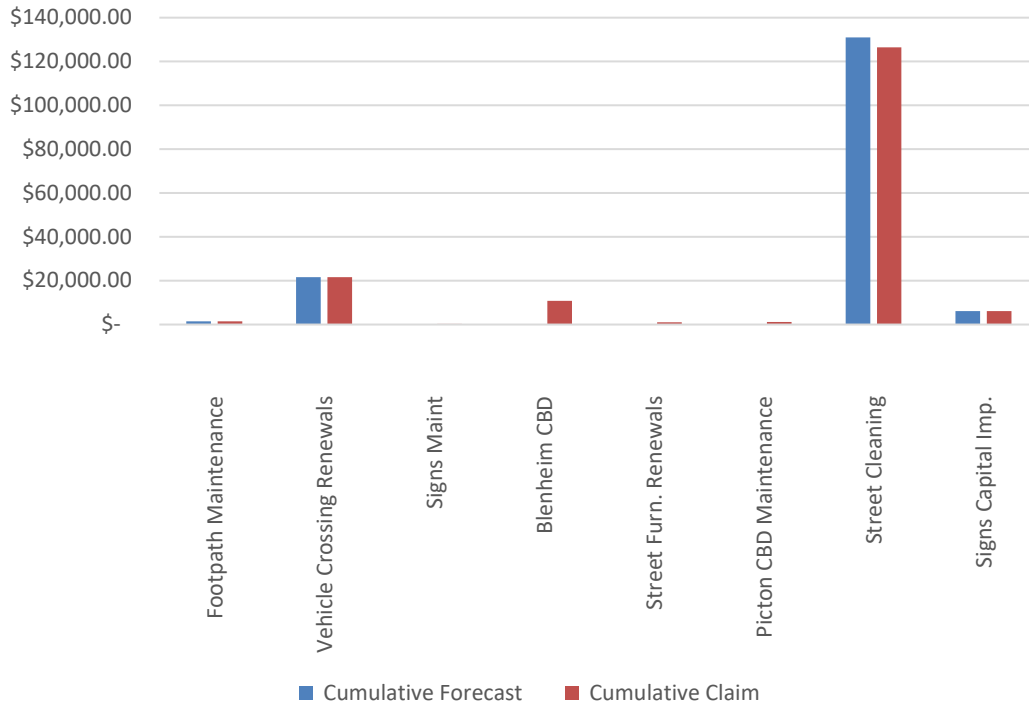
Maintenance - Forecast vs Renewal - Spend to Date 2023/24

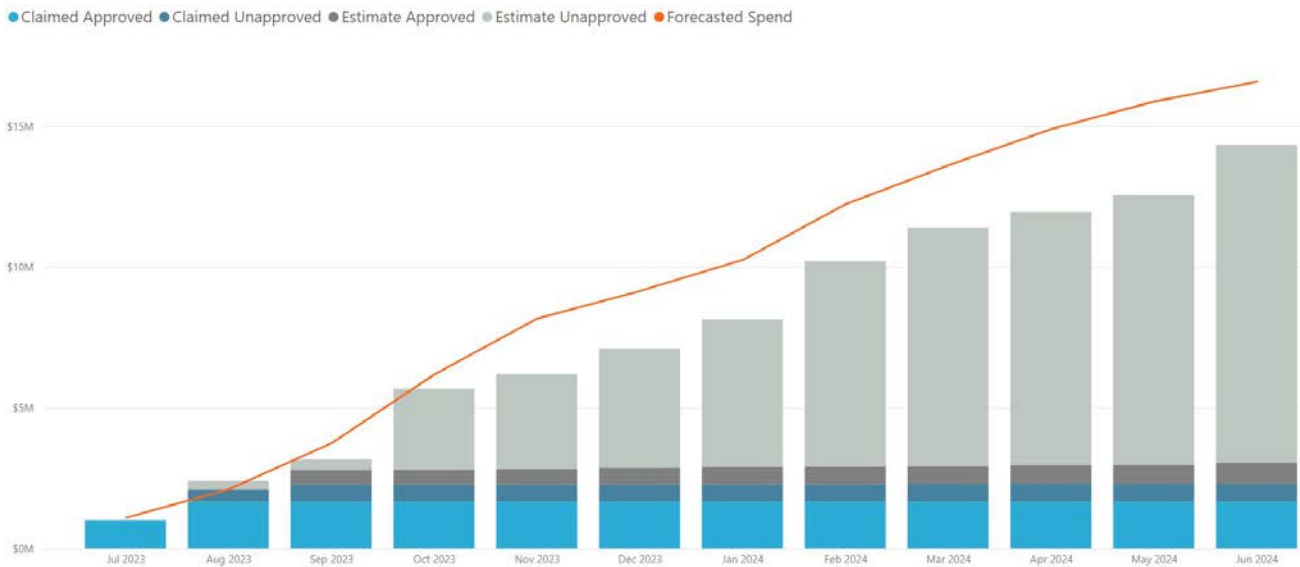


Capital - Forecast vs Renewal - Spend to Date 2023/24



Unsubsidised - Forecast vs Renewal - Spend to Date 2023/24





NOC Monthly Activities

Summary from Contract Manager

Renewals season is gearing up with the pre-reseal teams ready to start pavement repairs. The teams have done well getting ahead of the drainage and other works required outside the pavement activities (stabilisation, dig outs etc). With the run of fine weather heating up the ground and air temperature we are ready to go.

The compliments have been flowing in for the great work around the unsealed road network. This is one area in the past that has been neglected, and has taken three years to begin to see the results of the work and strategy for delivery. An unsealed road paper has been submitted for review, highlighting the investment required to maintain this network.

New Zealand Guide to Temporary Traffic Management (NZGTTM) pilot implementation has been stop/start but we are pushing on with some areas of the business trialling the preplanning and risk assessments. Some very good discussions have been had around opportunities for safety and improvements to efficiency.

It would be good to pause for a minute as August represents the 1-year anniversary of one of the worst weather events, if not the worst, that the Marlborough region has seen. Recent data has shown that the last 12 months has been the wettest in 100 years. Also, the first-time monthly rainfall has exceeded 200mm in a month was July 2022. August 2022 was the first month where more than one metre of rainfall was recorded at a monitoring site in Marlborough, with 1,241 mm recorded at Tunakino in the Rai Valley. Kenepuru Heads in the Marlborough Sounds also had significantly more rain than usual, receiving 2.8 metres for the year instead of the average 1.7 metres. Overall, winter 2022 had the highest rainfall of any season at 12 out of the 14 long-term monitoring sites. Meaning most of Marlborough was affected not just isolated areas, with 60% more rainfall than average across the entire region.

The three-year reset has been an interesting journey. The added pressure it has landed on the team, the relationship and the culture are something not measurable, but evident and something that needs to be acknowledged and addressed. With the reset looking at recorded quantities versus tender values only and not looking at other areas that have played a significant role. Now that this has been discussed and agreed at the Governance Board level, we look forward to putting this behind us, using the lessons learnt in the journey and making the most of the opportunities ahead.

Operations Report

Summary from Operations Manager

Monthly Summary

In August, the NOC recorded its highest percentage completion score in the last 12 months. The team continues to work together to ensure the score reflects the work that is being completed.

The below items have had an effect on the recorded percentage achieved;

- Completed items in July not closed off in RAMM by sub-contractors prior to midnight on 31 August
- Unsealed works starting in the previous month and continuing past the first of the month
- Some minor activities reprioritised from Kenepuru until other works are programmed for the area

The monthly lessons learnt achievement review has been undertaken to consider opportunities and what worked well for achieving in August.

August has seen further improvement with planned works. The focus now is to confirm the programme and have lump sum and renewal activities approved in RAMM to the end of June 2024.

The Q1-Q2 focus is on;

- Lump Sum drainage maintenance on Local Roads
- Footpath renewals
- Crack and first coat sealing
- Drainage inspections in French Pass and Port Underwood
- Unsealed roads wearing course (Q1 and Q4 activity)
- Unsealed roads grading in the Awatere Valley, and prepping for the opening of the Molesworth
- Pre reseal repairs (stabilising and digouts)
- Pothole and temporary repairs to continue on Dillions Point Road where an extra ordinary activity is being undertaken, due to a dumpsite near the end of the road being used by third party work.

Overview of Lump Sum Maintenance

In August there was a high number of pothole works completed, below are areas showing above normal defects;

- Dillions Point Road – Due to extra ordinary vehicular heavy traffic, where a dumpsite near the end of the road is causing rapid failure of sections of the road. The temporary make safe repairs were not holding.
- Waihopai Valley Road – Within the first km the area has shallow to no surface water channel. Currently there is no budget available for forming and reforming SWC in this area.
- Wairau Bar Road – showing signs of deterioration after the rivers works, the first 500m have had temporary repairs, and outside this area the surfacing is also showing signs of distress due to the activity.
- Awatere Valley Road at the proposed AWPT site.

During the month signage maintenance increased and several culverts in Tumbledown Bay and Port Underwood roads were unblocked.

Renewal/Measure and Value/Achievement Length Summary

Summary from Renewals Manager

- Works are well underway for the 23-24 season works, reseal crews have their programmes and data has been collected with treatment selections submitted for approval in August for both State Highway and Local Road sites.

- Asphalt renewals are set to start on 1 October with all the designs and schedules submitted and approved by the client.
- For REHAB sites on State Highway design reports are expected for discussion with the client in September. Local Road test pitting has started and design underway with approvals to follow. Two sites have been brought through from last season which will be early starters in this season once the weather allows.
- The SCRIM water-cutting programme has been completed with QA testing ongoing.
- The Slurry team are set to start on the first week of October, and provided we have good weather, the FWP Slurry programme will be completed before Labour Day 23 October.
- With another large season to deliver there has been plenty of work going into a robust master renewals programme which each contractor is contributing their program into, we are also running meetings to track progress against the last planner meeting held earlier in the year.
- Pre reseal repairs were progressed through winter with drainage works being completed and any minor asphalt works that will be effective getting done also. With programmes received from our surfacing contractors we have a solid plan to start when the weather allows.

Asset and Renewals Monthly Progress

Summary from Asset & Renewals Manager

Month Summary:

The Asset Management Team's focus continues to be on 2023/24 renewal designs and FWP development for the 2024-27 NLTP. We have completed pavement deterioration modelling for both SH and LR networks, and are supporting MDC as required with information for the 2024-27 AMP and business case submission.

The annual MMP effectiveness review was completed this month. The improvement plan will be finalised in September.

Local Roads:

1. Update 10-year renewal FWPs: Ongoing. Progressing as and when asset condition inspection data is available.
2. Continue preparation of 3-year forward work programmes to support MDC preparing the updated AMP and business case. Ongoing. Programmes submitted to the AMP development team.
3. Pavement modelling for 2024-27 NLTP development. Complete. Field drive overs are scheduled to start in October.
4. 2023/24 Renewal Designs. Ongoing. Resurfacing sites have been issued for seal design. TAC resurfacing designs have been completed and approved. Seal and RHAB designs have been completed and submitted. Currently awaiting feedback from Waka Kotahi for both items.

Items of importance for discussion by the CMT are as follows:

1. LS review and reset.
2. Risk review for deferred renewal sites in Kenepuru Sound due to storm recovery and Picton due to iReX.
3. Section of Wairau Bar and Dillons Point roads have deteriorated rapidly in recent months as a result of heavy vehicles using them to access stop bank works and dump sites. RHABs will be required which will require reprioritisation of the programme unless alternative sources of funding are available.

