



10 July 2026

Record No: 26141596
File Ref: D050-001-C01
Ask For: Nicole Chauval

Notice of Committee Meeting – Thursday, 16 July 2026

A meeting of the Strategy & Community Partnerships and Infrastructure & Community Facilities Committees will be held in the Council Chambers, 15 Seymour Street, Blenheim on **Thursday, 16 July 2026 commencing at 9.00 am.**

BUSINESS

As per Agenda attached.

JOHN BOSWELL
CHIEF EXECUTIVE

Public Forum

A public forum will be held prior to the Strategy & Community Partnerships Committee meeting, starting at 8.30 am. If you wish to address the Committee you will need to confirm your attendance and speaking time with the Committee Secretary the Monday prior to the meeting. Ph: 03 520 7400. Please note topics are restricted to the agenda items or those within the Committee's delegation.



**Meeting of the
STRATEGY & COMMUNITY PARTNERSHIPS AND INFRASTRUCTURE &
COMMUNITY FACILITIES COMMITTEES
to be held in the Council Chambers and via Teams, 15 Seymour Street, Blenheim
on THURSDAY, 16 JULY 2026, commencing at 9.00 am**

Committee

Clr G A Hope (Chairperson)
Clr R J Innes (Deputy)
Clr S R W Adams
Clr S J Arbuckle
Clr A R Burgess
Clr J D N Croad
Clr D A Dalliessi
Clr B G Dawson
Clr C M W Dawson
Clr B A Faulls
Clr J C Hyndman
Clr T P Sowman
Clr B D Stace
Clr M J Taylor
Mayor N P Taylor
Ms R Niven (Iwi representative)

Department Heads

Mr A J Lyall (Group Manager - Property, Roading and Community Facilities), Ms M Aitken (Group Manager Council Operations) and Mr N P Henry (Group Manager Strategic Management)

Staff

N Chauval (Committee Secretary)

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1. Apologies

No apologies received.

2. Declaration of Interests

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

3. Update on MDC Youth Council

(The Mayor) (Report prepared by Jodie Griffiths)

C150-002-018-01

Purpose of Report

1. Update Council on the reviewed goals of the 2025-26 Youth Council.
2. Introduce the new Youth Council members for 2026-27.

Executive Summary

3. Present the highlights and achievements of the Youth Council members between March 2025 and June 2026.
4. A new Youth Council membership term, in line with Council's financial year, is being trialled with a commencement date of 1 July 2026 until 30 June 2027. 21 Youth Council members have been selected to begin their roles.

RECOMMENDATION

That the information be received

Background/Context

5. The Youth Council was established as a direct way to engage youth in Council and provide resources to enable youth focussed events and activities in the Marlborough community.
6. The Youth Council develops a plan each year with actions identified for implementation to achieve positive outcomes for young people in the community.
7. Twenty-one students are selected as youth councillors with invitations to apply going out to all Marlborough colleges.
8. Meetings are held approximately once a month, with additional time attributed to subgroups and youth projects, events and activities. Councillors Burgess and Hope are appointed as councillor representation for meetings and advocacy.
9. Youth Council is supported by an annual budget of \$60,000 for youth activities, events and funding. Youth Council have full delegation for allocating this funding.

Update on Youth Council

10. The Youth Council Action Plan presented to Council in July 2025 has now been reviewed and is attached. This shares the highlights of the previous 18 months and expands on the different aspects and roles of Youth Council.
11. From 1 July 2026 the new Youth Council begins their term. 33 applications were received, with a mix of 4 returning YC members and 17 newly appointed members. Below are the members and their corresponding college:

QCC	Stella Kennan
QCC	Arabella Venrooy
QCC	Connie Herbert
QCC	Kahu Bruce
QCC	Mia Smith

QCC	Charlotte Pitt
MBC	Ronnie Pinker-Meihana
MBC	Manas Karwal
MBC	Luke Tucker
MBC	Jon Capulong
MBC	Kaavya Badiyani
MGC	Julie Mackay
MGC	Brooke Pontague
MGC	Emily Mason
MGC	Sienna Kenny
MGC	Haley Goodwin-McEntee
MGC	Valentina Kopusar
MGC	Cat Forsyth
MGC	Dana Narvadez
MGC	Lizzie Gibbons
MGC	Miranda Rae

12. The Swearing-In ceremony for new Youth Councillors is scheduled for 12 August 2026.

Attachment

Attachment 1 - MDC Youth Council Plan 2025-26 reviewed

Author	Jodie Griffiths, Community Partnerships Advisor
Authoriser	Samantha Young, Events and Community Partnerships Manager

Marlborough Youth Council Action Plan 2025/2026

Reviewed 30 June 2026

Member of the Youth Council (YC) between March 2025 – June 2026 – Alice Pitt, Amalie Bann, Bridie Walker, Cat Forsyth, Dana Narvadez, Fynn Russell, George Mason, Jeasinah Alipia, Jooyoung Kim, Lizzie Gibbons, Matilda Phelps, Mia Lindfield, Miranda Rae, Oscar Mason, Rangimarie Edmonds, Regan Phillips, Rhys McWilliams, Sanjiv Singh, Sophie Oswald, Tylah Newton and William McCallum.

Youth Council profile and youth voice

- Profiled Youth Councillors on social media and share contacts within the colleges.
- Represented youth at community events – Matariki (2025 & 2026), Pride (2025 & 2026), Rotary Blenheim South, Kia Hūkere te Hoe (Te Taihū Kapa Haka Regional Festival), Future of Work, and Community and Volunteer Awards (2025 & 2026).
- Formed relationships with other student councils to collaborative on future events and projects – MBC, MGC, QCC and Bohally.
- Improved promotion so students know how to get involved in what we do and contact us, including promotional video created.
- Provided input into delay drinking resources for Marlborough Alcohol Governance Group, representation on Cycling Forum, Electoral Engagement team, and MDC Marlborough 2055 survey.
- Gathered perspectives from youth, mainly through peers and school. YC provides a platform where youth can openly speak and share their views. Councillors attending meetings shared 'what is on top of Council' as well as feed YC themes and ideas back through full Council.
- Actively supported recruitment process of new Youth Council.

Youth leadership

- Growth in the area of promoting youth opportunities more widely through schools, social media and community networks – shared upcoming events, opportunities and youth services, and promotion youth awareness of 2025 local body elections.
- Youth led health & wellbeing expo planned and held at MySpace.
- Attended Involve Youth Conference Christchurch, August 2025.
- Attended Top of the South Youth Council hui in Nelson, August 2025.
- Supported and took part in Model Parliament in Christchurch.
- Funding support to join UN Youth activity.
- Formation of youth led groups – Marlborough Debate Club.

Events and activities

- Youth Sports Days held as part of Welcoming Week 2025 and Youth Week 2026.
- Funding and support for youth debate event – May 2026.
- Funding and support for 2025 Springfest.
- Funding and support to the annual Colleges formals.
- Continued support for Skate Marlborough events.

Acknowledging youth achievement

- Financial support for Marlborough youth performing/competing as NZ representatives – Aquabots, Young Shakespeare, Halberg team, Academy of Dance, and Team Orca.
- Support for youth mural projects, stage performances such as Shrek and Orchestra School Concerts, 48hr film festival challenge, assistance with QCC music equipment.
- Youth Civic Awards held in late 2025 – 5 award winners

Pathways Education & Training – opportunities for career development

- Provided input and volunteered for the Future of Work Conference in 2025 and 2026.
- Promoted local career pathways and training opportunities via social media and received presentations from Workbridge, Business Trust Marlborough and Volunteer Marlborough.

Environment – think and act sustainably

- Despite much interest from several YC, a lack of time and capacity meant they did not achieve their plans in the area of environment.

Wellbeing

- Level Up Study event - Youth led health & wellbeing expo planned and held at MySpace in October 2025.
- Engagement with suicide prevention roles and other health providers in Marlborough.

4. Community Events Fund 2025/2026

(The Mayor) (Report prepared by Samantha Young)

E100-002-012

Purpose of Report

1. To provide a summary of funding applied for through Council's Community Events Fund for the 2025/2026 financial year

Executive Summary

2. Fifteen applications were received to the 2025/2026 Community Events Fund totalling \$31,406.90.
3. Eleven applications were approved, two were declined and two are under consideration.
4. \$21,797.40 of funding was approved for 2025/2026.
5. The 2026/2027 Fund opened on 1 July 2026.

RECOMMENDATION

That the information be received.

Background/Context

6. Established in July 2023, Council's Community Events Fund is available to support groups, organisations and individuals hosting events that are free entry / low cost, family-friendly, accessible to all and that bring direct benefits to our community.
7. The fund is open year-round (or until funds are fully allocated) to enable applicants to apply as event opportunities arise.
8. Applications are processed and meetings administered by Council's Events & Community Partnerships Manager.
9. Funding decisions are made by the Community Events Portfolio Holder (Mayor N Taylor) with Council's Events & Community Partnerships Manager providing support and recommendations.
10. Applications and supporting documentation are emailed to the Community Events Portfolio Holder prior to funding meetings.
11. There is a budget of \$28,000 available per annum.

Funding Applications - 2025/2026

12. The following table provides a summary of applications received to Council's Community Events Fund for the 2025/2026 financial year - a total of \$21,797.40 was approved

Event Name	Organisation	\$ Requested	Decision
Café Nautique	Independent Applicant - David Hancock	\$1,000	\$1,000
Christmas in the Park 2025	Eternity NZ Trust	\$1,650	\$1,650

Event Name	Organisation	\$ Requested	Decision
Dia De Las Velitas 2025	Marlborough Former Refugee Trust Board (MFR Voice)	\$2,027.40	\$1,560.40
Festival of Wheels 2026	Renwick Sports Centre Incorporated	\$4,312.50	Under Consideration
Flaxbourne A&P Show 2026	Flaxbourne A&P Association	\$1,745	\$1,745
Korean Hangeul Day Marlborough 2026	Korean Association Marlborough NZ	\$3,000	Under Consideration
Marlborough Annual Teddy & Trains Preschooler Family Fun Day 2026	Nurture@Home Marlborough	Unspecified	Declined
Matariki Night Market 2026	Vines Village Group / Explore Marlborough	\$2,800	\$2,500
NZ Chinese Film Festival Marlborough Show 2025	Marlborough Chinese Community Incorporated	\$2,100	\$1,300
One Day Sports League & Reyna Ng Santa Cruzan 2026	Marlborough Filipino Cultural Society	\$2,000 - \$4,000	\$1,420
Pirates of the Cariblenheim	Independent Applicant - Vish Prasad	\$2,000 - \$2,500	\$1,250
Pride Wairau 2026 - Community & Whānau Market Day	Pride Wairau Manatōpū	\$5,000	\$5,000
Wairau Nature Network - Connecting our Community 2025	NZ Landcare Trust	\$2,400	Declined
Wairau Nature Network - Connecting our Community 2026	NZ Landcare Trust	\$2,400	\$1,400
Wairau Valley Village Fair 2025	Independent Applicant - Ellie Brooke McCall	\$2,972	\$2,972

Author	Samantha Young, Events & Community Partnerships Manager
Authoriser	Neil Henry, Group Manager, Strategic Management

5. Long Term Plan Working Group Minutes

(The Chair)

D050-001-L21

1. The attached minutes are subject to consideration by the Long Term Plan Working Group at its meeting on 14 July 2026. The Working Group will be asked to amend the minutes of its 4 June 2026 meeting to remove Councillor Faulls as seconder of the motion relating to Item 2 – LTP Working Group Meeting Schedule and Agenda Topics, due to a declared conflict of interest, and to record Councillor Innes as the seconder of that motion.
2. Subject to the Working Group approving the amendment and confirming the minutes, the Strategic Planning and Community Committee will be advised at its meeting on 16 July 2026 of the approved amendment.
3. The amendment is administrative in nature and does not affect the resolution or outcome of the matter considered.

RECOMMENDATION

1. That the Minutes of the Long Term Plan Working Group meeting held on 4 June 2026 are confirmed as amended.
 2. That the amended Minutes of the Long Term Plan Working Group meeting held on 4 June 2026 be ratified.
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Report of the LONG TERM PLAN WORKING GROUP
held in the Council Chambers, Marlborough District Council Building, 15 Seymour Street,
Blenheim and via Teams on THURSDAY, 4 JUNE 2026 commencing at 1.00 pm

Present

Cllrs J D N Croad (in the Chair), S R W Adams, B G Dawson (from 2.33 pm), B A Faulks, G A Hope, J C Hyndman, R J Innes and Mayor N P Taylor

Also Present

Cllrs D A Dalliessi, B D Stace and M J Taylor.

Also Present via Teams

Cllr S J Arbuckle

In Attendance

Geoff Blake (Chief Financial Officer), Neil Henry (Group Manager Strategic Management), Evelyn Arnold (Strategic Planning Manager), Tessa Dever (Financial Accountant), and Nicole Chauval (Committee Secretary)

Also in Attendance

John Boswell (Chief Executive), Dean Heiford (Group Manager Infrastructure & Services) and Rainbow Zhao (Systems Accountant),

Apologies

During the meeting an apology for lateness from Cllr B Dawson was received.

1. Long Term Plan Working Group

D050-001-L27

The Minutes of the Long Term Plan Working Group meeting held on 9 April 2026 were presented for information. The minutes had been ratified at the Strategy & Community Partnerships Committee meeting on 23 April 2026.