Future Month Focus:

Local Road focus for the coming month is to:

1. Continue preparation of draft 2024/27 NLTP programmes
1. Continue to provide support required by Marlborough Roads for 2024/27 Programme Business Case and align FWP development
2. Complete 2023/24 chipseal surfacing renewal designs

3. Commence 3 yearly footpath rating
4. Complete the annual update of the maintenance activity cost model (MACM)

Projects

State Highways

Renewals

Site inspections are being carried out by the team to assess sites for their maintenance requirements prior to the site being accepted for resealing. Pre-reseal maintenance work will be a main focus of October's programme. Sites that require maintenance then have a two month curing period before reseal work can be undertaken. Out of town crews from both Fulton Hogan and HEBs will be undertaking the resealing work.

iReX – across both State Highway and Local Roads

Work is continuing on Dublin Street enabling works. Regular meetings continue between on-site contractors, KiwiRail, Waka Kotahi, Marlborough District Council and Marlborough Roads Staff.

The next focus is ensuring the temporary traffic management for the arrival of cruise ships will work seamlessly considering the conditions.

Crown Funded Resilience Works

There is a focus for getting quick wins on the board for the approved resilience works within the region. The immediate focus continues to be on the Elevation passing lane site for Marlborough.

Full Network Remark

The only remaining line marking to be completed is at the Main Street Roundabout. This work is delayed due to requirements of working within the railway corridor but is programmed to be completed this month.

Local Roads

Renewals

Site inspections are being carried out by the team to assess sites for their maintenance requirements prior to the site being accepted for resealing. Pre-reseal maintenance work will be a main focus of October's programme. Sites that require maintenance then have a two month curing period before reseal work can be undertaken. Out of town crews from both Fulton Hogan and HEBs will be undertaking the resealing work.

As the review of the sites are completed, mapping will be provided to keep you up to date on what work is coming up and where.

Unsealed Roads Maintenance

Complaints on unsealed road maintenance continue to be received across the network.

There is a new grader driver on the network with further training also being planned for this team.

Full Network Road Marking Remark

Full remark of road markings is now complete.

High Winds

There were 21 call outs received during the high winds on Sunday 17 September with the majority being on local roads. These were call outs for fallen trees and downed powerlines.

Footpaths

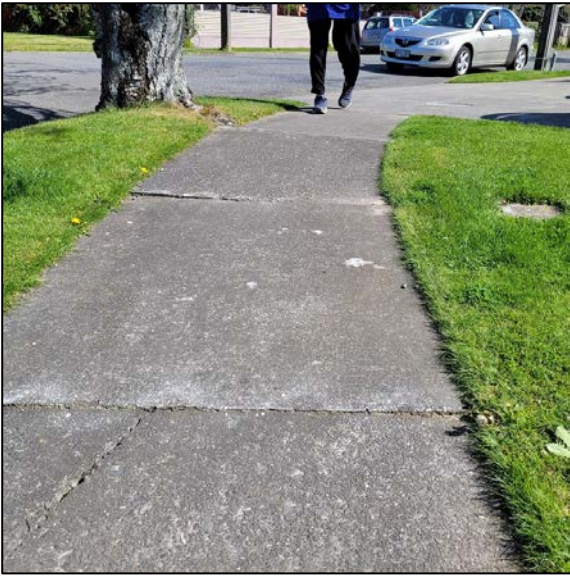
WSP are scheduled to complete a full network assessment and condition rating of the Marlborough District's footpaths in October 2023.

The rating will capture the current condition of the footpaths and will give each footpath and overall ranking. The footpaths have also been given a level of priority dependant on their location e.g. schools, hospitals, CBD, elderly housing etc.

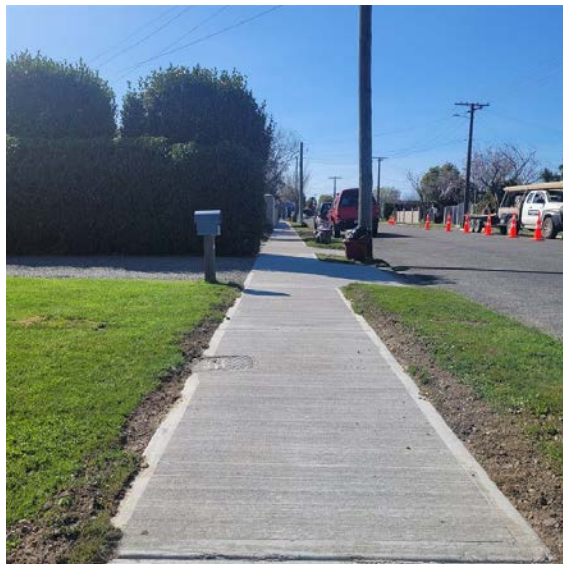
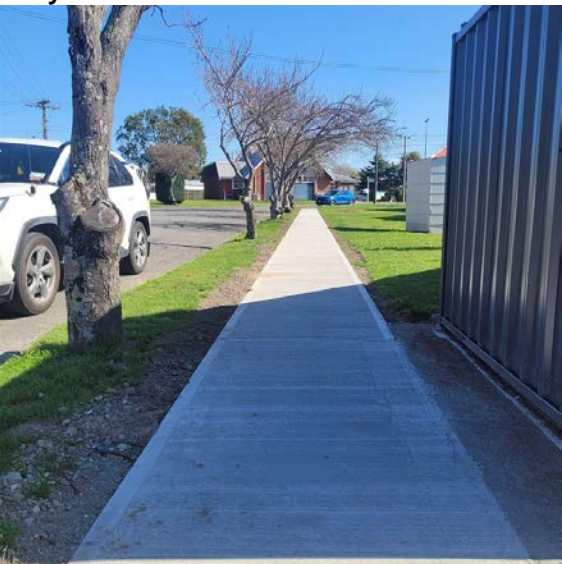
This information will give us the ability to be able to prioritise each footpath into a forward works programme that can be planned multiple years in advance. This will also give utility operators the opportunity to be able to plan their works prior to footpath renewals being completed.

The intention is to have a 3-year FWP in place by the beginning of the 2024/25 financial year.
Examples of where we are been doing work recently follow.

Riley Crescent before



Riley Crescent after



Old Coach Road before – contribution was also received from residents for this work



Old Coach Road after



Marlborough Road Activities

Activity Management Plan 2024-2027

2024-27 Budgets are being reviewed and will be presented to Council for discussion and approval. A number of funding options will be presented with varying levels of service. These funding options will be presented in the Activity Management Plan to demonstrate how the final decision around budget was made and how this will be delivered.

Speed Management Plan (SMP)

The Land Transport Rule: Setting of Speed Limits 2022 has several requirements for both territorial authorities and regional transport committees having a Speed Management Plan. The SMP has identified several projects that will assist in the Road to Zero campaign.

The draft SMP has around \$4M worth of projects that will require funding and Councillors have indicated they want the work to be undertaken by end of June 2027.

A SMP Committee has been set up to review the written submissions, listen to verbal submissions and undertake deliberations.

The Committee consists of:

- Clr Brian Dawson
- Clr Scott Adams
- Clr Barbara Faulls

A total of 130 submissions were received, with 24 submitters wanting to attend a hearing. 19 submissions represented an organisation. A hearing was undertaken on 12 September for the Committee to listen to verbal submissions.

The Speed Management Plan Committee will now deliberate on the submissions and decide on each of the recommendations in the Draft Speed Management Plan.

The SMP will then be signed off at a Council meeting, and then go to Waka Kotahi for Certification. Once Certified MDC can implement the changes, pending funding from the RLTP.

Network Outcomes Contract Reset

The Network Outcomes Contract Reset was officially accepted and adopted by the Board at the September meeting. This agreed to the following changes to the contract for a 12 month review period;

- Uplift in lump sum maintenance quantities with a cost increase of \$635k annually
- Adjustment to At Risk Payment levels from 25-50 to 50-75
- Review of these changes prior to June 2024 and agreement for the remaining two year reset period

Following on from agreement of the reset, the wider team are spending two days focusing on performance, alignment, risk and reviewing the new New Zealand Guide to Temporary Traffic Management, on the 20-21 September.

Library Bus Route

The bus route incorporating the new bus stop outside the library is now in service.

Whale Trail

Work continues with Waka Kotahi on the design of the section from Elevation to Picton. This section is going to cost considerably more than initially budgeted so approval for these additional costs are being sought.

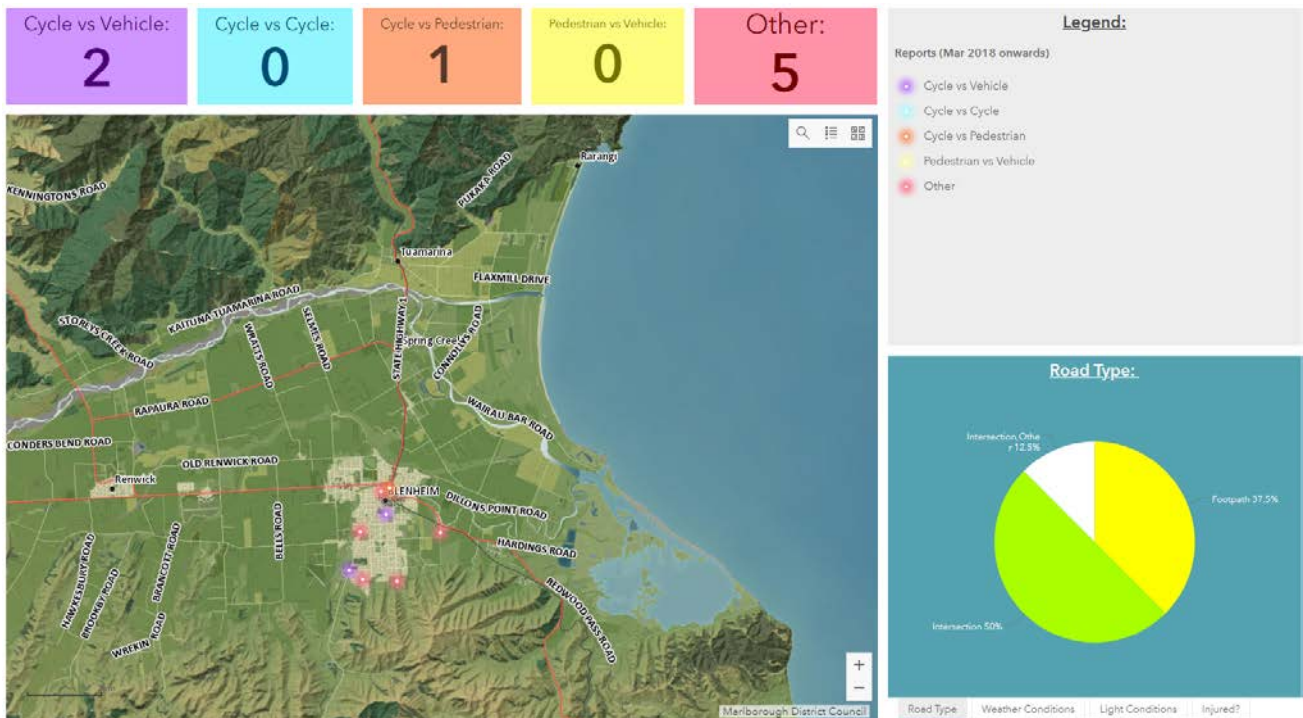
Walking and Cycling Strategy

The draft strategy is being formatted and will be ready to be present to Councillors in early October.

A workshop will be arranged for Councillors to ensure the strategy meets the direction you want to take and that we are prepared for future funding options, should they arise.

The Strategy provides Waka Kotahi with the surety the MDC is committed to Improving Walking and Cycling facilities in the Region and our Urban Environment in particular, as highlighted in the latest Capability Session run by Waka Kotahi.

Bike/Walk Crash and Near Miss Dashboard – July 2022 to June 2023



Parking

CCS Disability Action are now able to welcome international visitors to use their international Mobility Permits in our region.

The top three offences for stationary vehicles in August were;

- Failed to pay the required parking feed
- Failed to display current Warrant of Fitness
- Operates a vehicle when it was not licensed (registration)

Contract renewal – Armourguard currently hold the contract for the Parking Enforcement. The contract is currently in the process of being prepared for Tender.

Did you know? There are 57 pay-by-plate meters located in the CBD and 4 located in the Picton CBD.

Stakeholder And Communications

Summary from Communications Manager

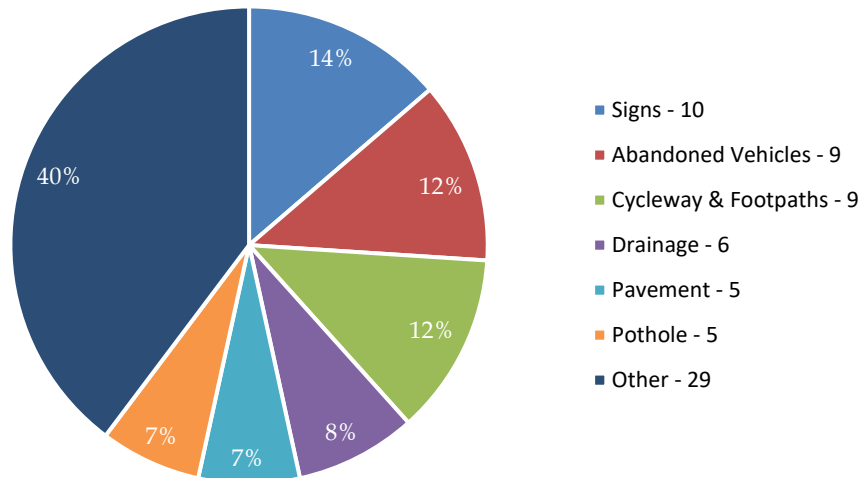
Summary for August:

The total number of customer enquiries in August was 73 down from 115 CRMS in July. Enquiries were down when compared with August 2022 with 102 CRMS. This decrease on last year can be attributed to the weather events of August 2022 which contributed 73 CRMS. Of the 73 CRMS, 96% were for local roads and 4% for State Highways, with 100% resolved.

The highest number of enquiries were for signs with 10 CRMS in August 2023. This can be attributed to signs across the network being vandalised by someone removing/dumping them or changing their direction.

Please note, descriptions are as per CRMS categories.

CUSTOMER ENQUIRY TYPES AUGUST 2023



There were five compliments received in August, two were regarding the high standard of works in the French Pass area, one was the grading of Tumbledown Bay Road, and two for works well done on Nelson and Ward Street.

Ten customer call backs were completed in August. The average score was 4.5 (with one being very poor and 5 being very good) for the level of service received by the MR Team. Four of the 10 calls gave five out of five regarding the level of customer service received, with the lowest score received being 4. Any items of concern have been forwarded to the relevant parties. The full register can be found on [Contract Workspace](#).

There were four pieces of media published relating to the NOC in August 2023, a story on Marlborough App regarding the previous year's works on State Highways from a Waka Kotahi Release, and three stories on Stuff regarding the guard rail and emergency works on Weld Pass. Overall, the media coverage was balanced.

Four Antenno and Alerts were sent in August, two were for the Tennyson Inlet closure for vehicle removal and one for the Weld Pass guardrail planned works and one for the Weld Pass emergency maintenance closure.

Multiple communication and engagement planning meetings for the iRex project were attended in August. Communication with community associations in Duncan Bay and French Pass were undertaken and a meeting held with APL for third party works.

Future Month Focus

- Renewals season notification
- Weld Pass communications
- Internal communication process for incident response
- Communication plan for NZGTTM in Marlborough

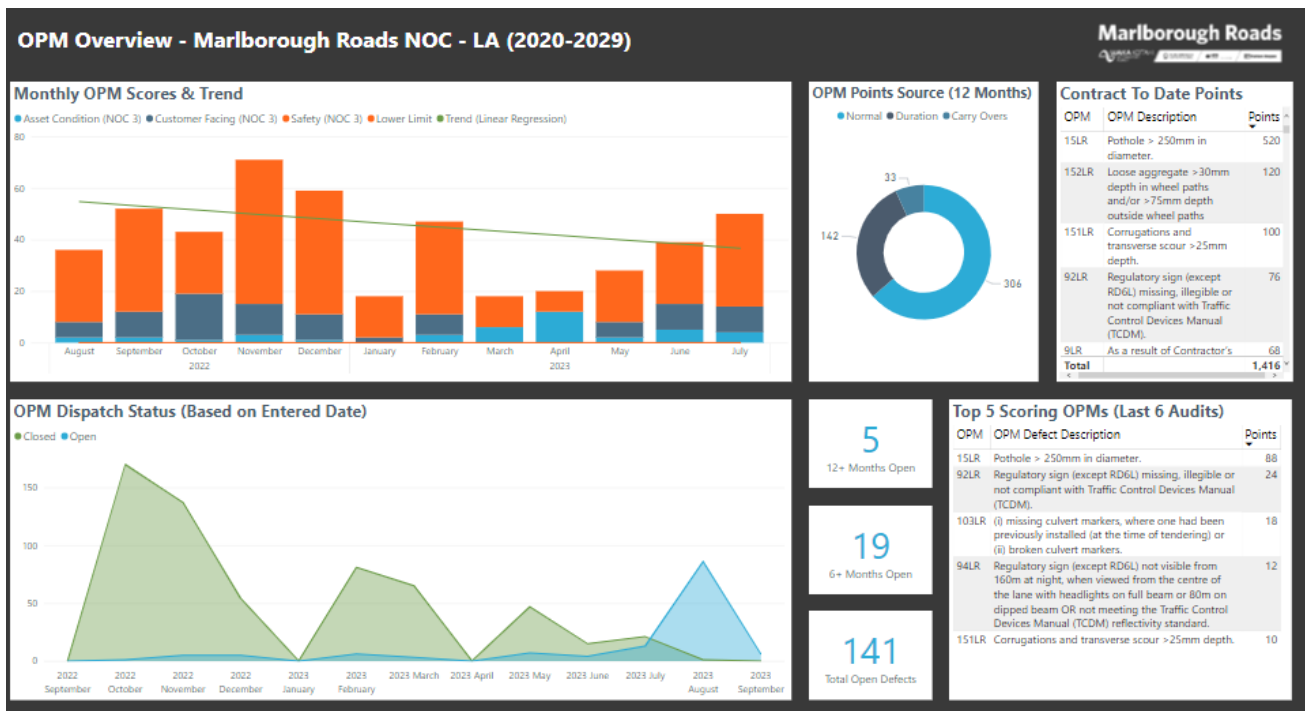
Operational Performance Measures

Local Roads

NTC 0144 issued on 26 July advised a new threshold for Local Road OPMs. At a meeting held 16 August it was agreed the thresholds for Local Roads would be set at Lower - 50 and Upper - 80. This is for a 12-month trial period, effective from 01 July 2023. A score of 50 was recorded in July.

August Monthly score - yet to be assessed.

- Field OPMS – potholes, surface water channels, deformations, heaves and shoves, detritus
- Office OPMS –
 - OPM104 P/22 Pavement Marking - programme is still outstanding
 - All other office OPMS are within contract standard



Marlborough Roads Recovery Team Update – August 2023

Physical works load is slowly increasing with several IFC packages now available for construction. Even though the amount of works on the network increase, our subcontractors continue to achieve a high standard in the H&S and environmental space. Leadership Safety Actions recordings are going well and above target, meaning that good conversations are taking place.

With some zones getting near completion, the handover process is currently being reviewed between BAU and Recovery. Fortnightly meetings are now occurring in which handover progress is being discussed, the process is being reviewed and planned. The use of RAMM on this project is currently being reviewed, mainly around the management of the project through RAMM since the upload of data for complete projects is already a requirement under the handover process. Pros and cons are being reviewed with the aim to have certainty around its use by the MRR Governance Meeting in September.

Design Management has been a large focus over the last month, with its processes being reviewed and challenged with the aim to improve design timeframes, but ensuring that audit requirements are being met.

People and Culture

The team has undergone changes in order to set us up for the upcoming phase two works. Everybody has been welcomed to the team and are getting familiar with the process to ensure that the team is ready as soon as designs become available.

Living Safely

Subcontractors

In the month of August, we completed two inspections which maintained our subcontractor inspection schedule for Marlborough Roads Recovery. The inspection showed a high level of risk management with suitable controls implemented to manage relevant risks.

We completed plant inspections on subcontractor's plant and provided inductions to new workers as required. We also reviewed the level of risk control and worker competency was appropriate for the works being undertaken.

Injuries

There were no injuries recorded in the month of August for the Recovery project.

Incidents

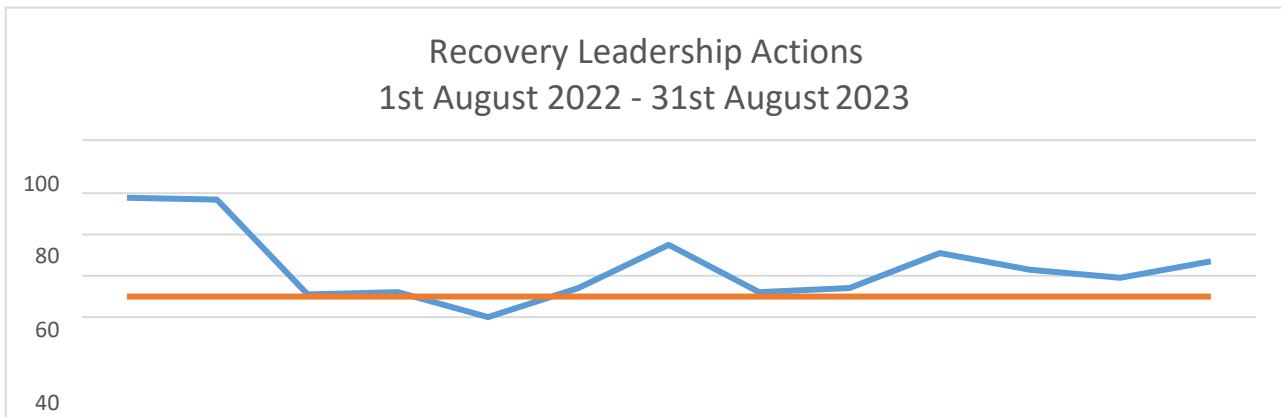
During the month of August there was one incident for the Recovery project.

Safety Highlights

Site inspections and visits demonstrate good risk management and mitigation controls implemented on our sites.

Leadership Safety Actions

In August, we had 36 leadership safety actions logged, with a target of 30, which is continued consistent recording and evidence of the commitment our team has towards the Health, Safety, Quality and Environmental considerations for workers in the field. This is a positive reflection of a good safety culture within the Marlborough Roads Recovery team.



Environmental

Resource Consent Application Progress

Finally during August, draft conditions were received for one of the zonal consent packages. Although it was just for one package, it is considered that whatever can be agreed at this stage will then form the blueprint for the other zonal consents moving forward.

Environmental Highlights / Low Lights

- Highlights:
 - Civil Defence transition period extended for the Marlborough Sounds Ward only, unclear how long this will remain in place.
 - The fault repairs along Queen Charlotte Drive that kicked off during the month are progressing well with RJ Civil implementing excellent erosion and sediment control measures and clean water diversion as part of the works at QCD-716-00514. (Refer below image)
 - The anchor drilling and installation at Duncan Bay is progressing well with no environmental incidents or concerns arising with them operating directly above the marine environment.
- Lowlights:
 - Civil Defence Transition Period has now ended for other Marlborough Wards. Crews must now work to our resource consent application commitments in lieu of MDC processing our zonal applications.
 - Minor diesel spill occurred on QC Drive. The spill was well managed and cleaned up efficiently by the RJ Civil team.