1.1. Matters arising

Ms Arnold advised the Committee that pre-Long Term Plan engagement would commence with the launch of a public survey, scheduled to run from 12 June to 31 July. She outlined that a range of engagement opportunities are being organised to support community participation, including drop-in sessions at libraries and attendance at community events, with care being taken to avoid clashes with Council meetings where possible. Members were advised that further information would be circulated, including opportunities for elected members to attend sessions and assist with engagement activities, including the Home and Garden Show from 3 to 5 July.

Ms Arnold sought suggestions for additional networks or community groups where the survey could be promoted, noting that staff are seeking to maximise participation and reach across the district.

Members suggested opportunities in Picton, including community gatherings at the library and 'a Cuppa with Councillors', the Picton Business Group, and the Picton Men's Shed, as potential avenues to support promotion and engagement with the survey.

2. LTP Working Group Meeting Schedule and Agenda Topics

The updated meeting schedule (Refer Attachment 1) and proposed agenda items (refer Attachment 2) were presented to members for information.

Members were advised that several amendments had been made to the forward work programme, including bringing forward consideration of the review of strategic assumptions, rescheduling the Wairau River rates and scheme review to July, consolidating the review of annual CPI adjustments into wider financial strategy work, and adding a review of the tourism targeted rate to the August meeting agenda.

There was general discussion on the tourism targeted charge and members noted that the review should consider the purpose, structure and equity of the charge, including whether the current level of funding is appropriate, whether the rating base should be broadened to capture a wider range of tourism operators, and the balance between public and private benefit. It was noted that the charge currently contributes a relatively small proportion of Destination Marlborough's overall funding and that any future options should clearly outline who pays, who benefits, and the implications of any proposed changes.

Members acknowledged the need to ensure fairness across the sector, particularly in relation to smaller or unregistered accommodation providers, and supported further investigation of mechanisms to improve coverage. The importance of aligning the review with broader work on financial strategy, levels of service, and the evolving stewardship role of Destination Marlborough was also noted.

An administrative correction for the Thursday 14 July to the proposed meeting schedule was identified and staff undertook to review and amend the calendar as required.

Members were advised that several amendments had been made to the forward work programme, including bringing forward consideration of the review of strategic assumptions, rescheduling the Wairau River rates and scheme review to July, consolidating the review of annual CPI adjustments into wider financial strategy work, and adding a review of the tourism targeted rate to the August meeting agenda.

Cllrs Croad/Faulks:

That the LTP Working Group note the meeting schedule and proposed future agenda items.

Carried

NB: Cllr Faulks declared a conflict of interest during discussion of the tourism targeted charge.

Post script: The schedule meeting date of 14 July is a Tuesday not a Thursday. The change in day is due to a full schedule of meetings already set for the Thursday.

ATTENDANCE: Gemma Robinson Council's Monitoring and Performance Manager was present for the following two items.

3. Group of Activities

Gemma Robinson noted the purpose of the report was to update the LTP Working Group on the proposed Groups of Activities framework arising from the Local Government (Systems Improvement) Bill and associated draft regulations. It was noted that the Department of Internal Affairs has proactively released proposed standardised activity groupings for council's planning and reporting. *The Cabinet Economic Policy Committee Minute of Decision: Regulations for Groups of Activities for Councils' Planning and Reporting* was attached to the agenda item for members' information.

Members were advised that an initial assessment indicates general alignment between the Council's current activity group structure and the proposed national framework, although some gaps and inconsistencies were identified, including the absence of explicit recognition of certain functions such as coastal and nautical activities. It was noted that the proposals remain in draft form, with further analysis required to fully understand the implications.

It was noted that the proposed changes are expected to have an impact on the preparation of the Long Term Plan, requiring a reframing of how activities are grouped, described, measured and reported, alongside changes to supporting financial systems, performance measures and narrative structures. It was further noted that implementation would require significant organisational effort, may place pressure

on resourcing, and could lead to increased audit costs, although further analysis is necessary to fully understand the scope and extent of these impacts.

In discussion, members raised concerns regarding the breadth and composition of the proposed activity groups, particularly the use of an “other” category to capture a wide range of activities, and whether this would achieve the intended improvements in transparency and comparability. Questions were also raised regarding the treatment of regional functions, council-controlled organisations, and activities such as coastal management and environmental restoration, and how these would be appropriately reflected within the new framework.

Members were advised that the proposals are part of an evolving process, with consultation expected, and that further work would be undertaken to assess impacts, refine mapping of Council activities to the proposed groups, and identify any issues to be raised with the Department of Internal Affairs. It was also noted that, while alignment with community outcomes will be required under the Local Government Act, further work will be needed to ensure appropriate integration with the Long Term Plan and associated strategies and policies.

Members acknowledged the potential benefits of national consistency for benchmarking and transparency, while also noting the challenges of applying standardised categories across councils with differing structures and functions. Concern was expressed regarding the potential diversion of resources from other priority Long Term Plan work to implement the new requirements.

Clr Hope/The Mayor:

- 3. That Council note the proposed Activity Groups proactively released by DIA.**
- 4. That Council note that the proposed legislative changes require further detailed analysis to understand the extent of impacts across planning processes, performance measurement frameworks, financial transparency requirements, and public accountability obligations.**

Carried

4. Strategic Assumptions

Ms Robinson noted that the purpose of the report was to seek feedback on the proposed approach to developing strategic and financial assumptions for the 2027–37 Long Term Plan, noting the legislative requirements under the Local Government Act 2002 to clearly identify significant forecasting assumptions, risks, and associated uncertainties.

Members were advised that the proposed approach introduces a clearer distinction between strategic (non-financial) assumptions and financial assumptions, with the intent of strengthening the overall narrative of the Long Term Plan, improving accessibility for non-technical readers, and supporting more informed long-term decision making. It was noted that the financial assumptions remain in draft form and will be further developed and reported back through the Long Term Plan process.

Members supported the separation of strategic and financial assumptions, acknowledging the need to provide a clearer and more accessible narrative to the community while maintaining the necessary technical detail. It was noted that previous Long Term Plans have been overly focused on financial assumptions, and that the proposed approach would better reflect the broader strategic context, including where the district is now and its future direction.

Members considered the draft strategic themes and noted that they generally reflected the key drivers of change and uncertainty facing the district. Members emphasised the importance of ensuring information is presented in a way that is understandable to a wide range of community members.

During discussion, members acknowledged that the document is evolving and that further refinement would be required, including consideration of broader structural and regulatory uncertainties affecting local government over the Long Term Plan period. It was noted that while the assumptions are broadly fit for purpose at this stage, additional detail and clarity will be developed through subsequent stages and reporting.

Clr Innes/Croad:
That the Long Term Plan Working Group:

- 1. Note the draft assumptions as detailed in Attachment One: Assumptions for 2027-37 LTP.**
- 2. Recommend that these draft assumptions are used in the development of the 2027-37 Long Term Plan.**

Carried

ATTENDANCE: Clr Dalliessi withdrew from the meeting at 2.17 pm during the following item.

ATTENDANCE: Clr Arbuckle withdrew from the meeting at 2.32 pm during the following item.

ATTENDANCE: Clr B Dawson joined the meeting at 2.33 pm during the following item.

ATTENDANCE: Ms Tessa Dever, Council's Financial Reporting Manager, was present for the following item.

5. Depreciation Funding

Ms Dever noted that the purpose of the report was to consider the appropriateness of Council's current policies around funding of depreciation for use in the 2027-37 Long Term Plan.

Members were advised that Council has historically adopted a largely consistent approach of fully funding depreciation, with specific exclusions outlined in the Revenue and Financing Policy, including roading, certain community facilities, flood protection assets and irrigation schemes. It was noted that the purpose of the paper was to prompt discussion on whether these exclusions remain appropriate, and to ensure Council is intentional about its policy settings and the implications for asset renewal and intergenerational equity.

In discussion, members expressed general support for the existing policy settings, noting that the approach has enabled Council to maintain financial discipline and balanced budgets over time. It was acknowledged that any move to fully fund depreciation across currently excluded asset classes would have significant rating implications and would require careful consideration of affordability and community impact.

Members considered the concept of intergenerational equity, recognising that where depreciation is not funded, future ratepayers may bear the cost of asset replacement through borrowing. At the same time, it was noted that some assets, particularly flood protection and river assets, may be maintained in perpetuity or co-funded, and therefore may not require full depreciation funding in the same way as other asset classes.

Specific discussion was held on community facilities, reserves and associated assets, with differing views expressed on whether renewal costs should be funded through depreciation or addressed through maintenance budgets and future decision-making processes. Members noted that a lack of dedicated renewal funding may create operational challenges for routine replacements, while also acknowledging the benefits of maintaining governance oversight and prioritisation of such expenditure.

Members further discussed the treatment of parking and cemeteries activities, noting that the current approach introduces unnecessary complexity, and supported simplifying the policy where this could be achieved without impacting the underlying financial position.

Consideration was given to specific assets, including the Taylor Dam and the Events Centre, with members indicating that these may warrant further analysis to determine whether alternative or partial funding approaches, including hybrid or phased models, would be appropriate to support future renewals and asset management.

Members acknowledged the impact of asset revaluations on depreciation levels and the resulting fluctuations in rates requirements in recent years, and supported further work to explore options that may smooth these impacts while maintaining sound financial management. It was also noted that

depreciation funding is distinct from other funding mechanisms such as infrastructure reserves, and that any future allocation of funding sources will require separate consideration.

Members were advised that further analysis would be undertaken, including consideration of alternative approaches such as renewal funding streams or maintenance-based models, and that options would be brought back to the Working Group as part of the review of the Revenue and Financing Policy.

Cllr Croad /The Mayor
That the LTP Working Group:

- 1. Receive the information on the current depreciation funding policy**
- 2. Provide direction to officers on any changes which should be incorporated into the Revenue and Financing Policy review.**

Carried

6. Council Funding, Cost and Rates Pathway

F230-L27-04

Mr Blake noted that the purpose of the report was to present ideas to support a review of Council operating costs, levels of service and the impact on funding sources including rates.

Mr Blake reported that the review is being driven by ongoing cost pressures, affordability concerns within the community, recent rates increases, and the potential introduction of rates capping.

Members were advised that the proposed approach integrates early pre-Long Term Plan community engagement, structured levels of service reviews, and a detailed examination of Council's budget position to identify opportunities for savings, alternative funding sources and improved alignment between services delivered and community expectations. It was noted that the process is intended to provide a consistent and transparent framework for assessing trade-offs, including maintaining current service levels, reducing services, or identifying efficiencies.

It was reported that early community engagement would provide valuable input on priorities and willingness to accept trade-offs, and that this information would be integrated with levels of service reviews and budget analysis to inform decision making. It was further noted that a structured, line-by-line review of Council's budgets would support a comprehensive understanding of cost drivers and opportunities to optimise operations.

Members noted that while recent rate increases were necessary, they are not sustainable long-term without income growth. They agreed that a review of costs and service delivery is needed to support community affordability. Members supported the proposed structured, integrated approach, recognising it would provide a clearer foundation for future financial, rating, and service decisions.

Members were advised that further work will be undertaken to develop the planning for each of the identified review components. A proposal for pre-Long Term Plan community engagement will be presented to a future meeting of the Working Group. Levels of service presentations will be provided to Councillors between August and October, with timing to be confirmed. In parallel, officers will develop the structure for a detailed budget review and complete this work in time to inform the levels of service review process.

The Mayor/Cllr B Dawson:
That the LTP Working Group approve the proposed high level pathway for review of levels of service and budgets.

Carried

ATTENDANCE: Ms Nicola Neilson, Council's Arts, Culture and Heritage Manager, and Tracey Green, General Manager Destination Marlborough, Mr Jake Oliver, Harbourmaster, were present for the following item.

7. Picton Heritage and Visitor Centre Feasibility Study

A200-002-05

Ms Neilson noted that the purpose of report was to seek in-principle support to progress a feasibility study for a proposed Picton Heritage and Visitor Centre and to advance Option C from the Edwin Fox Preservation Report for consideration through the Long Term Plan process.

To highlight the report a powerpoint presentation was shown (presentation filed in CM Record No. 26107523).

Ms Neilson, Ms Green and Mr Oliver presented the proposal, noting that it responds to a number of emerging and overlapping pressures on the Picton waterfront, including the deteriorating condition of the Edwin Fox dry dock, limitations of the current Picton iSite and Harbourmaster facilities, and wider stakeholder aspirations and constraints. It was emphasised that the proposal does not seek approval for construction, but rather to undertake a feasibility study to assess viability, options, costs, and funding pathways, and to develop a coordinated long-term solution.

In discussion, members expressed general support for exploring the proposal further, while emphasising the importance of managing expectations, particularly in relation to funding, affordability and the scope of the project. Concerns were raised regarding the potential cost, funding sources, and ongoing operational requirements, and it was noted that these matters would need to be fully assessed through the feasibility study process.

Members also discussed the importance of ensuring the project remains appropriately focused, while recognising opportunities for collaboration with external stakeholders, and noted that further engagement, including with iwi, the Picton community, and potential partners, would be important as the proposal develops.

The Working Group considered the proposed recommendations and agreed that further work was required before any commitment to funding could be considered. It was agreed that officers should undertake detailed costings for the feasibility study and report these to a future levels of service workshop, and that Option C from the Edwin Fox Preservation Report be progressed for consideration alongside this work through the Long Term Plan process.

However, Cllr B Dawson noted some hesitation in relation to the in-principle nature of the recommendation, and was not in a position to support the proposal and would abstain from voting. This position was based on uncertainty regarding the future direction of the project and the implications of signalling in-principle support prior to detailed information being available.