Repairs underway at Fault QCD-716-00514 with sediment fencing and a clean water diversion in place to manage erosion and sediment at the work site

Procurement

There has been high interest from contractors to undertake work for Marlborough Roads, we have been able to run multiple contractors through our pre-approval process and are now included in our tenders for more competitive tenders. We are also trailing making subcontractors responsible for the delivery of their own traffic management, reducing the risk of TM cost overrun due to subcontractor issues.

Consultants are more often pushing back on competitive tenders, causing some packages only to receive one price or consultants we believe are right for the job to miss out. Where design package costs are expected to be below the \$100k single source line, the design team is now directly engaging designers upon approval from WK/MDC project management. This also allows the design hub to select the consultant that fit a particular job well, and allows us to manage design resource allocation to avoid consultant work overload.

Communications & Engagement

The weekly roading recovery e-newsletters continue to form the base of the regular MRRT communications, supported by roading alerts on the Council's website, and Antenno.

In August, the e-newsletters included information regarding the Water and Air Taxi Subsidies, upcoming works and closure information regarding the Duncan Bay underslip in the French Pass zone and information on multiple sites on Queen Charlotte Drive including information on the road retreats to be undertaken. There were also updates on works in the Seddon, Ward, Awatere, Waihopai Valley and Wairau Valley.

The Waka Kotahi Youtube video on the Limestone revetment site was also included in the 3 August e-newsletter, the video has been viewed 785 times.

Customer interactions remain low this month with 15 enquiries in August, compared with 17 in July. These customer interactions have been recorded and shared with MDC for their record.

This month there were five media stories directly relating to the MRRT Project. Four stories concerned the critical road repairs ahead of the outcome of the Marlborough Sound Future Access Study, published on Stuff, RNZ, Blenheim Sun and Scoop. The other was on the upcoming Queen Charlotte Drive works in the Blenheim Sun. All of the stories were positive.

Marlborough District Council also published the stories on their paid pages with the QCD story featured in Sounds News and Critical Repairs featured in Sounds News, Marlborough Midweek and Marlborough Weekly.

Further updates on phase two including FAQs and an infographic of work completed is being developed for the Waka Kotahi website.

A site visit was undertaken by the project's Operations and Communications Managers and the Ngāti Kuia Taiao to view RP 11.050 on Crosillies-French Pass Road on 17 August 2023.

Progress Photos





Rivers and Drainage Section – Activity Report

(Information prepared by Geoff Dick, Andy White, Steve Bezar, Jan Dimmendaal, Duc Nguyen, Gregor Punzel, Frank Westergard) R700-014-01

Wairau River

Flood Damage

Minor damage occurred at Groyne 19 (Wairau River upstream of SH6) during the May 2023 floods. A breach in the rock barrier was promptly identified and repaired as soon as rock material became available. A digger had to bench himself down in order to reach the damaged rock wall. Approximately 200 tons of medium-grade rock were used to repair the rock wall.



Training bank (TRB under Transpower Lines @ SH6)

This damage occurred during the July 2021 flood, when the Wairau River overtopped the training bank causing erosion. It has since been filled and reseeded with grass, supplemented by poplar planting. Additionally, a 40t dozer has restored the eroded riverbank in front of the power pole and around 500 shrub

willow poles have been planted to reinforce the riverbank. Shrub willows, which grow to a maximum height of 7-8 metres, are well-suited for the designated area beneath power lines.



Stopbanks Wairau River

Contractors have diligently mowed all stopbanks along the lower Wairau River, extending up to the Waihopai confluence, as well as the stopbanks of its tributaries, such as the Omaka and Fairhall. This effort aims to prevent the establishment of young woody vegetation on the stopbanks. The relatively dry winter allowed for greater accessibility by tractor, resulting in an expanded mowing program compared to previous winters.

Upper Conders

Approximately 2000 poles, primarily poplar and willow sourced from the MDC-owned nursery, have been planted to maintain riverbanks in the Upper Conders area. These poles possess soil-stabilising root structures, reduce water velocities and enhance the area's aesthetics, all at a lower cost compared to using rock.

Wairau Floodplain and Tributaries

Lower Ōpaoa River

Some further minor bank slumps following the July/August 2022 flooding have been identified and will be repaired as soon as suitable rock is available from Pukaka Quarry.

The first weed cut for summer 2023/24 is planned to get underway in late October near the end of the whitebait season.

Taylor River: Town Area

The amphitheatre in front of Raupo Cafe has been hand cut ahead of the first main weed boat cut in approximately a month. Significant weed growth in this reach of water is already evident.

Ruakanakana Creek (SVIS intake)

Following the completion of sediment removal maintenance work in the SVIS pond last month, water has been successfully redirected into it, ensuring the desired flowrate in Ruakanakana Creek. This redirection presented a challenge due to a shifting crossover of the Wairau. To address this, a gravel bund, extending from the opposite gravel island, complete with a spillway, has been constructed to elevate water levels in front of the intake. All rock used for this project was salvaged from nearby areas during a period of very low flows in the Wairau last month.

With Ruakanakana Creek flowing once more, Tyler Creek has returned to its normal flows. Urgent clearing of the culvert underneath SH6 was necessary to ensure unobstructed flow. Additionally, critical culverts at Hammonds Road have been cleared.



School Creek, Renwick

Some minor stream clearing works downstream of Brook Street got underway to remove accumulated sediment and vegetation build up either side of a private access culvert. This section of School Creek did not handle the large overflow from SH63 last July and back flowed into Oudenarde Street.

Wither Hills Streams

An assessment of the Wither Hills Streams has been completed and a maintenance programme for the year has been developed. As a starting point, all stormwater outlets in Rifle Range Creek have been cleared of weeds and sediment.

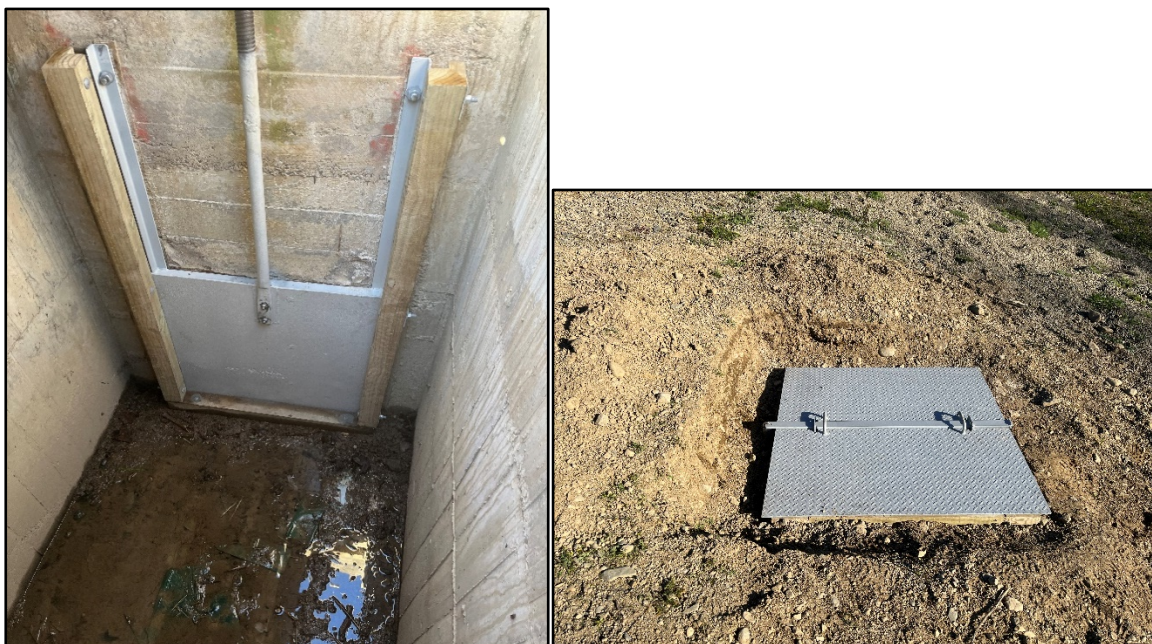
Drainage

Stormwater Pumping Stations

There have been no maintenance or operational issues with the stormwater pump stations during August or September so far. Limited rainfall during the period meant the pumps run for much fewer hours than normal.

Fairhall Diversion

Cross floodway assets, including a control gate and its respective chamber lid, have been upgraded and are now fully operational.



Stormwater Drainage Maintenance

Floodgate checks are currently underway in the Upper Ōpaoa River, Taylor River and Lower Ōpaoa River, encompassing approximately 70 different floodgates.

Drainage Maintenance

We are currently undertaking the spring drain inspections and preparing a spraying schedule of works for our contractors to commence 1 October.

Long sections of Mapps Waterway and Wallace's Drain have been completed prior to laser guided excavations.

Drain A gravity floodgate had been deliberately blocked open, potentially allowing Wairau River water back into the Grovetown Lagoon.

Roberts Drain outlet Lower Wairau was cleared of silt following the river freshes of April and May.

Floodway Reserves

- Recent data received from our property managers has allowed an update to our river reserve/lease rental information.
- A number of leases are undergoing a change of lessee so these transfers are being worked through with our property managers.
- Several woodlot areas have been recently pruned and cleared to enable future access and harvest.
- A noncompliance concern has been raised with Council and that issue is being worked through with the particular lessee.
- Illegal firewood collection/theft continues and cameras have been placed in suitable areas to possibly identify the persons involved.
- A lease area in the Upper Ōpaoa has had a fencing upgrade to keep stock out of an area planted with indigenous plants.

Picton, Sounds and Awatere

Rai River

Two Rivers staff attended the community meeting at Rai Valley township where results of a study into the geomorphology of the Rai River and major tributaries and the Pelorus River were presented. The study was undertaken as part of the Te Hoirere project.

The study showed that these rivers have always and will likely be relatively mobile with their floodways much to the consternation of many adjacent landowners.

Waikawa and Waitohi Rivers

A start was made on clearing the section of the Endeavour Stream between Ranui and Huia streets. However, the ground was found to be too soft to allow machinery to operate effectively. In addition, it became clear that the scope of the work would be far beyond what could be paid for within the available maintenance budget for Picton/Waikawa minor streams.

The design for the Rohe Drive subdivision (Endeavour Park, 66 residential lots) proposes to discharge (with retention) into the Endeavour Stream and it is important that adequate stream capacity is available down to the Marina Drive and Waikawa Marina culverts.

Existing minor capital upgrade funding is proposed to be allocated to this job so that the work can be carried out during the coming summer period.

Investigation and Miscellaneous

Rivers staff have been involved in reviewing and advising on a number of capital developments in the region including a proposed new winery behind the Cloudy Bay Industrial area and a new entrance culvert into the Marlborough Inland Hub site immediately north of the Cloudy Bay industrial park. Both these developments required a new assessment of the expected flood flows in the 15th Valley Stream vs the capacity of existing culverts/channel that outfalls into the Riverlands Co-op Drain.

In summary, design flood flows currently exceed existing floodway/culvert capacity suggesting some flood capacity improvements are appropriate as part of these developments and the proposed new Indevin Winery just south of Cloudy Bay Drive will need to include retention to mitigate any additional stormwater runoff.

Gravel Extraction

Gravel extraction by the seven main contractors is largely completed. Three of the five contractors that registered their interest in obtaining an additional allocation from a gravel beach on the north bank at Barnettts have extracted their 4,000m³ one-off allocation. The two remaining Contractors are expected to extract their allocations during September/October. This beach is a flood accumulation that we think should be at least partly removed. Access is off the Kaituna-Tuamarina Track and Council's River Road.