Further discussion clarified that the intent of the recommendation was to enable the gathering of information, including scope, costs and potential funding sources, rather than to commit to the project itself. While this clarification provided some assurance, Cllr Adams noted similar reservations about the wording, particularly where it could be interpreted as pre-empting a future decision.

At the conclusion of the discussion members unanimously supported refining the recommendation to focus on requesting further analysis and reporting back, rather than providing in-principle endorsement at this stage.

Cllr Hope/Innes

That the report be received.

- 1. That detailed costings for the feasibility study be undertaken and presented to a Levels of Service workshop.**
- 2. That the LTP Working Group refers Option C from the Edwin Fox Preservation Report to the Long-Term Plan for consideration alongside this work.**

Carried

8. Councillor Suggestions for LTP Review

The Working Group received a report from the Strategy team outlining a proposed process to capture, assess and triage suggestions from councillors for potential inclusion in the Long Term Plan 2027–2037, noting that such suggestions had arisen during recent Annual Plan discussions and that the process was intended to ensure transparency, consistency, and appropriate allocation of matters either within or outside the LTP framework.

The report set out that councillor suggestions would be recorded by the Strategy team, supported by staff comment, and presented to the Working Group with recommended next steps including referral to levels of service workshops, consideration by the Working Group as a policy matter, referral to a committee, no further action, or other specified action, with the Working Group retaining responsibility for determining the appropriate course for each suggestion. The Working Group noted that an initial list of suggestions received from Councillor Dalliessi had been compiled and that further suggestions from other councillors would be brought to future meetings following staff review.

During discussion, members expressed support for the establishment of a structured and ongoing process to manage councillor suggestions, recognising its value in ensuring that ideas for cost savings, service improvements, or policy changes could be properly considered within the LTP development programme. However, members also noted that they did not feel they had sufficient information or context at this meeting to make informed decisions on the individual suggestions presented. It was noted that there is a need to balance openness to councillor input with the efficient use of staff resources, and the desirability of providing clear supporting rationale with each suggestion.

The process would operate on a rolling basis, with suggestions accepted at any time but subject to practical cut-off dates before each meeting to allow for staff review and inclusion in meeting agendas, generally aligned with agenda preparation timelines which would be two weeks.

At the conclusion of the discussion members amended the recommendation to reflect the discussion.

Cllrs Croad/Innes:
That the LTP Working Group:

- 1. Supports the proposed process for receiving and considering ideas and policy platform suggestions; and**
- 2. Notes that suggestions may be submitted at any time but will be subject to a cut-off date prior to each meeting to enable staff review and inclusion in agendas, generally aligned with a two-week agenda preparation timeframe.**

Carried

There being no further business the meeting closed at 3.45 pm.

Record No: 26118838

Attachment 1

Table 1: Meeting Dates and Times

Meeting Date and start time	Reminder Email Sent	Agenda Closing Date	Draft Agenda Circulated to Exec	Exec Meeting	Agenda Final Circulated
Thursday 12 February (2.30 pm) - (Cancelled)	Wednesday, 21 January	Wednesday, 28 January	Friday, 30 January	Monday, 2 February	Thursday, 5 February
Thursday 12 March (2.30 pm)- (Cancelled)	Wednesday 18 February	Wednesday, 25 February	Friday 27 February	Monday, 2 March	Friday, 6 March
Thursday 9 April (1.00 pm)	Wednesday 18 March	Wednesday 25 March	Friday 27 March	Monday 30 March	Friday 3 April
Thursday 7 May (1.00 pm) - (Cancelled)	Wednesday 15 April	Wednesday 22 April	Friday 24 April	Monday 27 April	Friday 1 May
Thursday 4 June (1.00 pm)	Wednesday 13 May	Wednesday 20 May	Friday 22 May	Monday 25 May	Friday 29 May
Tuesday 14 July (1.00 pm)	Wednesday 24 June	Wednesday 1 July	Friday 3 July	Monday 6 July	Friday 8 July
Thursday 20 August (2.30 pm)	Wednesday 29 July	Wednesday 5 August	Friday 7 August	Monday 10 August	Friday 14 August
Thursday 10 September (1.00 pm)	Wednesday 19 August	Wednesday 26 August	Friday 28 August	Monday 31 August	Friday 4 September
Thursday 8 October (1.00 pm)	Wednesday 16 September	Wednesday 23 September	Friday 25 September	Monday 28 September	Friday 2 October
Tuesday 24 November (1.00 pm)	Wednesday 4 November	Wednesday 11 November	Friday 13 November	Monday 16 November	Friday 20 November
Thursday 17 December (1.00 pm)	Wednesday 25 November	Wednesday 2 December	Friday 4 December	Monday 7 December	Friday 11 December
Thursday 28 January 2027 (1.00 pm)	Wednesday 6 January 2027	Wednesday 13 January 2027	Friday 15 January 2027	Monday 18 January 2027	Friday 22 January 2027

Meeting Date and start time	Reminder Email Sent	Agenda Closing Date	Draft Agenda Circulated to Exec	Exec Meeting	Agenda Final Circulated
Thursday xx February 2027 (1.00 pm)					

Attachment 2**Table 2: Proposed Agenda Items**

Title	Description	Activity	Theme
Depreciation Funding Report	Theme: Finance Strategy	LTP WG June 2026	Finance Strategy
Edwin Fox Project Options	Project options for the preservation of the Edwin Fox Theme: Finance Budget	LTP WG June 2026	Finance Budget
Rate Capping Strategy	Discuss about inclusion of questions in Pre LTP Engagement Theme: Finance Rates	LTP WG June 2026	Finance Rates
Review Strategic Assumptions	Theme: Strategic Direction	LTP WG June 2026	Strategic Direction
Wairau River Rates and Scheme Review	Review of the rates and scheme including Andy White Theme: Finance Rates	LTP WG July 2026	Finance Rates
Contracting Out	Including discussion about services that are currently contracted out Theme: Finance Budget	LTP WG July 2026	Finance Budget

Title	Description	Activity	Theme
Level of Service Review Guidelines	Report to identify and endorse LOS approach, content and outcomes Theme: Strategic Planning	LTP WG July 2026	Strategic Planning
Rates Simplification Report	Report reviewing the basis on which rates are raised Theme: Finance Rates	LTP WG July 2026	Finance Rates
Significance and Engagement Policy	Review of the Significance and Engagement Policy Theme: Communication	LTP WG July 2026	Communication
Treasury Management Policy	Theme: Finance Policy	LTP WG July 2026	Finance Policy
Council's Debt Cap	To be considered in Financial Strategy discussion Theme: Finance Budget	LTP WG August 2026	Finance Budget
CPI Adjusted Grants and Policy	A review of the annual operational grants and whether a CPI increase will be applied. Theme: Finance Budget	LTP WG August 2026	Finance Budget
Draft Forecasting Assumptions for Long Term Plan	Theme: Strategic Direction	LTP WG August 2026	Strategic Direction

Title	Description	Activity	Theme
Review Annual CPI Adjustments	To be considered in LTP Assumptions Review discussions and Financial Strategy development Proposed to be DELETED as separate task	LTP WG August 2026	Delete covered in other areas
Review of Groups of Activities	To be considered in LTP Activities and LGA Review Update discussion Theme: Finance Strategy	LTP WG August 2026	Finance Strategy
Tourism Targeted Rate	To review the Tourism Targeted Rate and consider if it is still required and whether it will be included in Rate Capping Theme: Finance Rates	LTP WG August 2026	Finance Rates
Review Levels of Service	Invite all Councillors and use this meeting to start the Level of Service Reviews Theme: Strategic Planning	LTP WG September 2026	Strategic Planning

Title	Description	Activity	Theme
Adoption of Vision, Mission, Values and Community Outcomes	Council report to adopt Vision, Mission, Values and Community Outcomes Theme: Strategic Direction	LTP WG October 2026	Strategic Direction
Council's Interest Rate Assumptions	Considered in Financial Strategy Theme: Finance Strategy	LTP WG October 2026	Finance Strategy
Level Of Service Changes and Budget Financials	Meeting to discuss projects that need a business case or service levels that are proposed to change Theme: Finance Budget	LTP WG November 2026	Finance Budget
Rating Implication 2026 Triennial Revaluation	Rainbow to be included in this process Theme: Finance Rates	LTP WG November 2026	Finance Rates
Review Statements of Service Provision (SSP)	This includes the Statements of Service Performance. Theme: Strategic Performance	LTP WG November 2026	Strategic Performance

Title	Description	Activity	Theme
Prepare Draft Consultation Document	Begin preparation of the Consultation Document for review and presentation by the Auditors. Including a review of policies that have been updated to ensure consistent with any legislative changes Theme: Communication	LTP WG November 2026	Communication
Council's Revenue and Financing Policy	To be considered in Revenue and Financing Policy discussion Theme: Finance Policy	LTP WG December 2026	Finance Policy
Draft Infrastructure Strategy	Theme: Assets and Infrastructure	LTP WG December 2026	Assets and Infrastructure
Draft Financial Strategy	Theme Finance Strategy	LTP WG December 2026	Finance Strategy
Rates and Rates Capping System	To be considered in Rating Strategy discussion Theme: Finance Rates	LTP WG December 2026	Finance Rates
Budget Consideration	To consider the LTP Budget Theme: Finance Budget	LTP WG January 2027	Finance Budget

Title	Description	Activity	Theme
Consultation Document	Present the Community Consultation Document Theme: Communication	LTP WG February 2027	Communication
Development Levies Policy - February 2027	Consideration to review development levies as they relate to social housing providers. Replaces the Development Contribution Policy	LTP WG February 2027	Finance Policy
Review Policy List and ensure still Current	Final Check that updated policies reflect any changes in legislation in preparation for formal consultation process Theme: Administrative	LTP WG February 2027	Administrative
Final Finance Strategy	Theme: Finance Strategy	LTP WG March 2027	Finance Strategy
Final Infrastructure Strategy	Theme: Infrastructure and Assets	LTP WG March 2027	Infrastructure and Assets
Final Review Rates, Remission and Postponement Policy	Theme: Finance Policy	LTP WG March 2027	Finance Policy
Final Decision Meeting	Theme Administrative	LTP WG April 2027	Administrative
LTP Hearings	Theme: Submissions	LTP WG April 2027	Submissions

6. Waitohi Domain - Picton

(Mayor) (Report prepared by Jamie Lyall)

S400-004-029-01

Purpose of Report

1. The purpose of this report is to inform Council on the future short-term and long-term intentions for the use of the area referred to as Waitohi Domain, located in Picton

Executive Summary

2. Council entered into a 3 year commercial lease with Port Marlborough New Zealand for an area of land within the former Waitohi Domain. The purpose of the lease is to provide a staging, storage and assembly area in support of the Waitohi Ferry Redevelopment Project.
3. The land status is in line with the activity proposed for the current ferry development project and the future intended use of the area to be used for truck parking. Part of the area is still used for flood retention purposes after high rainfall events.
4. On completion of the ferry redevelopment project, Council plans to convert the current operational/staging area to a truck park. This will assist in managing reverse sensitivity issues with trucks parking in residential areas. A ring-road around the site has been installed to assist with access issues now and in the future.
5. There are currently 25 truck parks available on site and the proposed concept plan provides for a total of 70 truck parks on completion of the ferry development project. Administration of the parking facility will be managed through experienced self-serve operators' 'Penny'.
6. Staff will include Picton truck parking provisions in the review of the Parking Bylaw which is due for review in 2027. The development of a purpose-built truck park facility should reduce complaints, improve residential amenity, increase safety and support ferry operations.

RECOMMENDATION

That the information be received.

Background - Land Status History

7. Over the last 120 years the land status of Waitohi Domain has progressively transitioned from a public recreation ground to a local purpose utility reserve with the current classification taking effect in 2014.
 - a) Section 1150 Town of Picton appropriated for a public recreation ground by NZ Gazette dated 12 February 1905.
 - b) Section 1161 Town of Picton appropriated for a public recreation ground by NZ Gazette dated 13 June 1906.
 - c) Redefined as Section 1124 (formerly Section 1150 and Part Section 1161) Town of Picton by NZ Gazette dated 15 September 1960.
 - d) Section 1277 (formerly Part Section 1124) Town of Picton classified as a Recreation Reserve and named the Waitohi Recreation Reserve by NZ Gazette dated 11 December 1981.
 - e) Waitohi Recreation Reserve vested in the Marlborough District Council, in trust, for recreation purposes by NZ Gazette dated 29 May 1995.
 - f) Change of classification to Local Purpose (Utility) Reserve pursuant to Section 24 of the Reserves Act 1977, by NZ Gazette dated 27 November 2014.

Waitohi Domain

8. Waitohi Domain is 3.4557 hectares in total area with a large portion of the area used for flood storage/retention in high rainfall events (red line depicts stop-banks).
9. For many years, Waitohi Domain was a recreation reserve and home to a number of sporting activities/bodies supporting a rugby football club field and pavilion (removed) and a squash club building (remaining) (Figure 1).
10. In November 2014, the recreation reserve was classified as a Local Purpose (Utility) Reserve and vested in the Marlborough District Council in trust.



Figure 1- 2015 Aerial – Former Rugby Pavilion and Sports Centre (Squash Building)

11. In June 2017, the west side of the site was leased to a local construction company for use as a 3-waters contractor storage yard. In August 2018, an area of land was leased to Port Marlborough to construct/operate a truck parking facility (Figure 2).



Figure 2 – 2021 Aerial – Contractor's yard to the west and truck park formed

12. In 2022, Council entered into a licence with KiwiRail to use the Domain for construction laydown, storage and other activities associated with a major redevelopment involving extensive works in relation to berths, buildings and general Port infrastructure (I-Rex Project). This project was suspended and the lease surrendered.
13. In October 2024, Port Marlborough surrendered the truck park land lease, and Council developed an amenities building on site to provide cooking, laundry and showering facilities for its users. The administration of the facility is managed by 'Penny' a company that operates similar successful self-serve sites around New Zealand including the Riverlands Roadhouse.



Figure 3 – 2023 Aerial displaying area being used for I-Rex staging

Waitohi Ferry Redevelopment Project

14. In May 2026 Council entered into a lease with Port Marlborough New Zealand for the Waitohi Ferry Redevelopment Project. The lease term is for 3 years with a 6 month right of renewal.
15. As part of the Port Marlborough lease it has been agreed to install a ring-road around the perimeter of the site. This will provide better access for the ferry development operations and assist with the area being utilised as a truck park after the ferry project is complete (Figure 4).

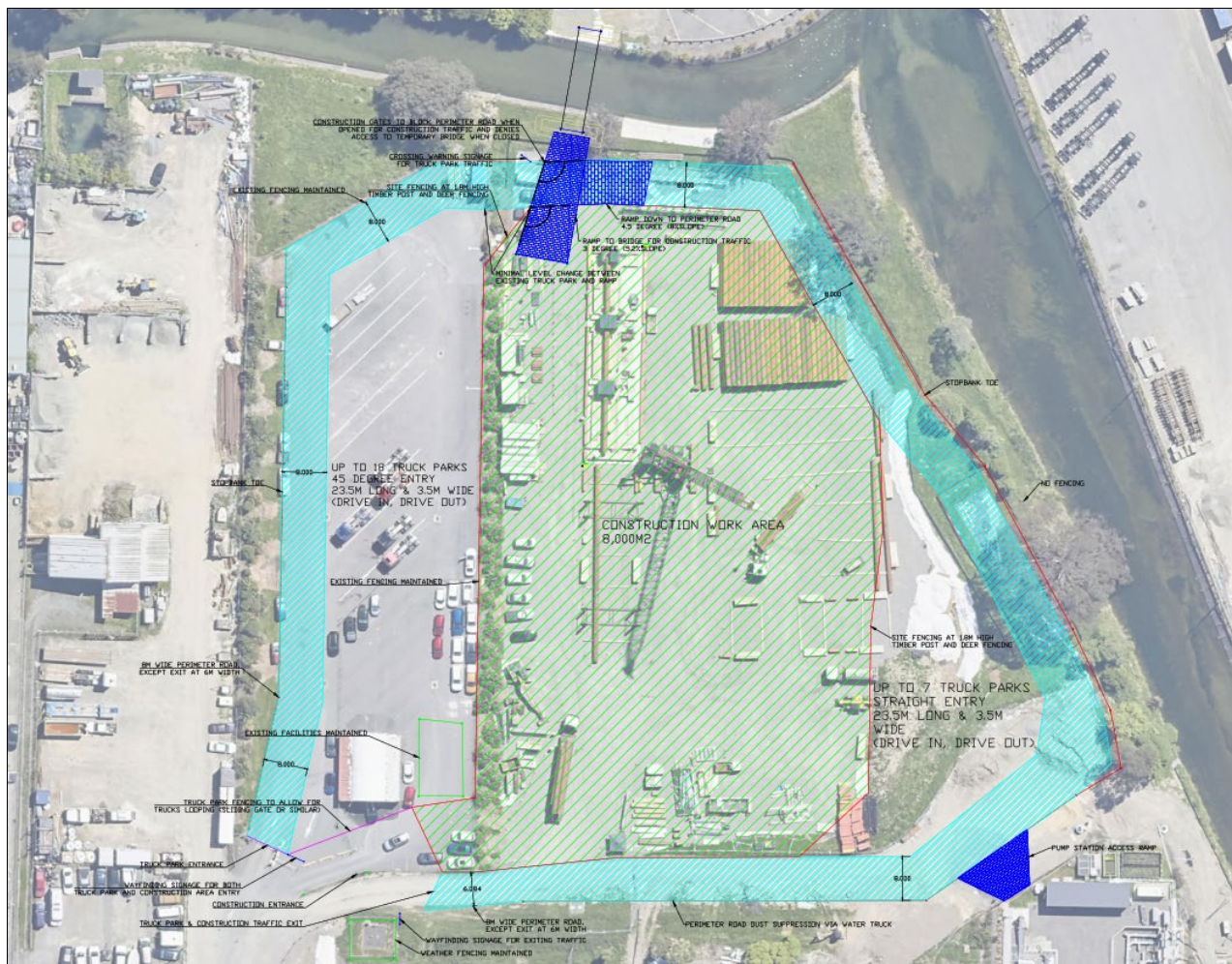


Figure 4 – Roading system proposed for Waitohi Domain

Picton Truck Parking

16. For a number of years Council has been receiving complaints in relation to trucks parked in residential areas in Picton. Issues such as noise (compressor cooling systems) and visibility access to the street/road are common complaints.
17. On completion of the ferry redevelopment project, Council proposes to modify the area to link in with the existing truck park area and utilise the current operations area for future truck parking. A resource consent is being prepared for this activity.
18. Concept truck parking layouts have been produced that show approximately 70 trucks can be accommodated within the former Waitohi Domain area. This work needs input from the users so that it can be finalised to ensure that all access and operational needs will be met (Figure 5).

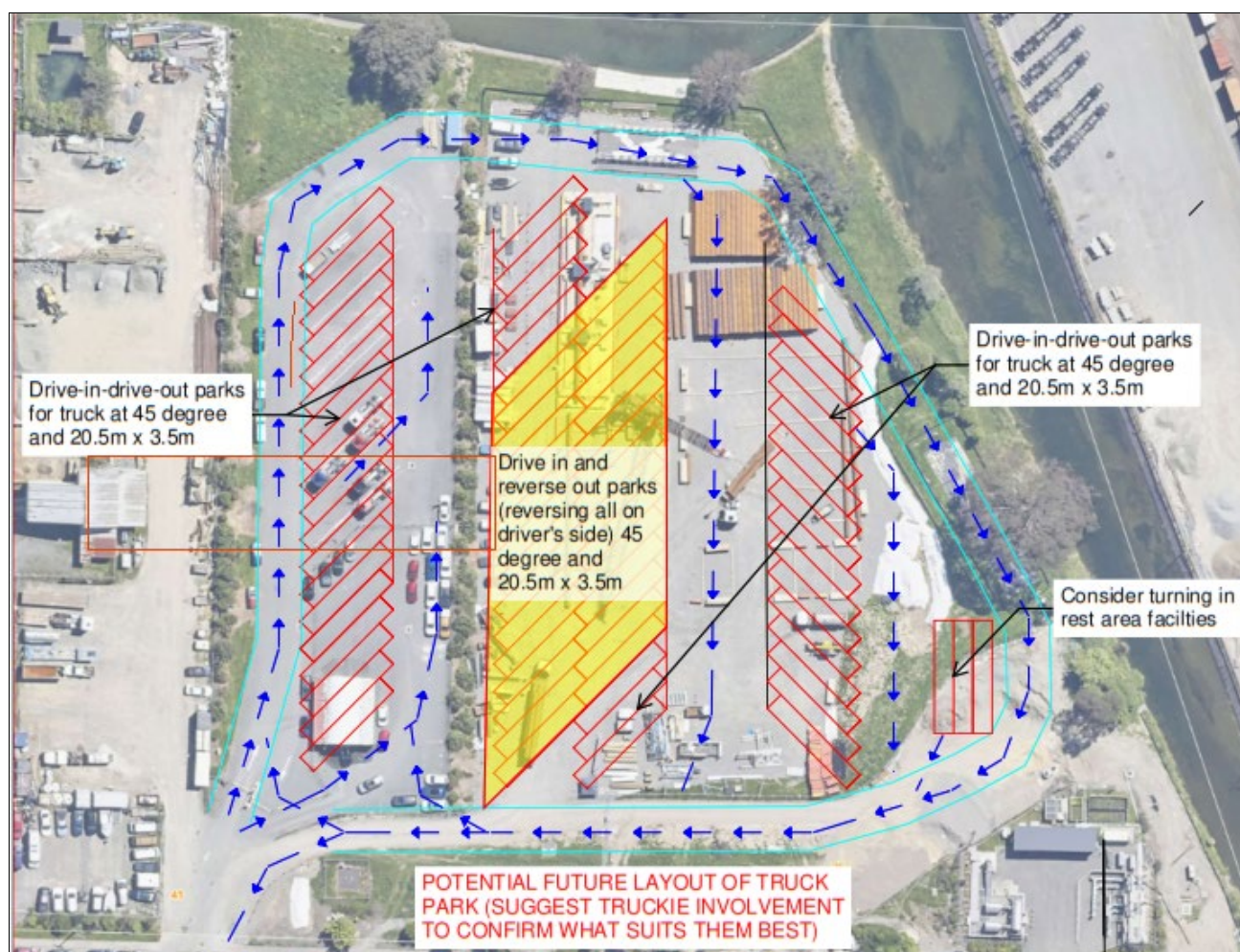


Figure 5 – Concept layout of Truck Park (awaiting finalisation).

Parking Bylaw

19. The formation of an area for truck parking will assist Council to address the matter of trucks parking in residential areas.
20. Picton truck parking provisions will be included in the review of the parking bylaw due for completion in 2027.
21. Funding from the lease with Port Marlborough will contribute towards the development of the ring road and the formation of the truck park. Revenue from the truck park operation will be used for maintenance and improvements for the truck park going forward.

Author	Jamie Lyall, Group Manager – Roading, Property and Community Facilities
Authoriser	John Boswell, Chief Executive

7. Approval for Use of Picton Foreshore Reserve

(The Chair) (Report prepared by Jane Tito)

R510-009-P02-04

Purpose of Report

1. To seek Council approval for the temporary use of part of Picton Foreshore Reserve as a construction laydown area associated with the Waitohi Ferry Redevelopment Project.

Executive Summary

2. The Waitohi Ferry Redevelopment Project (WFRP) is underway, with construction activities becoming increasingly visible within Picton area. Several Council-owned sites are affected by the construction programme, including Picton Foreshore Reserve.
3. Picton Foreshore Reserve is classified as a recreation reserve under section 17 of the Reserves Act 1977. Its use is also guided by the Marlborough District Council's Picton Foreshore Reserve Management Plan 2014, which sets out permitted activities and management expectations for the Reserve.
4. Council has received a request from the WFRP team to use a section of the Picton Foreshore Reserve including a parking area (eleven car parks) and adjoining berm, as a construction zone while the site office is established on the former Aquarium site. The requested period of use is three months.
5. Council staff met with representatives of the Waitohi Ferry Redevelopment Project on site to assess the request, identify potential impacts on reserve users, and determine whether the area required for construction activities could be reduced.
6. As the proposed temporary construction use is not a permitted activity under the Picton Foreshore Reserve Management Plan, Council approval is required.

RECOMMENDATION

That the Committee recommends that Council:

1. **Approves the temporary occupation and use of a defined area of the Picton Foreshore Reserve, including up to eleven existing car parks and adjacent berm land, as a construction laydown and safety exclusion area for the Waitohi Ferry Redevelopment Project for a period of up to three months, subject to:**
 - (a) **the occupation area being limited to the minimum extent necessary for safe construction activities;**
 - (b) **public access to the remainder of the Reserve being maintained at all times, except where temporary restrictions are required for public safety;**
 - (c) **all areas affected by the occupation being reinstated to the satisfaction of Council on completion of the works;**
 - (d) **the applicant meeting all associated costs arising from the occupation; and**
 - (e) **Council staff being authorised to approve operational arrangements necessary to give effect to this approval.**

Background

7. Picton township is currently preparing to support construction activities associated with the Waitohi Ferry Redevelopment Project, which is now well underway.

8. Several Council-owned open space areas have been identified as potential temporary support locations for the redevelopment project, including part of the parking area and adjoining berm of Picton Foreshore Reserve.
9. Staff were approached by the Waitohi Ferry Redevelopment Project (WFRP) team regarding the temporary use of an area within the Reserve as a construction laydown area to support the establishment of a site office on the former Aquarium site.
10. The requested area is located immediately in front of the former Aquarium site and includes eleven existing parking spaces and the land between the parking area and the former Aquarium site.
11. The WFRP had conducted an intensive review of the surrounding areas to identify the safest and most practical construction access and laydown for the new office site. The option included sole use of the rental car area and the Port Marlborough car park area.
12. These options were not considered suitable as the works require a minimum safety construction zone for craneage, unloading and movement of construction material directly adjacent to the building footprint.
13. The rental car space will be in use to manage the delivery of steelwork which is expected to take about five weeks.
14. The temporary use of the parking spaces directly in front of the office site was deemed unavoidable during the construction period to maintain the safety of the public and construction staff.
15. The parking spaces directly in front of the site will be required for the duration of construction to provide the minimum viable and safe work area for crane operations unloading, and construction activities.
16. Public access to the Reserve will be maintained throughout the construction period, including two-way vehicle access to the parking area serving the playground, swimming area, and picnic facilities. Aside from normal construction-related noise, minimal disruption is anticipated to the operations of approved concessionaires.
17. The access through the reserve carpark area will support the efficient delivery of works to minimise construction time.
18. At this stage, no other safe and practicable alternative is possible without creating greater disruption of safety risk to the public and the Edwin Fox.
19. The WFRP team has advised that project staff will not park within the Reserve area. Instead, staff will be transported to and from the site via shuttle bus from the former St Joseph's School site at the northern end of Picton, which is currently vacant.
20. The image below shows the area requested as a construction laydown area by the WFRP team.