KiwiRail have advised that design of iRex's civil works is evolving but they anticipate a need for between 15,000 to 25,000 m³ of AP40/AP65 per annum over three years. They are conscious of the Wairau's extraction quotas and regional demands, with the project team considering sources as far south as Kaikoura to reduce impacts on the district. No request for additional gravel extraction from the Wairau is expected from KiwiRail as a result of this diversification of sources.

Quarries

Pukaka Quarry Extension

Favourable weather during August enabled a dry-weather dumper haul road to be completed to the upper quarry floors. Work is currently focussed on preparing the back boundary for permanent fencing. The existing stormwater bunds and settlement ponds on the quarry floor are in the process of being enlarged to cater for the increased catchment area.

The quarry operator has begun benching the eastern face of west knob to create a second work face to complement the top bench. The first blast in three years took place in mid-October.

It is expected west knob will provide some lower-grade armour rock, while the top benches continue to produce large rubble material, both for use in flood damage repairs next year. West knob should also produce crushable material to replenish aggregate stockpiles.



Figure 1 - West knob bench prepared for blasting, dumper traversing the upper quarry haul road in the background



Figure 2 - Paddock blast at the west knob



Figure 3 - screening of rubble products for planned early 2024 Wairau Diversion repairs

Services and Operations

Education Report – September 2023

(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 term 3 Greenchat - [GREENchat - Marlborough District Council](#) sent out to schools at the end of each term.

We keep teachers up to date with related content on our Facebook page - Search EnviroSchools Marlborough and through our EnviroSchools Marlborough website we share local school and kindergarten stories - [Blog and Stories - EnviroSchools Marlborough](#)

We also like have a Sustainable Actions ideas flyer we send to schools at the beginning of each term sharing dates, events and actions teachers and students can take part in- [News & Funding - EnviroSchools Marlborough](#)

Two coffee and cake professional development sessions were held for teachers. The first was on the EnviroSchools Resource kits on waste, water, living landscapes, eco buildings and the wax wraps kit. Activities were shared with teachers and then kits unpacked to show how the resources supported the activities. Most of the kits are regularly booked and it is great to see them being used to support learning in classrooms. The second professional development session was run on Seed Raising. These are run in conjunction with the Kids Edible Garden programme and have more in-depth information about topics that teachers can run in the classroom. Kids Edible Garden facilitators are also invited to a professional sharing session Angela runs on the term topics. This term it was composting, bug motels and bird feeders. Facilitators then use these ideas with their schools-based programme each week.

A teacher workshop was run through the Piritahi- Community of Learning. Angela and Ramona shared EnviroSchools activities for working in nature and ways and to connect to Te Ao Māori.

Annie presented to a Marlborough Principals Association professional learning afternoon and shared information from the EnviroSchools handbook and how EnviroSchools can fit into schools strategic planning and curriculum frameworks and how it ties into MDC's strategic vision and why Council has been so supportive of EnviroSchools in Marlborough.

Many visits have been made to schools and kindergartens this term. Here are a few examples of what has been done. Angela supported Picton school to run a stream study in their local awa to check on its health and come up with some ways to make it better for the creatures that live there. Angela ran a staff meeting at Renwick School on the EnviroSchools Guiding principles. Ramona worked with Springlands School's new entrants on EnviroSchools and Matariki stars. Ramona ran a team meeting for Mayfield teachers on identifying their environment and looking at next steps.

Angela and Ramona with support from Annie are continuing with the Nature Connection pilot with Spring Creek School and Springlands Kindergarten. In term 4, further support will be given on a weekly basis and some evaluation done at the end of the term using some trial NZAEE (New Zealand Association of Environmental Education) tools that have come out of the Community of Practice work around Nature Connection.

Annie has been working with support from the EnviroSchools national manager to look an adapted reflection model in our region that would phase out Bronze, Silver and Green Goldin 2024 and utilize some of the ECE process that has recently been updated.

Annie attended a LandCare meeting to look at ways EnviroSchools could support projects creating native corridors in our region based on a Canterbury model and one of our team will be part of the newly formed steering group.

Annie met with the coordinator from Sustainable Coastlines to see how the Litter Intelligence programme could work with Enviroschools and what support might be needed to offer this opportunity to schools in our region. Further work will be done on this in term 4.

Our team organized and took part in a one-day Enviroschools Te Ao Māori workshop run by the Enviroschools Māori Adviser.

Our team visited Koru Nature Reserve to see how the facilities there could be used in Enviroschools. We plan to hold a workshop for Envirogroup students there in term 4 with a focus on Diversity in Nature.

Continuing with our focus on Diversity and Nature this year we recently met with a local experienced Rongoa practitioner to be able to offer a coffee and cake workshop for teachers which has been much requested around Rongoa Māori in term 4.

A few meetings were held with the Parks and Open spaces team to look at places that would be suitable for use in Nature Connection by schools and for an ongoing planting project. A site at the back of the old timber mill on the western side of the Taylor River Reserve was identified with their expertise and help. With support from Forest and Bird, council contractors, our team and students 150 native plants with guard protectors were planted out the last week of term replacing the old poplars that had been cut down. Students were excited to be part of planting native trees in a community space especially as they could see what the plants might look like in ten years' time on the other side of the river that was planted a decade ago. Annie asked one of the students how she would rate planting and the student said "11 out of 10". On further questioning the student said she loved being part of a community planting project that would help the birds and is now keen to plan a Taylor River clean up as she noticed a few bits of plastic in the older native trees.



Parks and Open Spaces Activity Report

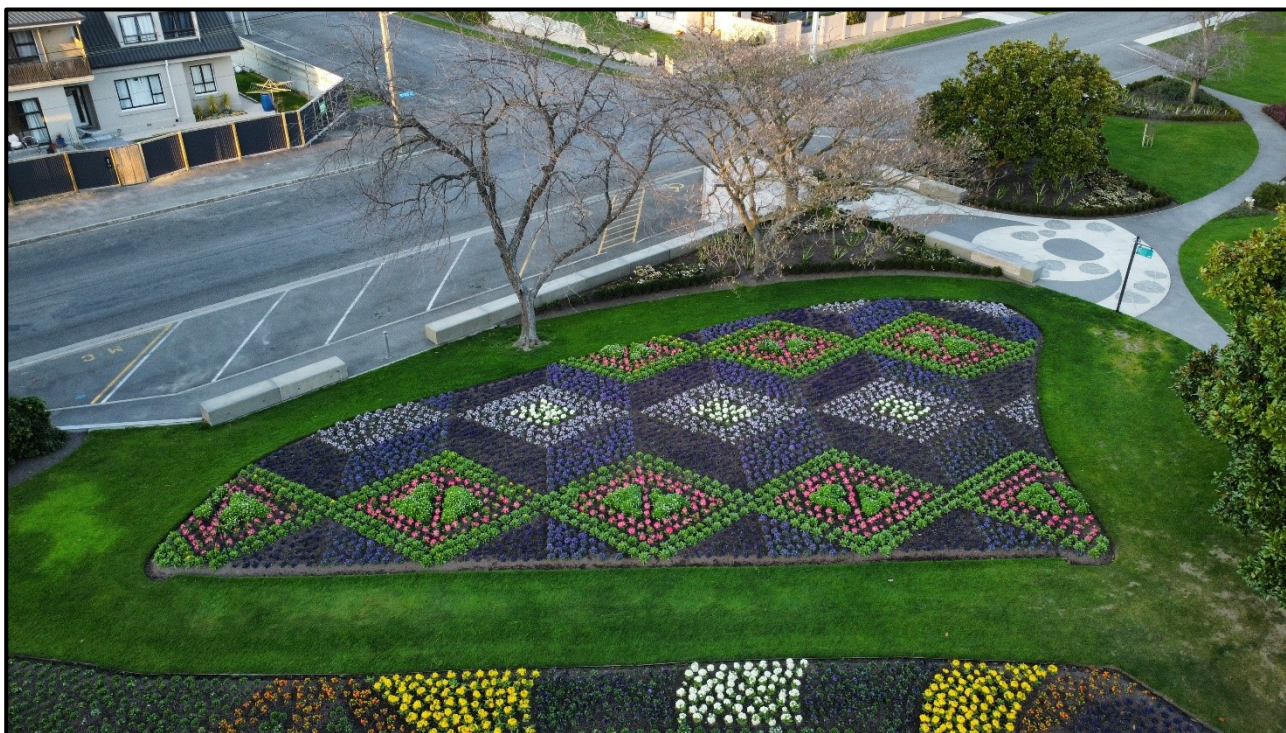
(Information prepared by Jane Tito, Brad Molony, Carolyn Jones, Grahame Smail, Kiri Whiteman, Linda Craighead, Mike Lawson, Murray Morgan, Rachel Hutchinson, Regan Russell, Robert Hutchinson, Ross Laybourn) R510-009-000-01, R510-006-02, R510-005-04-02, R800-005-03

Blenheim Parks

Pollard Park

Maintenance is the main priority at the moment at Pollard Park with the start of spring well under way. Over the last couple of weeks there has been a noticeable increase in growth in both the lawns and garden. The annual beds are starting to colour up with a lovely spring display and staff have just been through weeding and hoeing to make the gardens look great for the public to enjoy.

Gavin Smith, one of the Gardens team, has designed an amazing three-dimensional layout for the front entrance annual bed at Pollard Park. This was the most challenging design the Gardens team have ever had to plant but the effort has been worth it - it is looking stunning from the air!



There is an ongoing problem with plants being stolen from several areas in the annual beds at the park which has been reported to the Police. Despite the efforts of staff, further replacement planting of annuals are being repeatedly targeted.

In other areas of Pollard Park there has been a lot of mulching and composting. Where an area is weeded and tidied, compost, mulch or both have been applied to the gardens. Over 100 cubic metres of mulch has recently been applied around the perennial border, rose gardens, rhododendron area and to the gardens by the playground.

This is always a great job to get done as the mulch will now help to retain moisture in the gardens over summer and cuts back on some of the weeding required later in the season. The compost and mulch break down over time and will help to supply nutrients to the plants.



Rhododendron area with gardens composted and mulched

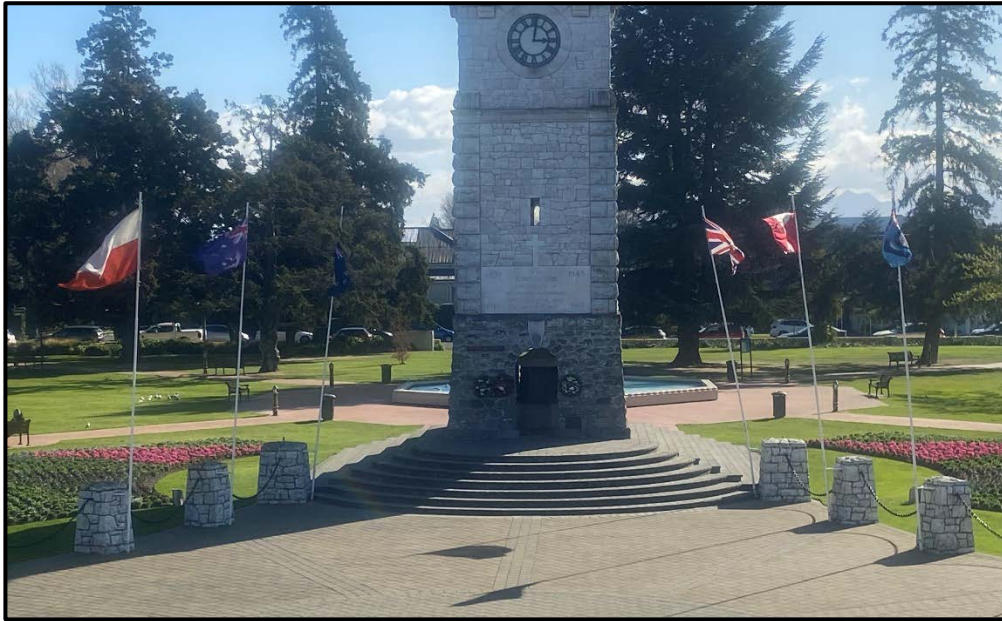
There are a number of events booked at Pollard Park over the next couple of months including a couple of weddings and birthday parties. There are also two large events being the Garden Marlborough fete on 12 November and then the Savour in the Park event on 27 November.