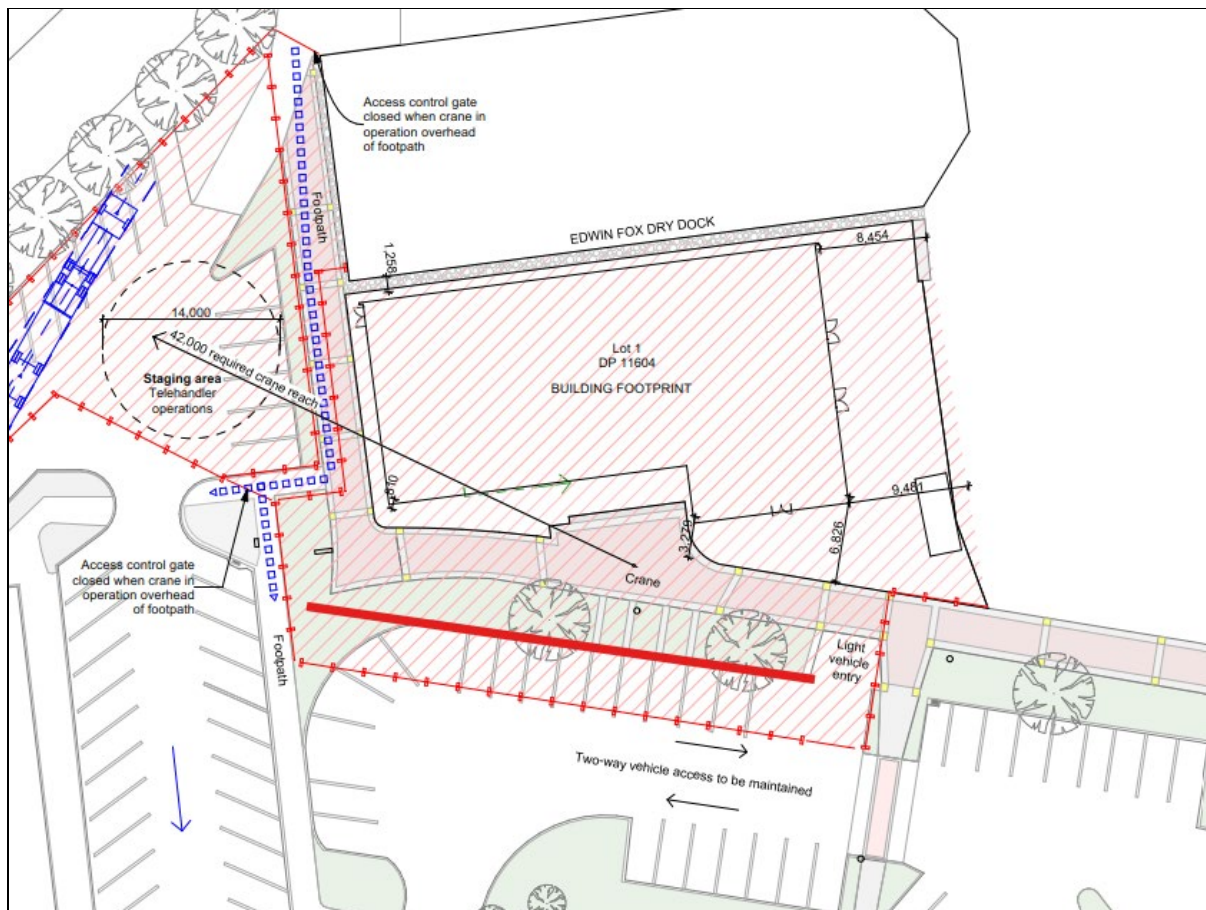


Figure 1: Construction Laydown Area

21. Temporary damage to the car park surface and adjoining berm may occur as a result of construction activities. The applicant has agreed to fully reinstate all affected areas to Council's satisfaction following completion of the occupation.
22. The area will be securely fenced to maintain public safety and separate the construction area from the public reserve. The project team is working collaboratively with the Edwin Fox Museum to maintain public access and visibility of their location during the construction and establishment works period.
23. Council staff are working with the WFRP project and communication team to ensure the communication to stakeholders; the community and local Iwi are fully covered.
24. There are several concessionaires at the Picton Foreshore Reserve and Council staff will be contacting this group to keep them informed of the upcoming construction activities.

Conclusion

25. The proposed occupation will temporarily reduce the availability of parking and reserve space within a limited area of Picton Foreshore Reserve. However, public access to the wider reserve, playground, swimming area and recreation facilities will remain available throughout the occupation period.
26. The proposal supports delivery of the Waitohi Ferry Redevelopment Project and represents the safest and most practicable construction methodology currently available. Subject to appropriate conditions regarding public access, reinstatement and communications, staff consider the temporary occupation to be acceptable and recommend approval.
27. The site office is expected to be established and the area vacated prior to 1 November 2026.

Next steps

28. Advise the applicant whether approval has been provided by Council.

29. Develop a communications plan in conjunction with WFRP and Council's Communications team.

Presentation: A PowerPoint presentation will be provided.

Author	Jane Tito, Manager, Parks and Open Spaces
Authoriser	Jamie Lyall, Group Manager Roading, Property and Community Facilities

8. Fines Free Aotearoa

(Clr Dalliessi) (Report prepared by Glenn Webster)

L300-018-001-02

Purpose of Report

1. To propose the removal of overdue charges (fines) on adult literacy resources.

Executive Summary

2. Libraries throughout Aotearoa New Zealand and overseas have discontinued charging fines. Marlborough District Libraries is one of six remaining libraries who still charge fines.
3. Library fines undermine one of the core principles of public libraries - the provision of free and universal access to information.
4. There is no evidence that overdue charges (fines) encourage meaningful compliance with library borrowing periods. The collective experience of libraries that have removed overdue charges is that library membership increases when financial barriers are removed and library borrowing increases when overdue penalties no longer apply.
5. Library fines disproportionately impact those members of the community with the least ability to pay fines and with fewer alternative sources of information and access to reading materials.
6. The collective experience of removing overdue fines is greater use of public libraries, including non-borrowing activities such as access to and use of technology, participation in library public programmes, social inclusion, literacy development and community cohesion.
7. Using libraries provides communities and families with fair and equitable access to information for recreation and lifelong learning, with access to resources to build literacy and understanding, and with opportunities for individuals and families to learn and flourish in their community.

RECOMMENDATION

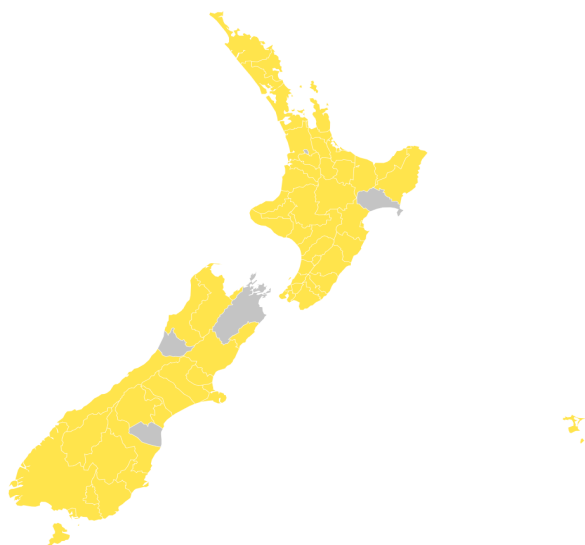
That the Committee recommends that Council approve the removal of overdue charges (fines) on adult literacy resources.

Background/Context

8. In 2012 Marlborough District Libraries removed overdue charges for children's and teen's collections in recognition that fines were a barrier preventing children and families from using the library services. Marlborough District Libraries were in the forefront of a trend, being the 7th library out of 66 in New Zealand to do so. By 2024 all but one of those 66 libraries have removed fines for children's and teen's collections.
9. In May 2022, Public Libraries NZ launched its Fine Free Aotearoa campaign to support all New Zealand public libraries to become 'fine free' based on the experience in New Zealand and overseas that overdue charges are a barrier to library usage and a disincentive to return overdue items.
10. At the end of 2025, 61 out of the 66 New Zealand Public Libraries have removed all overdue fines for any member.

Journey to fine free Aotearoa New Zealand

■ Fine Free Libraries ■ Libraries with fines



11. This is part of a global trend. Libraries all over the world have removed all fines, including the majority of libraries in Australia, USA, Canada and the United Kingdom and all public libraries in Ireland.
12. Library overdue fines were introduced as an incentive to people to return their books but users continued to keep books past their due date and the debt from fines resulted in many people not returning to the library because of their fear, shame and inability to pay.
13. “A public library today is a focal point, a centre for the whole community and its visitors, a meeting place, a site for education, a source of inspiration and innovation, a connection to the wider world, a democratic place for sharing knowledge, experience and opinion. Public libraries play a key role in improving individual and community outcomes in literacy (language, numeracy, digital) and social cohesion. Literate communities are more cohesive, stable and high-functioning, more resilient, tolerant, and better able to develop and participate in enterprise and growth opportunities.”¹
14. When people and families stop using libraries because of fines they miss out on all these benefits. Worse still, evidence shows that poorer communities and Māori and Pacific families are disproportionately evident in lapsed users and debtor statistics.

Assessment/Analysis

15. Library overdue charges disproportionately impact those members of the community with the least ability to pay fines and with fewer alternative sources of information and access to reading materials.
16. Removing library overdue charges can provide relief for communities in uncertain economic times.
17. The collective experience of removing overdue fines is greater use of public libraries, including non-borrowing activities such as access to and the use of technology, participation in library public programmes, social inclusion, literacy development and community cohesion.
18. Libraries who have removed library overdue fines have reported these benefits:
 - Increases in library membership
 - Increase in borrowing
 - Decrease in books returned late
 - Reduction in administrative costs relating to cash handling and debt recovery
 - Return of lapsed members

¹ Public Libraries of New Zealand Strategic Framework 2020 – 2025

19. The revenue from fines budgeted in 2025/2026 is \$12,000.
20. Libraries have an additional revenue stream from Room Bookings that would offset this loss in revenue. To date, the revenue generated this year is \$12,860.
21. The cost to administer the fines collection process is assessed conservatively at 260 hours per annum or \$8,000 annually.
22. The current process involves:
 - A Pre-Due Email Notice is sent **3 days prior** to the item(s) being overdue.
 - **After 7 days overdue:** an OVERDUE NOTICE is sent
 - **After 14 days overdue:** a SECOND OVERDUE NOTICE is sent
 - **After 28 days overdue:** a PRESUMED LOST NOTICE is sent
23. Libraries will continue to send reminder pre-due notices prior to items becoming due. A bill for the replacement cost of any item more than two weeks overdue will then be generated.

Option One (Recommended Option) – That adult literacy resources are no longer subject to overdue charges (fines).

24. Remove overdue charges on adult literacy resources.

Advantages

25. Membership conditions for Marlborough Libraries are consistent with the majority of libraries in the country.
26. The barrier of having outstanding overdue charges is eliminated so community members can return to the libraries without shame.
27. Difficult conversations with adults who are struggling to pay overdue charges so they can access library resources will cease.

Disadvantages

28. There is no further revenue generated from fines.

Option Two – Status Quo

29. That adult resources continue to retain current fines regime.

Advantages

30. Revenue is generated.

Disadvantages

31. That Marlborough District Libraries remains one of a few libraries that charge fines.
32. That community members do not use the libraries due to outstanding overdue charges and therefore cannot access Library resources.

Author	Glenn Webster, Libraries Manager
Authoriser	Jamie Lyall, Group Manager – Roading, Property and Community Facilities

Summary of decision-making considerations			
Fit with purpose of local government			
The proposal aligns Marlborough District Libraries with the majority of libraries in New Zealand.			
Fit with Council policies and strategies			
	<i>Contributes</i>	<i>Detracts</i>	<i>Not applicable</i>
LTP / Annual Plan	X	☐	☐
Financial Strategy	☐	☐	X
Infrastructure Strategy	☐	☐	X
Social well-being	X	☐	☐
Economic development	☐	☐	X
Environment & RMA Plans	☐	☐	X
Arts & Culture	X	☐	☐
3 Waters	☐	☐	X
Land transport	☐	☐	X
Parks and reserves	☐	☐	X
This proposal contributes to the Social well-being of our community by eliminating barriers for some members.			
Nature of the decision to be made			
The options do not involve a significant decision in relation to land or a body of water.			
Financial considerations			
The loss in revenue projected can be off-set by the Room Booking revenue.			
Significance			
The decision has been assessed as low significance under Council's Significance and Engagement Policy. While it affects a broad group of users, the financial and strategic impacts are relatively minor. Accordingly, formal consultation has not been undertaken; however, communications will be used to inform the community of the decision.			
Engagement			
A communications plan will be developed.			
Risks: Legal / Health & Safety etc			
There are no known significant risks.			
Climate Change Implications			
There are no known climate change implications to this decision.			

9. Libraries: Community Engagement Statistics

(Cllr Dalliessi) (Report prepared by Glenn Webster)

L300-018-001-02

Purpose of Report

1. To present an update on community engagement with the Library Service across both facilities.

Executive Summary

2. Public libraries are among the most widely used and valued Council services, with Marlborough District Libraries identified as the top-performing service in the 2025 Resident Survey.
3. Marlborough District Libraries (Blenheim and Picton) operate as essential community hubs, providing modern, accessible facilities and a broad range of services that extend beyond traditional collections to support connection, learning and digital access.

RECOMMENDATION

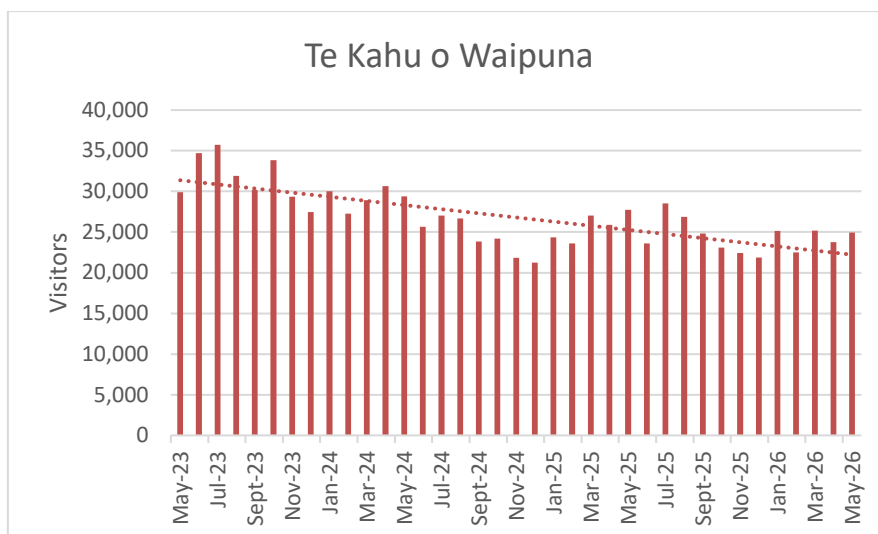
That the information be received.

Background/Context

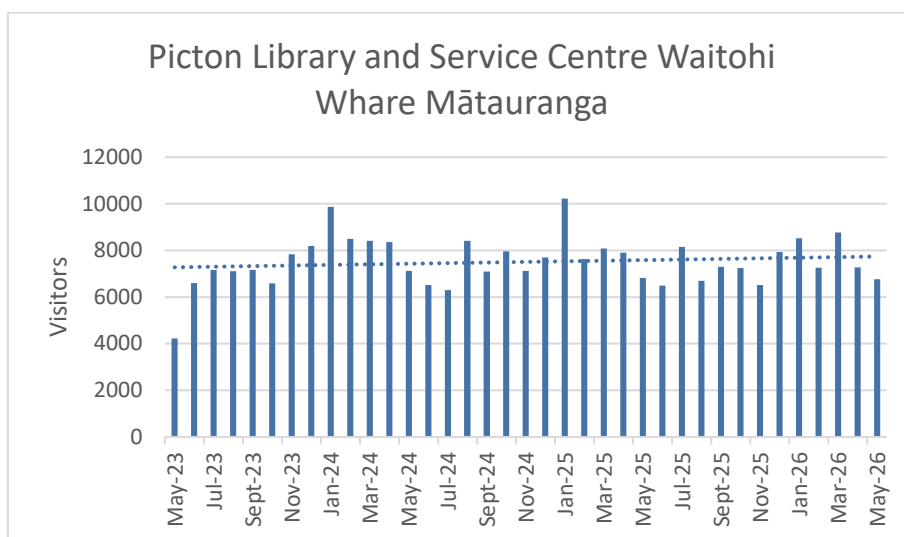
4. Picton Library and Service Centre Waitohi Whare Mātauranga officially opened on 8 June 2018, following a 'soft-opening' on Wednesday 29 November 2017. This facility is open seven days a week.
5. The Marlborough Library and Art Gallery, Te Kahu o Waipuna, officially opened on 30 June 2023, following a 'soft-opening' on Friday 12 May 2023. This facility is open seven days a week.

Visitor Statistics

6. The following graphs record visitor numbers at both facilities (May 2023 – May 2026).
7. As with any new facility, Te Kahu o Waipuna enjoyed an incredibly strong and vibrant launch period, drawing outstanding visitor numbers, and is now settling into a sustainable and consistent level of visitation. The facility records an average of 26,785 visitors per month, compared with approximately 15,000 at the former Arthur Street facility, representing a 56% increase in average monthly visitation.
8. On Friday 12 June 2026, Te Kahu o Waipuna reached a significant milestone, welcoming its one-millionth visitor.



9. Picton Library and Service Centre Waitohi Whare Mātauranga has reported steady visitor numbers. The average number of visitors per month is 7,507.



Membership

10. On 1 July 2025, the total number of active members (those who have used their cards in the last two years) was:

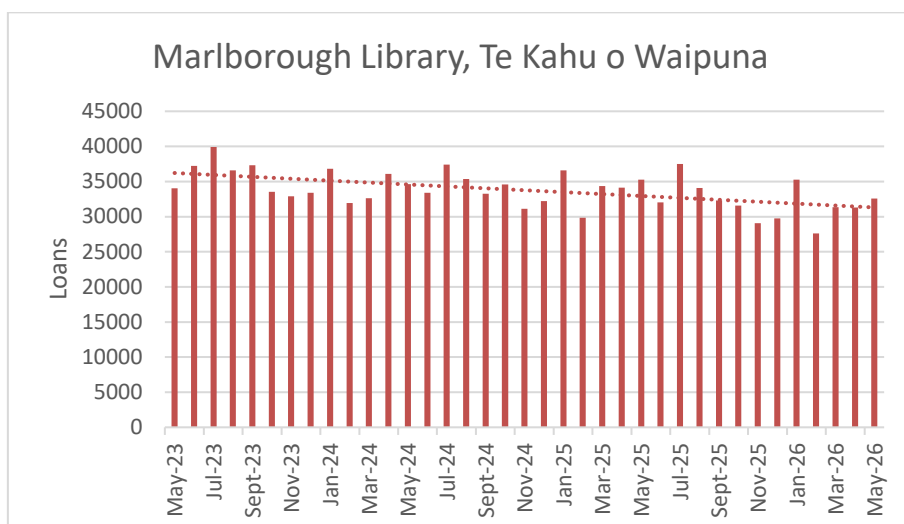
Marlborough Library	15,378
Picton Library	2,455

TOTAL 17,833

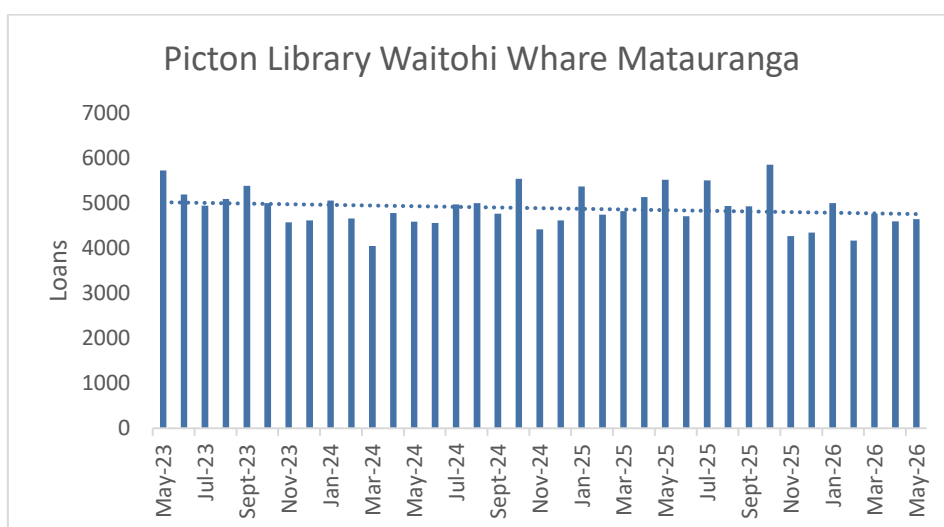
11. Library memberships are valid for two years from the date of joining and must be renewed to maintain access to library services. A reminder email is sent one month prior to the expiry date.
12. Active library membership represents the proportion of the district's population who are registered and actively using library services, 34% of residents.

Physical Circulation

13. This graph presents the number of physical items loaned at Marlborough Library between May 2023 and May 2026, indicating a modest change in borrowing patterns over the period. This trend suggests a shift in how users are accessing library resources, potentially reflecting increased uptake of digital services. The average loans per month is 33,754.

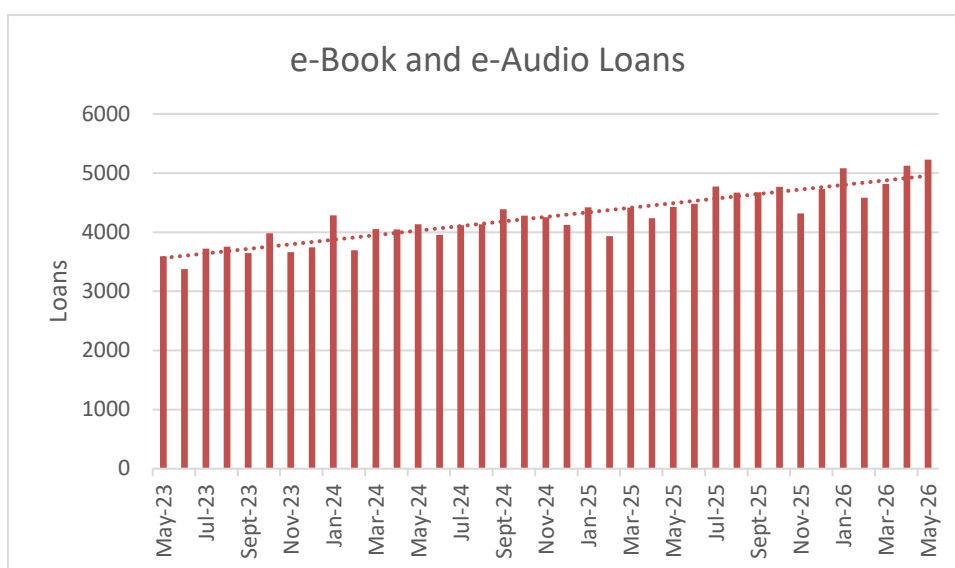


14. This graph illustrates the number of physical items loaned at Picton Library and Service Centre between May 2023 – May 2026. The average loans per month is 4,895.



Digital Circulation

15. This graph demonstrates a sustained increase in the use of digital resources over time. The average loans per month is 4,260.



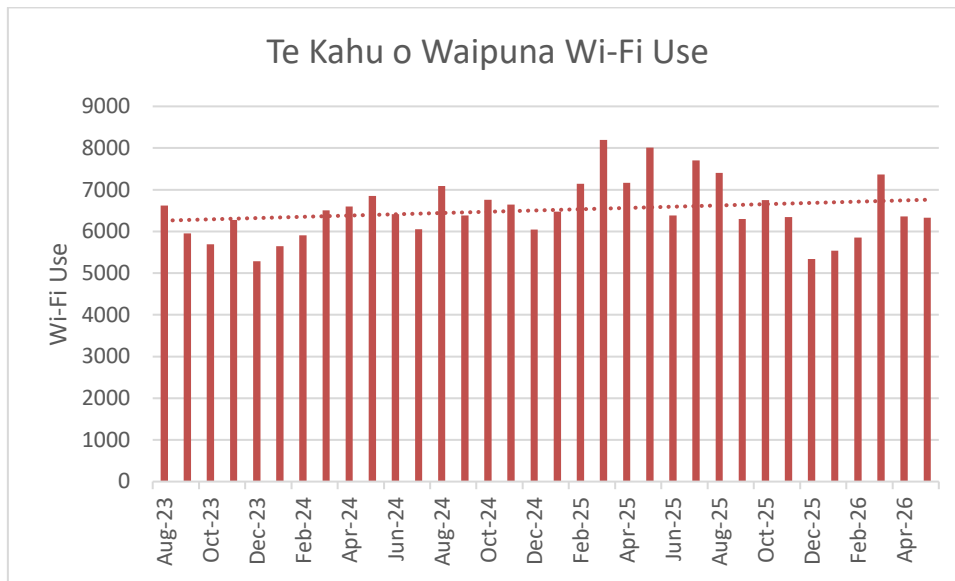
Room Usage

16. The utilisation of community spaces represents a high-impact service at both facilities, supporting community connection, learning, and engagement, as illustrated below

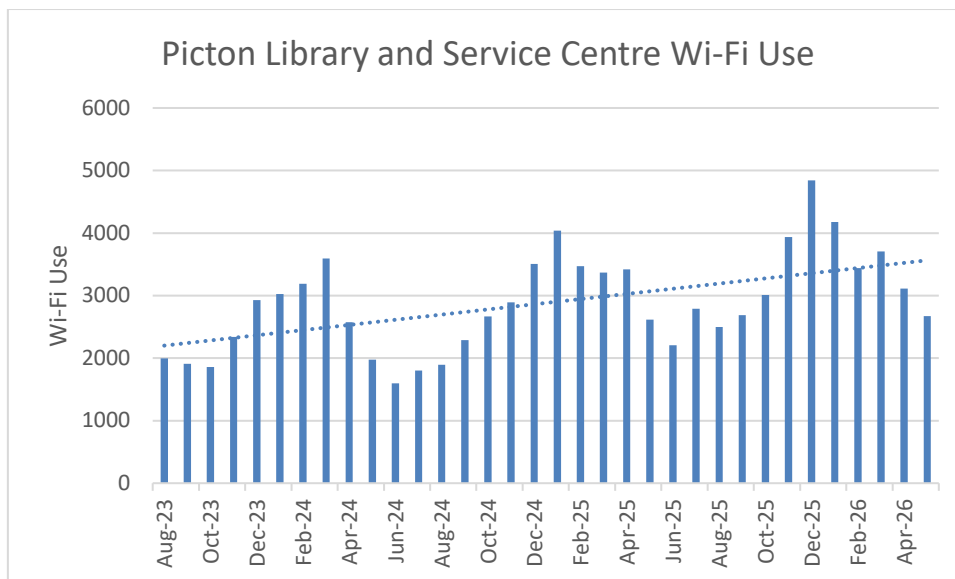
Room Usage							
			Te Kahu o Waipuna			Picton Library and Service Centre	
			Community and Library	Commercial		Community and Library	Commercial
1 June 2024 - 31 May 2025			2738	71		963	6
1 June 2025 - 31 May 2026			2973	54		1064	11

Wi-Fi Use

17. Wi-Fi usage at both facilities is a highly accessible service, ensuring inclusive and equitable access to digital connectivity for the community.