Seymour Square

As with Pollard Park all of the Seymour Square gardens have been weeded and maintained and the perennial border, rose gardens and other border gardens will be mulched in the next few days. The annual beds are well into flowering with the spring colours on show making a great display.



Due to the persistent high winds on Sunday 17 September, the commemoration service for the Battle of Britain was held in Council's Committee Room. The 37 people who attended were appreciative of being indoors and were a lot more comfortable than battling the elements outside.



Lansdowne Hub

Blue September

Lansdowne Hub hosted a Blue September breakfast on Friday 15 September. This was a well-supported event with Mark Inglis (NZOM) as guest speaker who talked about his incredible and inspiring life journey including climbing Mount Everest.



Awards nights

A number of end of season sports awards nights have been held recently including for Marlborough Netball, Harlequins Netball, Harlequins Rugby and Marlborough Girls College netball awards. The Hub also hosted the Legends of Indevin awards night on 17 August. This was the 20th anniversary of the founding of the company and it was a chance for Indevin to celebrate achievements of the people they have in their organisation.



Marlborough netball prize giving

Legend of Indevin awards night

Tasman Mako

The Mako have held two regular season games at Lansdowne on 12 August against Auckland and 17 September against Counties Manukau, both wins for the Mako. The Hub was used for a pre-match function for life members and sponsors, as well as viewing the game from the best seat in the house! Depending on how the team plays over the next few weeks it is possible there will be a further game at the Park.



Lansdowne Park

For those that watched the Auckland/Mako fixture there was some noticeable turf rolling up under the pressure of the scrums. Not to the same extent that has occurred at the World Cup rugby matches in France but sufficient to be noticeable to players and viewers.

This was caused by the turf root structure not growing through the sand/biochar layer. This means that there is not the required strength and support for the turf when dealing with the weight of two teams scrummaging and heaving in multiple directions.

Fortunately there was a significant temperature rise in the turf between the two NPC fixtures. This meant the grass was more active and grew denser with resulting increased growth in root structure and strength as well. During the Counties Manakau match the turf survived virtually unscathed.

Summer renovations will focus on creating channels for the turf roots to get down past the sand/biochar layer and deeper into the soil profile, which will result in greater strength and support for the turf.

Sheps Park

A ute was set on fire in the Sheps Park carpark after being stolen from a nearby Lakings Road property. The fire was fairly intense and caused significant damage to the carpark and surroundings. There was a residual spill of diesel into the grassed area of the Park.



Taylor River

The first stage of planting the area behind the old Flight Timber building has been undertaken. Forest and Bird, assisted by school children, spent a few hours planting a small area. This is the first stage of many to plant out the area.

Rabbit control operations have been undertaken in the same area due to an explosion in rabbit numbers. Ongoing control will be undertaken going forward in conjunction with the neighbouring vineyard.

Awatere and Flaxbourne Parks

Seddon Domain

Work is soon to start on spring renovations on the main rugby pitch at the Domain. The turf will be sprayed off, the surface scarified, new soil applied and worked into fill hollows in the field. The surface will then be levelled and seeded. Awatere Rugby will then manage the application of water on the upgraded pitch.

Picton Parks

Port Marlborough Pavilion

Marlborough Mount Everest Challenge

Registrations have opened for the fourth year of the Marlborough Mount Everest Challenge, which runs from 7 October until 25 November 2023. This year we hope to attract more people than our previous year's high of 313 active participants. As at the time of writing 56 entries had been logged. With this becoming a very social event other members of the community see participants on the tracks during the Challenge and year on year the numbers have increased.

This year the chosen charity is the Picton Food Bank, with 20% of the entry fee going to this cause.

Registrations are open at the end of August www.everestchallenge.nz



Show Me Shorts Film Festival

Port Marlborough Pavilion will be screening the Show Me Shorts Film Festival on 21 and 22 October. This year we will be screening Whānau Friendly, a collection of short films for children and their families to enjoy together. The second collection is Aotearoa Te Ōhākī, which is loosely themed around the Te Ao Māori concept of Te Ōhākī - meaning cultural and identity reclamation. Finally, the Sampler, these are the top short films from this year's Show Me Shorts Film Festival. The collection is designed to entertain, delight, and show off rising talent in the filmmaking scene from Aotearoa and abroad.



(More information can be found at www.showmeshorts.co.nz)

Northern Marlborough/Sounds

Havelock

Clearer signage reminding people that dogs are prohibited at the Havelock Memorial Park was installed after the junior rugby club noted people had not been picking up dog waste. The Park hosts a sportsground, war memorial and playground, all areas where dogs are prohibited from in the Dog Control Bylaw 2021. Despite the area being prohibited for 10 plus years, this was a surprise to some local dog owners who have highlighted the lack of dog off-leash green space in Havelock.

Other than the sports field, Havelock has limited options of green space available for public use. However, staff are currently investigating some locations that may be suitable for a dog off-leash area.



Okiwi Bay Hall Repairs

The repairs to the Okiwi Bay Community Hall, which was damaged by flooding last year, are underway and are due to be completed shortly. Supply chain issues had put the contractors schedule behind however the community are happy with the progress.

Auditing reserves, cemeteries and accessways

Parks and Open Spaces staff have been carrying out a random weekly audit of reserves, cemeteries and accessways since mid-May. So far, a number of sites in Havelock, Blenheim, Picton, Seddon and Ward have been audited.

The exercise is to measure at a moment in time the levels of service being provided by both contractors and internal Parks staff.

Mowing standards and heights of grass are measured, park furniture is inspected for vandalism and graffiti, gardens measured for weed cover percentages, play equipment for wear and tear, safe walking surfaces are maintained and a general 'cared for' appearance are all considered, amongst other things.

New audit forms are being designed in-house to be used on iPads in the field. Photos are attached to these forms to show problem areas or acknowledge high performance areas. These forms are then recorded on the Council's file system and sent to the Parks Officer in charge of the open space maintenance contract for the area and then forwarded to the appropriate contractor for comment and further action if necessary.

Whilst out on these audits, trained staff are taking aerial drone photos of our parks. These photos are being used on the Council's website to show case areas of parks that are able to be booked online for events or activities. The photos are also useful in showing, for example, the extent of shade cover that does exist in some of our playgrounds. This is particularly evident in the image below of Olliver Park in Blenheim.



Oliver Park playground and cycleway



Havelock War Memorial Park

District Cemeteries

Fairhall Cemetery

Improvement work has continued at Fairhall Cemetery, with a new path created that leads past the children's area and stillborn memorial wall. This path is part of the overall plan to eventually create a reflective/memorial trail, where visitors can walk through the park-like grounds and remember their whanau and loved ones along the way.



The existing trees along part of the eastern boundary of the cemetery have been incorporated into a new Tree Ashes Gardens. This tidies up the area considerably, making it easier to maintain, and also creates saleable ashes plots.



Example of Tree Ashes Garden

There are seven types of plots available for interring ashes at Fairhall Cemetery, which means that there are plenty of options for the whanau/family to select in line with how they wish to inter their loved one and what type of memorial they prefer:

- Tree Ashes Gardens – ashes are interred in the garden with a plaque placed on the kerbing in front of the garden.
- Memorial Ashes Gardens – ashes are interred in the garden with an upright memorial headstone placed within the garden area.
- Children's Ashes Garden – same as the Memorial Ashes Gardens.
- Ashes Beam area – set within the 'Memorial Burial' area, ashes are interred in front of a concrete beam (row), with an upright headstone installed on the concrete beam.
- Family Ashes area – similar to the Ashes Beam but with an inclined/ low memorial stone on the beam.
- RSA Ashes area – in the Services Area, only an eligible serviceperson and their spouse can be interred in a plot. The standard bronze commemorative plaque is paid for by Veterans' Affairs.
- Ashes Niche Wall – a 'cupboard' within this wall will hold a maximum of four standard plastic urns or two standard wooden urns. A standard-sized plaque is placed on the front of the plot.

Ashes urns can also be added as a subsequent interment in a burial plot. Several urns may be interred above a casket if there is room.

If families/whanau choose to scatter ashes in a place that is special to their loved one, another option is to simply place a memorial plaque on the Memorial Wall.



Fairhall Memorial Ashes Garden

Legibility of Headstones

Over many years the words engraved on a headstone can become difficult to read and this can be compounded by the growth of moss and lichen on the stone. Moss spray is used by our contractors in Council cemeteries to aid in preservation of these headstones and the difference it makes is very clear as can be seen in the following images.



Cemetery Smart Map's layer

We are continuing work to review and correct the Council's Cemetery Smart Maps layer, currently working on the Omaka Cemetery No 3 Lawn area. Some of the plot numbering online is incorrect and there are many occurrences in our database where names of those interred are misspelled or they are recorded as being in the incorrect plot.

The Council holds handwritten ledgers for Omaka, dating from 1889, so each person interred in the cemetery should be recorded within this ledger and this can assist with correcting the online records. We can also glean some information from NZ Births, Deaths and Marriages online, such as confirming a person's middle name when only an initial is engraved on the headstone. This personal information is all displayed on our website, so ensuring that it is as correct as possible is important.

One reason to work on the accuracy of our online maps is so that family or friends looking for a loved one's burial or ashes plot are able to locate the site easily. We also regularly receive enquiries from family who wish to arrange placement of a plaque or headstone for a family member who is in an unmarked grave. Again, if our maps and records are accurate, this is much easier to find.

(1 of 1) [Cle](#)

[Zoom to](#) ...

Cemetery Plot - Full Details

Cemetery	Omaka
Division	No. 3 Lawn
Block Number	3
Row Number	0
Plot Number	70
Surname	Horne
Given Names	Ellen Keele Maria
Death Date	27 Jul 1938
Burial Date	29 Jul 1938
Age	84 Years
Occupation	
Religion	
Funeral Director	
Warrant Number	55638
URL Link to this Plot	More info

The interment details are subject to the terms and conditions of this website. Should any inaccuracies be found, please let us know by contacting our Customer Service Centres.

Recently an older gentleman approached Council to enquire about placing a plaque at the Havelock Cemetery. His baby sister had died in the 1930s and, as was common in those days, a headstone was not erected. Fortunately, their mother had shown him the burial spot, so we were able to arrange for a small area of concrete to be laid at the head of the plot by contractors already working at the cemetery. The Smart Map layer for Havelock Cemetery has been updated to reflect the new information. The gentleman has been in touch with a local funeral director and a plaque in loving memory of his little sister is now able to finally be put in place.



Walking and cycling

Picton

Two bridges identified for replacement on the Humphries Dam walk are currently being installed. The work has been on the schedule since 2021. However, supply and labour issues have meant the work has taken longer than anticipated.

Wither Hills Mountain Bike Trails

Contractors have been working hard ensuring the trails in the mountain bike park are in top shape for the NZ Secondary Schools Mountain Bike championships to be held 4 -7 October. Work has included removing ruts and under runners, weed eating track edges and doing a general tidy up. Over 400 students will take part in the event.

Sadly with the construction of the race line track in the Gentle Annie walking area, there has been an increase in bikers using the walking only track. Clear “no biking” signage has been installed but this is not deterring mountain bikers.



Mountain biker using Gentle Annie Track

Havelock/Motuweka Pathway

The final section of the Havelock/Motuweka Pathway connecting north Havelock to the cemetery and to the Link Pathway has been completed. Construction was halted after invasive skinks were found in a small area of land within Havelock where the Pathway was to be routed. The invasive species poses a threat to our native skink population. Monitoring was undertaken and it was finally determined that there was no widespread colony. An official opening event for the Havelock/Motuweka Pathway will be held in due course.

Layby parking at various points along the Link Pathway are being constructed with help from the Tourism Infrastructure Fund. This will make parking along entry points to the Pathway safer.

Trees

High winds

For a couple of days in mid-September, Marlborough was buffeted by very strong winds. During the peak of the winds, the Council's call centre dealt with 87 calls about tree issues across the province. The calls varied from fallen trees blocking roads to normal detritus coming out of trees and shrubs in the high winds.

The calls were evenly spread between Marlborough Roads and the Rivers and Parks and Open Space sections of the Council. At the time of writing staff were aware that 7-10 street trees were either down or need removing with another dozen requiring pruning where limbs had broken off. Inspections are ongoing and there are likely to be further trees requiring remedial work or removal.

The Council's larger trees in both Picton and Blenheim have been inspected by an arborist, which is standard practice following high wind events. No issues were identified with the trees inspected in Picton. In the Blenheim area there were two trees downed at Taylor Dam – there are no specific hazard issues with these trees and the arborist advises there is just some tidy up work to be completed. The other area where there is a safety issue is the new car park area at the Monro Street entrance to the Taylor River. There is some concern about the nearby poplars and the car park has been closed off to the public.

Considering wind gusts over 100kph (62 knots) were recorded at Omaka Airport and 60kph at the Council's main office and Lansdowne Park weather stations, the trees have generally stood up to the winds very well. Of note the most significant damage to Parks and Open Spaces managed trees was to street trees rather than park or reserve trees.



Large silver birch – Murphys Road



Houldsworth Street – Picea (conifer)

Overhanging vegetation growth inspections

Under the Local Government Act, the Council can require landowners to remove trees and other vegetation that may be overhanging footpaths or roads. This is to ensure there is no impediment to the safe passage of those using roads and footpaths. The Council has for several years undertaken annual inspections of streets in Seddon, Blenheim, Picton, Renwick, Spring Creek and Havelock checking that roads and footpaths are clear. Outside of the contract period for checking our contractors will also respond to complaints that may be received from the public about overhanging trees or vegetation.

To date, this year the contractors have issued 42 notices to trim or remove vegetation across all towns. Eight notices were issued in the smaller townships with 34 issued in Blenheim. Most property owners have responded positively to the notifications with only a few requiring follow up letters.

Tree overhanging footpath on Wither Road



Footpath Renewals

Marlborough Roads have started footpath renewals in Rudd Crescent. They are working closely with the Council's tree contractor Nelmac to ensure that tree roots that had grown underneath sections of the footpath will be trimmed according to good arboricultural practices.

Unfortunately, there were a couple of trees that needed to be removed as they would not have survived the root pruning.



Playgrounds

Staff continue to work with the community in the Wairau Valley and at Awarua Park (Moutere Rugby) to get consensus on the playgrounds for their respective areas.

Policy and planning

Murphys Creek Reserve update

In considering the proposal of Abbeyfield Marlborough to use part of Murphys Creek Reserve for an Abbeyfield, a report was provided to the 22 August Assets and Services Committee. The decision of the Committee was for staff to initiate discussions with the Department of Conservation/The Crown on the status of Murphys Creek Reserve and report back to the Committee to decide on the next step/s.

An initial meeting has been held with Department of Conservation (DOC) staff with information provided about the Abbeyfield proposal. DOC have said that if the proposal proceeds it is a lengthy process to go through and there is no guarantee of outcome. Public consultation was identified by DOC staff as being an important factor in their decision making along with discussions with iwi.

DOC local staff are referring the matter to the Department's Statutory Land Management team for further advice.

Review of Tree Policy

Staff are currently reviewing the Council's Tree Policy first adopted in 2020. After implementing the policy for the last three years to guide decision making around tree management, especially around the removal of trees from land actively managed by the Parks and Open Spaces team, staff have some recommended changes. A reviewed policy will be workshopped with Councillors to consider the changes prior to seeking public feedback.

Specialist Change Facilities Policy Review

Following from the Assets and Services Committee meeting of 22 August, the Council's specialist change facilities policy originally adopted in 2020 is now out for public submission. Advice has been given to current holders of fobs for the existing change facility at Liz Davidson Park of the review and to the Access and Mobility Sub-Committee Meeting on 25 September.

Submissions close on 27 October 2023 and, if necessary, a hearing will be set up to consider any submissions received.

Responsible Camping

A legal review of the Council's Responsible Camping Control Bylaw 2022 has been completed to ensure there is compliance with the recently enacted changes to the Freedom Camping Act 2011 (FCA). Some minor change is needed to the bylaw. There is a streamlined process within the amended legislation enabling inconsistencies to be addressed by a publicly notified resolution.

There is one further matter needing to be addressed and this is in relation to the freedom camping site located at Lake Elterwater, which is located on NZTA land. A change to the FCA enables the Council to declare NZTA land to be local authority area for the purposes of making bylaws. To address the issue, the Council must obtain written consent from the Chief Executive of NZTA and amend the bylaw by a publicly notified resolution. Currently, staff are seeking the written consent from NZTA.

Once this has been addressed, an agenda item will be prepared seeking formal Council approval for the necessary changes and this will be followed by a public notice.

Rangers' Report

Illegal Dumping

The following table shows the dumpings that have been recorded by the Rangers over the past six months. The general illegal dumpings are still remaining fairly consistent since the last reporting period both in the number of incidents and the type of material being dumped. The only noticeable change has been an increase in the dumping of offal.

Illegal Dumping and Littering						
	March 2023	April 2023	May 2023	June 2023	July 2023	Aug 2023
Garden Waste	7	8	-	6	6	2
Abandoned Vehicle	-	1	2	1	1	-
General Illegal Dumping	11	14	11	14	8	10
Offal	4	1	4	3	3	7
Littering	11	9	1	13	15	8

Woodcutting

In the last Information Pack it was reported that there had been 19 instances of illegal woodcutting along the Wairau River for the period 1 May to end of July. In the six-week period from 1 August to 19 September there have been 25 instances reported by the Rangers of illegal wood cutting – all along the Wairau River. This is a significant increase in activity.

All but two of the 25 reported instances over the last six weeks have involved cutting standing trees. Some of the trees being felled are substantial trees as is evidenced by the photos below.





The Rangers are dealing with people who have previously been warned about illegal cutting of trees or removal of wood but they continue to take wood. The following image shows there is a concentration of illegal tree removal around the Jeffries Road to Gifford Road area and west from the State Highway 6 Bridge in the Conders Bend area.



Road Safety Coordinator Update

(Information prepared by Robyn Blackburn)

R800-005-03

Young Driver Safety - Rotary Young Driver Awareness (RYDA) 2023

For every life lost, many more are seriously injured, often with life-lasting impacts. Tackling road trauma is a community challenge that needs a whole of community response.

Working with the community, RYDA has been equipping novice drivers and their passengers from the Marlborough region with the skills, mindset and tools to make better decisions on the road since 2008.

With the support of Marlborough District Council, Road Safety Education Limited (RSE) is working to make sure the road to every young person's future is a safe one.

Student – Post workshop surveys

After every programme we ask students to complete an anonymous online survey to help us evaluate and develop our programme.

Of the Marlborough student respondents 100% stated that they would definitely apply the things they learned at the workshop when they are driving or being a passenger.

The top five messages FY23 students responded as “much more aware” included:

- How small increases in speed can cause big changes in impact and crash trauma.
- Plan critical decisions ahead of time, eg. overtaking, orange lights, running late.
- Use the ANCAP car safety rating system when buying a car.
- Be a good passenger, positively affecting the environment of the car.
- The positive and negative influence passengers can have on young drivers.

The full RYDA evaluation is attached.

Rail safety Week - 2023

This year KiwiRail and TrackSAFE introduced a ‘Steely Stare’ extraordinary campaign.

The new campaign aimed to change people's behaviour at level crossings, targeting motorists, cyclists and pedestrians who may be complacent as they cross. Instead of taking a quick glance, people were encouraged to focus carefully and intently as they look left and right for trains.

This was supported in Marlborough with a week-long radio campaign and competition.



SADD

SAFER September is Kaitiaki o Ara/SADD's annual youth action campaign and a key highlight on the Term 3 calendar. SAFER is an acronym chosen by SADD students - Student Advocates for Everyone's Road safety - which encompasses what the campaign is all about.



The campaign is a call to action for youth to speak up about road safety, to spread key messages to start life-saving conversations and to encourage everyone to consider the role they can play in improving outcomes on New Zealand roads.

SADD in Marlborough has not been active this year and Annmarie, the Programme Delivery Lead, has been working with the colleges recently to get the programme off the ground again.

September is Motorcycle Awareness Month

We know that motorcyclists are over-represented in crashes. They are 21 times more likely than car drivers to be killed or seriously injured on our roads - this needs to change.

That's why this year we're asking riders to support Motorcycle Awareness Month by doing their 21 for September.

Run by ACC and supported by road safety partners Waka Kotahi NZ Transport Agency, Motorcycle Awareness Month celebrates the new riding season and raises awareness of the increased risks that come with it.

21 FOR SEPTEMBER

- 1 Check your helmet**
Check the expiry date. If 4-5 years or older, it's time to upgrade.
- 2 Know your ride**
Check your bike for wear regularly, so problems can't be too big, and not too early.
- 3 Remember the classics**
I can't see the riding spots and roads that riding feeling is practicing your technique.
- 4 Own your safety**
Take action and always look out for yourself.
- 5 Ditch that scratched visor**
Make sure you can see clearly.
- 6 Set up your bike right**
Adjust your bike to a more comfortable ride.
- 7 Check your brakes**
Rides into your ride, check up your brakes on every stop.
- 8 How safe is your gear?**
Check on. Make sure it's up to scratch.
- 9 Brush up on the road rules**
Rides on the road, check on the rules every time.
- 10 Know your tyre pressure**
See how it looks and is no more than 1psi at a time.
- 11 Fine tune your skills**
Check out Ride Forever's On-the-Cornering to nail your cornering skills.
- 12 Get a pro-ride service**
It's time to clean, check and service your motor.
- 13 Be the best rider you can be**
Keep improving and enjoy every ride.
- 14 Never forget your head checks**
Know you're not a blind spot.
- 15 All the gear, all the time**
Cover up on every ride with a helmet, boots, gloves, and knee pads for extra protection.
- 16 Ride like you're invisible**
Ride or yourself it that it's you or always be there.
- 17 Have a pro-ride chat**
Get your riding buddies together and make a plan.
- 18 Plan your route**
Take a look to see where the best places to stop.
- 19 Don't chase your metrics**
Check your speedometer, but the best stop.
- 20 Rubie your sights**
That's it for the ride or see, the more you see, the more you see.
- 21 Back a Ride Forever course**
Ride and gear started? Don't forget your skills.

MOTORCYCLE AWARENESS MONTH **GET RIDE READY**



MARLBOROUGH

A report for Road Safety Education Supporters 2023



The Need

In 2022, **377** lives were lost on New Zealand roads, **129** (34%) of those were aged between 15-30 years. While much progress has been made in reducing road trauma, youth safety remains a priority, particularly in rural areas. New Zealand youth are over-represented in road trauma statistics. Although they make up only 13% of all licence holders youth aged 17-25 years are found to be primarily responsible for 30% of road crashes resulting in death or serious injury.

The Response

For every life lost, many more are seriously injured, often with life-lasting impacts. Tackling road trauma is a community challenge that needs a whole of community response. Working with the community RYDA has been equipping novice drivers and their passengers from Marlborough region with the skills, mindset and tools to make better decisions on the road since 2008. With the support of Marlborough District Council, Road Safety Education Limited (RSE) is working to make sure the road to every young person’s future is a safe one.