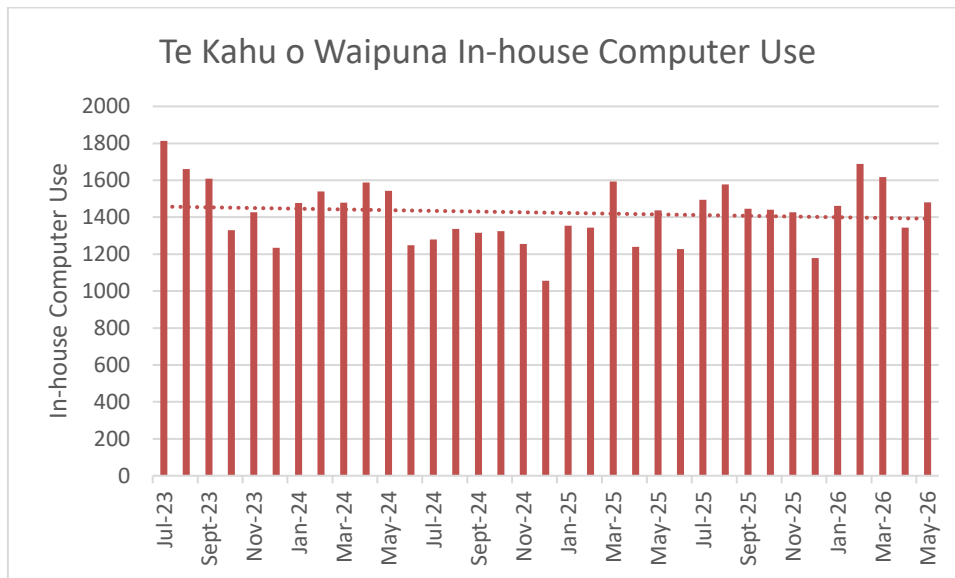


18. Wi-Fi access is widely used service providing easy access to digital connectivity.

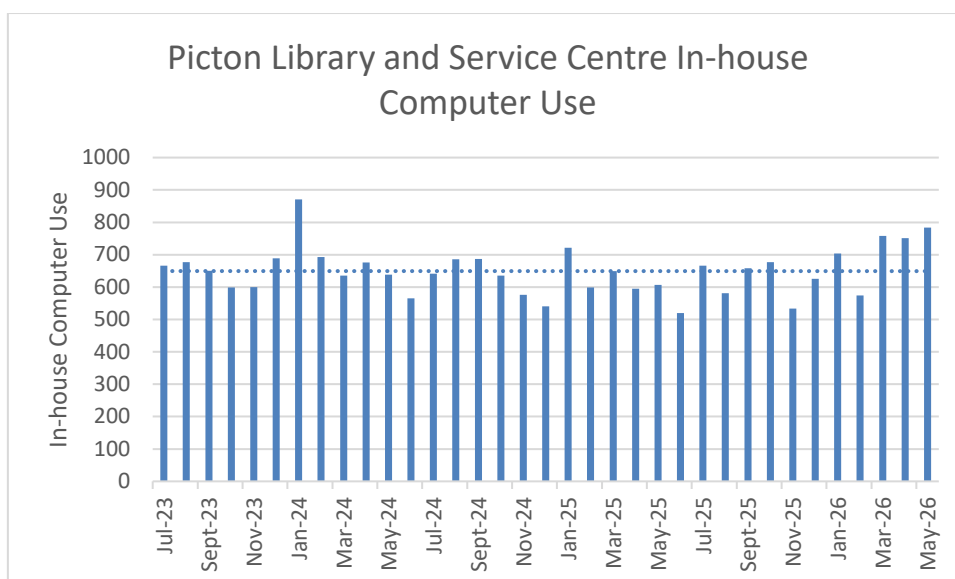


In-house Computer Use

19. For individuals without access to a mobile device, in-house computers provide essential internet access and related services, as shown below:



20. Picton's in-house computers and associated services are well received and make a valued contribution to the community.



Community Engagement at Te Kahu o Waipuna since May 2023

21. The facility provides a space for individuals to meet, share experiences, learn, enjoy activities and actively participate in community life.

Community groups using Meeting Spaces

- Greypower
- U3A
- Age Concern
- Probus
- MS and Parkinsons support
- Marlborough Stroke Association
- Marlborough Pacific Trust
- Rangitane o Wairau

- Marlborough Youth Trust
- Graeme Dingle Foundation
- St Marks
- Marlborough Migrant Centre
- English Language Partners
- Piritahi – regional teacher upskilling
- Mahi Whakaro
- Marlborough Forest and Bird
- Marlborough Chinese Community
- Marlborough Korean Community
- Marlborough Latino Community
- Marlborough Community Housing Trust
- Japanese Children's Music club
- NZ Landcare Trust
- Wairau Garden Club
- Wheelie Good Music
- NZ Red Cross
- Neighbourhood Support (TOS)
- Box on Boxing
- Life Education Trust
- Knit and Natter

One-off or annual events/performances (Atrium Stairs area)

- Royal New Zealand Ballet
- Southern Jam Jazz Festival
- New Zealand String Quartet
- Blenheim Choral Society
- Marlborough District Brass Band
- Blenheim Musical Theatre
- Six Strings Music Academy
- Matariki celebrations
- Violinist Samuel Lee with pianist Barbara Song
- Marlborough Living Treasures Award ceremony
- Rātā Foundation Grants Function
- Nairobi Trio
- Chinese Tai Chi masters
- Argentinian folk music duo
- Marlborough Book Festival

One off or annual events (Library meeting spaces)

- Children of Courage Awards ceremony
- Dun Huang Chinese Cultural exhibition
- Marlborough Fibre Arts
- Marlborough Model makers society
- Business After Five
- Pirates of the CaribBlenheim CBD treasure hunt
- Marlborough Book Festival
- Garden Marlborough

Regular events/performances (Atrium area and elsewhere)

- Pianists Tony Thiel, Merel Rieu, Matthew Hall plus visitors
- St John and Canine Friends therapy pet visits

Regular programming

- BookChat

- Fiero Code Club
- Cheeky Monkeys
- Play + Learn
- Book Club
- Digital Drop-In
- Book-A-Librarian
- LEGO Club
- School Holiday programmes

Hosted Service

- Justice of the Peace
- Family History Group

Community Engagement at Picton Library and Service Centre

22. The facility provides a welcoming environment where individuals can connect, share experiences, learn, enjoy activities and actively engage in community life.

Community groups using Meeting Spaces

- Picton Art Group
- Spinners and Knitters
- Cribbage
- Wither Road Group
- Writers of Picton
- French Conversation
- Picton Poets

Regular programming

- Company Café
- BookChat
- Fiero Code Club
- Messy Craft
- Book Club
- Digital Drop-In
- Book-A-Librarian
- LEGO Club
- School Holiday programmes

Hosted Service

- Justice of the Peace
- Family History Group
- Plunket
- Cuppa with a Councillor

23. Marlborough District Libraries function as key community hubs, providing accessible services and facilities that support connection, engagement, and lifelong learning.

Author	Glenn Webster, Libraries Manager
Authoriser	Jamie Lyall, Group Manager – Property, Roading and Community Facilities

10. Public Transport – Annual Fare Increase

(Clr Adams) (Report prepared by Wayne Oldfield)

R800-003-003-01

Purpose of Report

1. To approve the proposed Annual Public Transport Fare Increase as required by NZTA.

Executive Summary

2. In response to escalating operational expenses and the need to maintain the public transport service, an annual fare increase of 7% is proposed.
3. The new fare has been calculated to introduce a modest increase to the fare box recovery and to reasonably align with the directive from NZTA.
4. NZTA's public transport funding framework requires councils to progressively increase the private share contribution toward operating costs. Marlborough's approved target for 2026/27 is 6.5%.
5. Currently the private share (ticket sales and advertising revenue) of public transport funding is tracking at 5% for the current financial year.
6. The changes to fares simplify fare adjustments and make cost increases easier for passengers to understand, while also enabling bus drivers to calculate change more efficiently.

RECOMMENDATION

That the Committee recommends to Council that:

1. The public transport fares for Marlborough passenger transport services be increased from 1 July 2026 as follows:
 - (a) Blenheim North Adult fare from \$2.40 to \$2.50 and Child fare from \$1.20 to \$1.30;
 - (b) Blenheim South Adult fare from \$2.40 to \$2.50 and Child fare from \$1.20 to \$1.30;
 - (c) Picton Adult fare from \$4.80 to \$5.10 and Child fare from \$2.40 to \$2.50.
2. The revised fares apply for the period 1 July 2026 to 30 June 2027.
3. Council note that the fare adjustment supports achievement of NZ Transport Agency funding requirements and improved farebox recovery.

Background

7. The public transport service in Marlborough has experienced an increase in operational costs due to factors such as inflation, labour wage increases, fuel price fluctuation and rises, and maintenance expenses. To date, these have been absorbed by NZTA and MDC.
8. To sustain service levels and meet NZTA financial obligations, a fare adjustment is necessary.
9. The NZTA directive requires a gradual increase in the proportion of costs covered by fare revenue rather than government subsidies.
10. The final Private Share spreadsheet that was approved in February 2025 by NZTA and MDC together, details the private share target for FY2026/27 set at 6.5%.
11. New Zealand is limited to \$0.10 increments. In the case of our current adult fares, we could put these up for Blenheim by \$0.10c to \$2.50 and the Picton route: \$0.30c to \$5.10 fare.

Financial Year Review 2025/2026 – Public Transport (all routes)

12. The following table highlights the year-to-date operational costs and revenue.

Contracted Service Cost	\$267,001
Total	\$267,001
Fare Revenue	\$22,042
Other Revenue (advertising)	\$8,393
Supergold	\$33,163
Total	\$63,598
Net Service Cost	-\$203,403
MDC – 49%	\$99,167
NZTA – 51%	\$103,736

Table 1 - Current Fare Structure

	Adult	Child
Blenheim North	\$2.40	\$1.20
Blenheim South	\$2.40	\$1.20
Picton	\$4.80	\$2.40

Table 2 - Proposed Fare Structure Effective July 2026 to June 2027

	Adult	Child
Blenheim North	\$2.50	\$1.30
Blenheim South	\$2.50	\$1.30
Picton	\$5.10	\$2.50

13. The proposed change maintains a public transport service aimed at encouraging its use over private vehicles and offers a social service for those who wish to use it. This also supports MDC's regional climate change mitigation efforts.

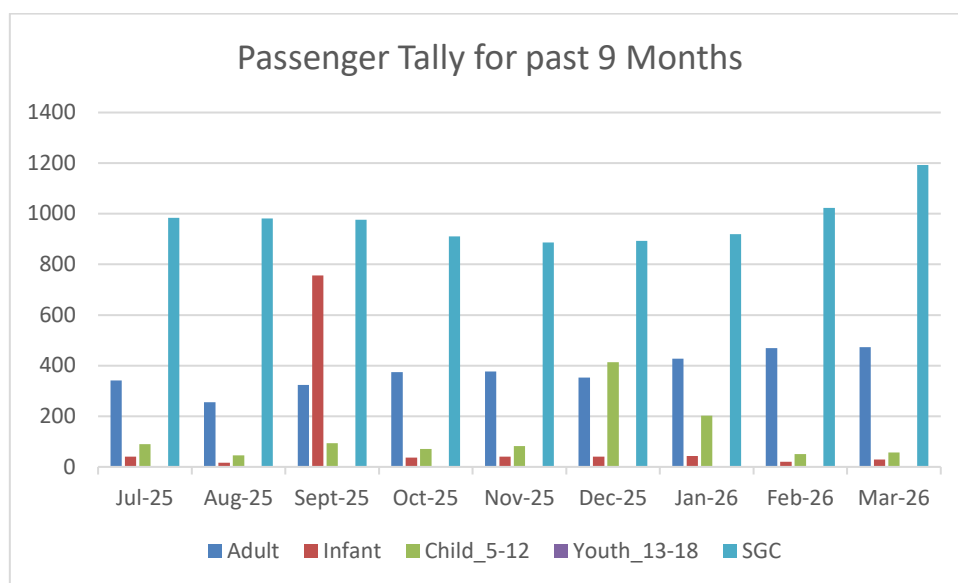


Figure 1 – Passenger tally for 9 months

Option One (Recommended Option) – Receive and adopt Increased fare

14. Increase fares as proposed.

Advantages

- 15. Supports private share target.
- 16. Maintains NZTA alignment.
- 17. Simple fare structure.
- 18. Modest impact on users.
- 19. The proposed farebox increase would generate a modest around \$1,500 in additional revenue.

Disadvantages

- 20. May lead to patronage decline in the short term for cost sensitive users.
- 21. Limited revenue gain.

Option Two – Status Quo

Advantages

- 22. No price increase for passengers.