2006: First RYDA in Auckland

2023: 100,000 students nationwide



Marlborough 2023 at a glance:

Workshops held Feb and March 2023



Schools attending in the region: Marlborough Boys High School, Marlborough Girls College, Rai Valley Area School and Richmond View School

Feedback

RSE conducts regular and robust program evaluation designed to measure knowledge retention, attitude shift and intended and practiced behaviour change across time. As part





MARLBOROUGH

A report for Road Safety Education Supporters 2023

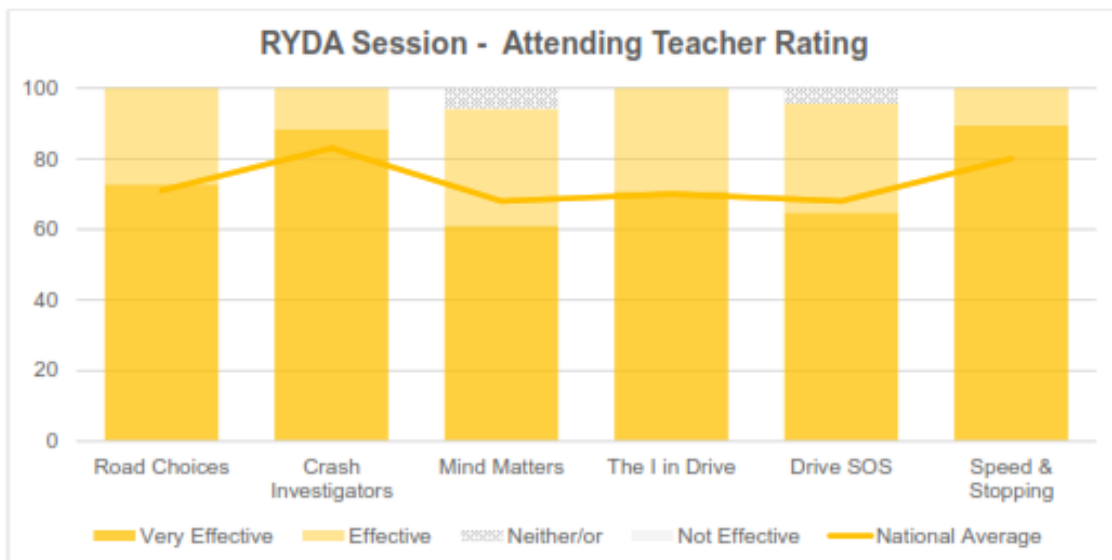


of this evaluation we survey students and teachers.

Teachers – Post Workshop Surveys

The feedback received from staff attending RYDA in Marlborough in FY23 showed that **100% of teachers found our programme “worthwhile”, including 86% who found it “very worthwhile”**. All staff stated that RYDA workshop should be compulsory for senior high school students. 100% also experienced personal changes as a result of accompanying students to RYDA, all stated an increase of road safety issues.

We ask teachers to rate facilitator performance, session content and relevance from 1 to 4 (4 being very effective and 1 being not effective). **In FY23, Marlborough teachers who attended RYDA told us:**



Below are some notable comments by teachers attending RYDA in FY23:

“Very powerful messages creating high student engagement.”

“It is all super relevant and the facilitators were confident and engaging”

“It is important our students receive these messages from a number of different programmes so they 'stick' in the young brain”

“Well thought out, planned, resourced and executed”



“Thank you - your professionalism, preparedness and communication are outstanding.”

“A terrific programme, so valuable for our rural community. Highly recommend.”

Student – Post workshop surveys

After every programme we ask students to complete an anonymous online survey. We utilise the learning outcomes to help us evaluate and develop our programme and sessions, and to enable us to make the most impact on the youth we contact.

100% of the Marlborough student respondents stated that they would definitely apply the things they learn at the workshop when they are driving or being a passenger.

The top five messages FY23 students responded as “much more aware” included:

- How small increases in speed can cause big changes in impact and crash trauma
- Plan critical decisions ahead of time, eg. overtaking, orange lights, running late
- Use the ANCAP car safety rating system when buying a car
- Be a good passenger, positively affecting the environment of the car
- The positive and negative influence passengers can have on young drivers

Students were asked which of the six workshop sessions impacted them the most and the reason for this decision. **The top three rated by students across New Zealand are highlighted with a black border, the top three rated by Marlborough students are highlighted yellow.** We’ve picked out a few entries from student feedback below.



Most Impactful Session:	Reason for Choice:
Crash Investigators	<i>I was able to apply everything I learnt from the previous sessions and learnt the importance of all the road safety rules which included the 'Safe System'. It was really valuable learning that not only we have to follow the road rules, but the</i>

	<i>vehicle we are driving needs to be equipped with the correct things like air bags.</i>
<i>Crash Investigators</i>	<i>It was really interesting to find out the factors of why crashes happen, the effects of crashes, and the ways of further preventing these crashes. I learnt a lot and it really helped with my understanding having somebody who had, had an accident to help explain.</i>
<i>Crash Investigators</i>	<i>I think it was a great experience and opportunity that we got to hear someone talk about their journey after a fatal car accident and it has definitely encouraged me to be more aware of the dangers that driving can have.</i>
<i>Drive SOS</i>	<i>I learnt a lot from it and the real dangers that could occur on the road at any time and it showed me how easily and fast something could happen. Taught me to be more aware of my surroundings and the other hazards on the road.</i>
<i>Drive SOS</i>	<i>It highlighted that when we drive there are blind spots all the time. It showed me that when you are focusing on one thing in particular, you can miss other details/hazards when out on the road. Another thing is being aware of your blind spots and other road users' blind spots (large vehicles such as transportation vehicles).</i>
<i>Mind Matters</i>	<i>It allowed me to understand how our emotions are able to affect us when driving in a fun and interactive way. It also made me understand how I can calm down my emotions through a playlist of my favourite happy songs.</i>
<i>Mind Matters</i>	<i>We learnt how music affects the brain. I also found it really interesting how passenger's emotions have a great impact on the driver. I also learnt how your mind state affects your driving so if you're extremely anxious you should not enter the drivers' seat.</i>
<i>Mind Matters</i>	<i>I found that emotions can really affect the way you drive and could cause crashes and can cause you to look away from the road.</i>
<i>Road Choices</i>	<i>Helped with the understanding of driving and the choices I should make on the road</i>





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Road Choices	<i>Very kind and supportive, made me think twice when next I put my seatbelt on.</i>
Road Choices	<i>We got to hear from a police officer, who has experience dealing with people who make the poor decisions they do daily. He was a very engaging speaker, and I learnt the most from this session, eg, the statistics of road deaths and how we can prevent them.</i>
Speed & Stopping	<i>It was really interesting because I didn't realise how long it actually takes to break when stopping, so it really changed my perspective on driving and how to be safer when driving.</i>
Speed & Stopping	<i>It really helped me to understand the danger over going over the speed limit even if it's only by a few extra kms</i>
Speed & Stopping	<i>I made me aware of how important following the speed limit is and how long it really takes a car to stop</i>
Speed & Stopping	<i>I learnt a lot from this session. I never realised how much 10km more makes when stopping. It has really made me think about my own driving and what part I take in the safety of myself and others on the road</i>
The I in Drive	<i>It was the most interactive and helped us to learn how likely we were to make good or bad decisions it helped me to learn to be more assertive to with my friends and say no.</i>
The I in Drive	<i>It made me realise a personality trait that I have that now to me explains the reasoning for many things that I do. Now that i know that i had a low score on my self-control I can now be aware of the trait of mine when i am driving and learn how to control myself when I am driving</i>

Thank you again for helping our charity encourage and support young people by providing RYDA in New Zealand

By attending our RYDA road safety programme 352 Marlborough students have increased their understanding of road safety issues and been equipped with tools and strategies they need to choose behaviours that lead to safer outcomes on New Zealand roads.





MARLBOROUGH

A report for Road Safety Education Supporters 2023



Road Safety Education programmes benefit not only the students that attend the event but the lessons learned also benefit their families, friends and the community as a whole. This would not be possible without the support of Marlborough District Council funding.

Images of RYDA workshops held in Marlborough in FY23:



Property and Community Facilities Project Report

(Information prepared by Maighan Watson)

Marlborough Hockey Turf and Pavilion – Marlborough Girls’ College, Nelson Street

Contractors Findlater Construction and Robinson Construction are both progressing well at the new home of Marlborough Hockey off Nelson Street. Findlaters are tasked with both the construction of the hockey turf and the associated car park, whilst Robinson’s are undertaking the construction of the new, 2-storey hockey pavilion. In the past few weeks Findlaters have completed the new car park nibs and footpath construction (Fig 4), all floodlight foundations and have laid the power cabling for the turf lights. The Megaflow drainage installation (Fig 3) and laying of the geotextile sub surface material is ongoing. Over on the pavilion, Robinsons have poured the concrete slab to the entire floor in two section (Fig 6) and all services have been laid to the perimeter. Over the next few weeks the blocklayer will commence onsite and start the ground floor block work.



Figure 1 – Hockey Pavilion, Nelson Street



Figure 2 – Hockey Pavilion, Nelson Street



Figure 3 – Hockey Turf, Nelson Street



Figure 4 – Hockey car park, Nelson Street



Figure 5 – Hockey Turf, Nelson Street



Figure 6 – Hockey Pavilion slab, Nelson Street

Blenheim Streetscape Upgrade – High, Wynen and Symons Street

The Blenheim Streetscape Revitalisation project is now complete. After over 2 years of design, planning and construction, High, Wynen and Symons Street are now fully open to the public. All three streets have been refreshed, with new paving, street furniture, streetlights and landscaping. The Assets and Services team have also completed several renewals and upgrades in Wynen and Symons Street, tying in with the Streetscape contract to ensure minimal disruption to surrounding retailers. Fulton Hogan be back onsite in a few weeks to resurface the High Street car park. The contractor will address ponding issues, improve storm water drainage, and attend to tree root issues. The High Street car park work will take place following the Feast Marlborough festival on the 6th October 2023.



Figure 7 – CBD Streetscape, After - 2023



Figure 8 – CBD Streetscape, Before - 2019



Figure 9 – CBD Streetscape, After - 2023



Figure 10 – CBD Streetscape, Before - 2019



Figure 11 – CBD Streetscape, After - 2023



Figure 12 – CBD Streetscape, Before - 2019

London Quay Precinct Upgrade, Picton

Detailed design is now underway for the London Quay rejuvenation project in Picton. Three themes for the redevelopment were identified; Improved connections from the ferry terminal and from the foreshore to the town centre, creating attractive places to eat and walk, and improving the pedestrian and vehicle experience in a shared road space. Over the next month staff and the RMMLA design team will review consenting requirements, lighting design and connections with the Town Wharf Basin. Following a review with local stakeholders, all parties were supportive of the pedestrian focused design, with soft landscaping, traffic calming as priorities. Figure 13 below shows the vehicle tracking overlay, demonstrating a coach and standard car comfortably able to pass each other.



Figure 13 – London Quay development, Traffic planning



Figure 14 - London Quay development, 3D render looking east

Senior Housing development - 85 George Street, Blenheim

Construction of stage 1 of the 2-storey, 12-unit Senior Housing development is making steady progress. Over the past few weeks T & D Construction have installed the roof, guttering and installed all joinery and glazing. Work is still currently focused on the southern end of the development, however with the recent removal of the neighbouring property (Fig 18), T & D can now make a start on stage 2 to the north. Completion of the development is programmed for 2024.



Figure 15 – Senior Housing development



Figure 16 – Senior Housing development



Figure 17 – Senior Housing development



Figure 18 – 83 George Street, house removal

Record no: 23202454