Disadvantages

- 23. Failure to demonstrate progress toward agreed private share targets may adversely affect future discussions with NZTA regarding co-investment in public transport services and related transport initiatives.
- 24. Reduces fare revenue, and worsens private share contribution, putting at risk co-funder support in future bids for future transport/modal change improvement projects.

Conclusion

- 25. The proposed fare increases represent a modest adjustment designed to help offset increasing operating costs and support progress toward NZTA-approved private share funding targets.
- 26. While there is potential for a small reduction in patronage from some price-sensitive users, staff consider the increase proportionate and unlikely to materially affect overall service use. The proposal balances affordability, financial sustainability and continued access to public transport services and is therefore recommended for approval.

Author	Wayne Oldfield, Area Manager, Marlborough Roads
Authoriser	Jamie Lyall, Group Manager – Roading, Property and Community Facilities

Summary of decision-making considerations			
Fit with purpose of local government			
The proposal enables the provision of a public service and it is considered good-quality and cost effective.			
The proposed fare increase is projected to generate additional revenue, helping to offset rising operational costs and reduce the need for service cuts or increased subsidies. This aligns with the goal of increasing the private share component of public transport funding, which is set to reach 6.4% in 2025-2026 and 6.5% in 2026-2027 through fare increases and patronage growth initiatives.			
Fit with Council policies and strategies			
	<i>Contributes</i>	<i>Detracts</i>	<i>Not applicable</i>
LTP / Annual Plan	☐	☐	X
Financial Strategy	X	☐	☐
Infrastructure Strategy	☐	☐	X
Social well-being	X	☐	☐
Economic development	X	☐	☐
Environment & RMA Plans	X	☐	☐
Arts & Culture	☐	☐	X
3 Waters	☐	☐	X
Land transport	X	☐	☐
Parks and reserves	☐	☐	X
This proposal contributes to the categories identified by improving the farebox recovery in relation to public transport fares.			
Nature of the decision to be made			
The options do not involve a significant decision in relation to land or a body of water.			
Financial considerations			
There are no known financial implications.			
Significance			
The decision has been assessed as low significance under Council's Significance and Engagement Policy. While it affects a broad group of users, the financial and strategic impacts are relatively minor. Accordingly, formal consultation has not been undertaken; however, communications will be used to inform the community of the decision.			
Engagement			
A communications and engagement plan will be developed.			
Risks: Legal / Health & Safety etc			
There are no known significant risks or legal implications.			
Climate Change Implications			
In assessing the preferred option, staff have considered the effects of climate change, and our public transport is aimed at encouraging its use over private vehicles. Public transport offers a social service for those who wish to choose it and supports MDC's regional climate change mitigation efforts.			

11. Variable Speed Limits Around Schools

(Clr Adams) (Report prepared by Laura Skilton)

R800-009-04

Purpose of Report

1. To approve the recommendations of the Speed Committee for installing Variable Speed signs around schools on local roads within the Marlborough region.

Executive Summary

2. The Setting of Speed Limits Rule 2024 requires all road controlling authorities to make reasonable efforts to establish variable speed limits around schools by 1 July 2026.
3. The Marlborough Speed Committee has recommended that all schools have 30 kmph variable speed limits at school gates. Where practicable, the Committee recommends retaining existing advisory speed signs and applying overlays to show the new variable speed limit. As some existing signs are located more than 150 metres from a school gate, those schools will be classified as Category 2 to meet legislative requirements.
4. It is recommended that the variable speed limits operate for one-hour periods at the start and end of the school day, consistent with the requirements of the Rule.

RECOMMENDATIONS

That the Committee recommends to Council that:

1. **Variable speed limits of 30 km/h be implemented outside all schools on local roads in Marlborough in accordance with the Land Transport Rule: Setting of Speed Limits 2024.**
2. **The variable speed limits of 30 km/h operate:**
 - (a) **from 8.15am to 9.15am and 2.45pm to 3.45pm for schools in Blenheim and Picton;**
 - (b) **from 8.15am to 9.15am and 2.30pm to 3.30pm for schools in the remaining areas of Marlborough; and**
 - (c) **from 7.45am to 8.45am and 2.15pm to 3.15pm for the three schools identified by Marlborough Roads as having earlier operating hours.**
3. **Where practicable, existing school speed advisory signs be retained and overlaid to display the new variable speed limits.**
4. **Schools located on roads with existing permanent speed limits greater than 50 km/h, and schools where the existing school speed treatment extends beyond 150 metres from the school gate, be classified as Category 2 schools for the purposes of implementing variable speed limits.**
5. **Marlborough Roads be authorised to undertake all actions necessary to implement the approved variable speed limits and update the National Speed Limit Register.**

Background

5. The Setting of Speed Limits Rule 2022 required all road controlling authorities to prepare a Speed Management Plan. As part of that process, road controlling authorities were required to reduce speed limits around schools, review all 70 kmph and 90 kmph speed limits, and take a whole-of-network approach to speed management. Marlborough prepared a Speed Management Plan, which included a hearing process and was certified by NZTA on 7 March 2024.
6. In September 2024, the Setting of Speed Limits Rule was amended to provide for variable speed limits around schools on arterial roads. A key driver for this change was transport efficiency, particularly freight efficiency.

In summary the altered Setting of Speed Limits Rule included:

- a) Specifies how we change speed limits (To Start)
 - b) Specifies criteria for setting speed limits (To Start)
 - c) Requires variable reduced speeds at schools (Underway)
 - d) Requires speed reversals on specified roads (Completed)
7. The Marlborough Speed Committee makes recommendations to Council on variable speed limits around schools and future speed limit changes. The Committee comprises Cr Adams, Cr Innes and Cr C Dawson, with technical advice provided by Marlborough Roads.
8. The Marlborough Speed Hearing Panel makes recommendations to Council following public consultation on proposed speed limit changes. Public consultation is not required for the introduction of variable speed limits around schools. The Panel comprises Cr B Dawson as Chair, Cr Faulls and Cr Sowman.

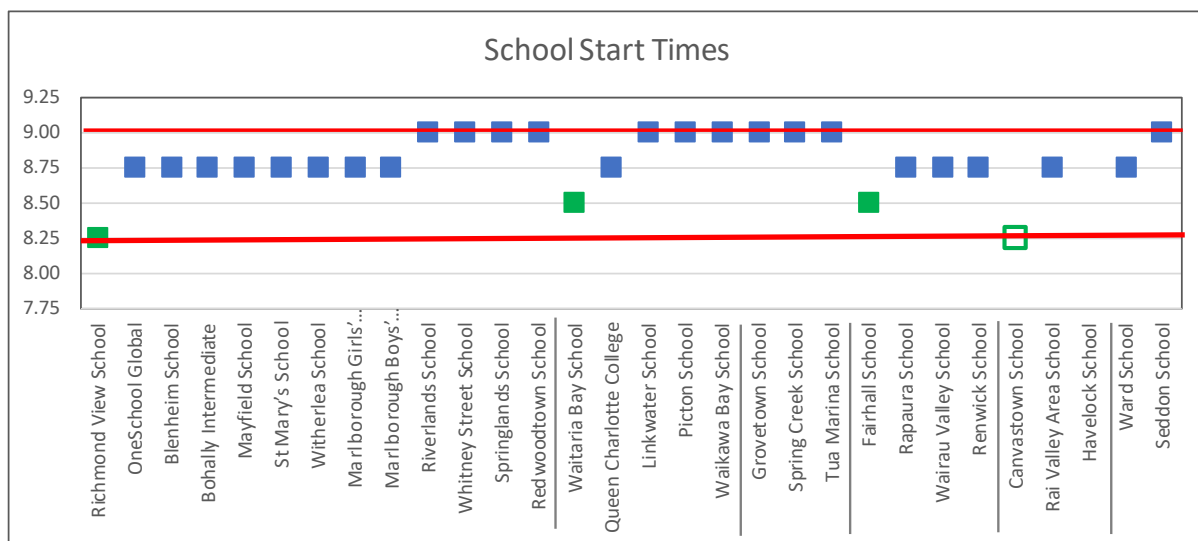
Reduced Speed Limits Around Schools

9. The Land Transport Rule: Setting of Speed Limits sets out the process and criteria for changing speed limits and requires road controlling authorities to introduce variable reduced speed limits around schools.
10. The NZTA is currently implementing 30 kmph variable speed limits outside schools that front the state highways in the Marlborough region.
11. Under the Rule, road controlling authorities are required to make reasonable efforts to have variable speed limits in place outside each school gate by 1 July 2026. While completion by that date is not mandatory, Council is expected to demonstrate progress towards implementation. The Rule also enables rectangular static signs to be used for variable speed limits.
12. Schools are classified as Category 1 by default. Council may nominate schools as Category 2 where appropriate, with Category 2 generally applying to schools located on roads with existing speed limits above 50 kmph.
13. For Category 1 schools, the variable reduced speed limit must be 30 kmph on any road with a school gate and may apply for no more than 150 metres on either side of that gate, being 300 metres in total. For Category 2 schools, the variable reduced speed limit must be less than 60 kmph and may apply for no more than 300 metres on either side of a school gate, being 600 metres in total.

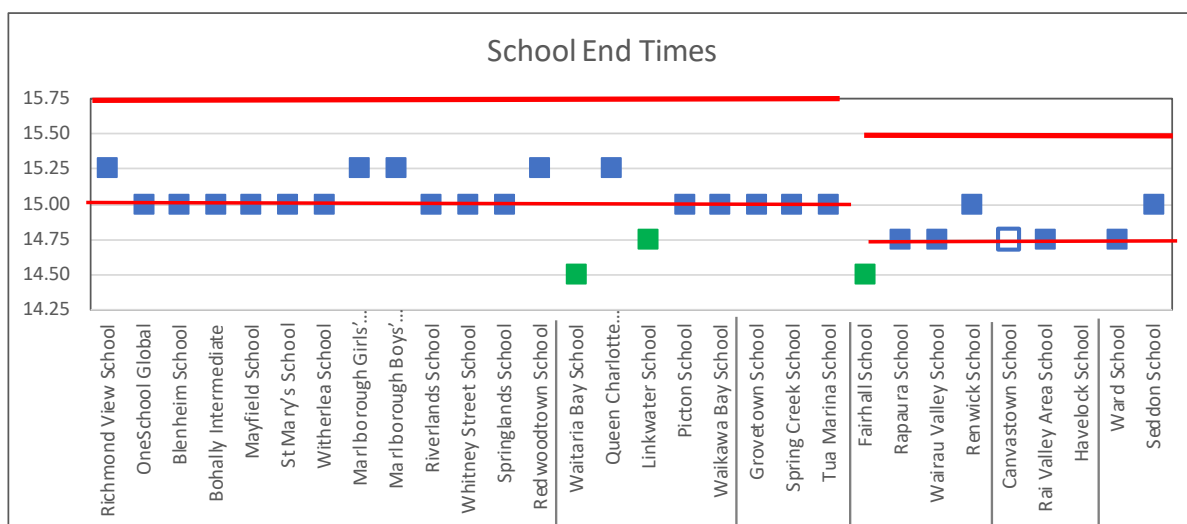
Time Periods for Reduction

14. Under the Rule, a reduced variable speed limit may operate for a maximum period of 45 minutes before and after the start of the school day, and for a maximum period of 45 minutes before and after the end of the school day.
15. NZ Police has advised that variable speed limits around schools are easier to enforce where consistent operating periods apply across an area. Marlborough Roads has contacted each school in the region to confirm school start and finish times. Responses were received from all schools except Havelock School.
16. The school start times are set out below, with times shown as fractions of an hour. The earliest school start time is 8:15 am and the latest is 9:00 am. The grey lines group schools by approximate geographic area, beginning with Blenheim, followed by Picton and the Sounds. Canvastown School is shown in outline only, as the relevant school gate is located on State Highway 6.
17. The red lines indicate a potential 45-minute variable speed limit operating period that could apply to encompass the majority of schools. However, this approach would result in some schools receiving

the full 45 minutes of reduced speed prior to the school start time, while two schools would have no reduced speed period before school starts. A further two schools would receive only 15 minutes of reduced speed prior to the start of the school day.



18. It is recommended that the morning variable speed limit period operate from 8:15 am to 9:15 am, which allows 15 minutes after the latest school start time. The exception is the three schools shown in solid green, where the recommended operating period is 7:45 am to 8:45 am.
19. The school end times are set out below, with times shown as fractions of an hour. The earliest school finish time is 2:30 pm and the latest is 3:15 pm. The red lines indicate potential 45-minute variable speed limit operating periods that could apply to encompass many schools, noting that two operating periods would be required based on location.



20. It is recommended that the afternoon variable speed limit period operate from 2:45 pm to 3:45 pm for schools in Blenheim and Picton, allowing 15 minutes before the earliest school finish time. For schools in the remaining areas, it is recommended that the afternoon period operate from 2:30 pm to 3:30 pm. The exception is the three schools shown in green, where the recommended operating period is 2:15 pm to 3:15 pm.

21. Marlborough Roads contacted Nelson City Council and Tasman District Council to understand how they have addressed differing school start and finish times when setting variable speed limit operating periods.
22. Tasman District Council has applied different operating periods for each school, based on individual school opening and closing times. Schools in the Tasman District sought the full 45-minute reduced speed period before and after the school bell. Tasman District Council intends to review this approach following implementation and will consider electronic signs if required.
23. Nelson City Council sought to maintain consistency and encouraged schools to adjust their operating hours accordingly. However, schools were not supportive of changing their hours, resulting in varying variable speed limit periods across Nelson schools. The reduced speed periods at Nelson schools range from 30 to 45 minutes, as Nelson City Council has chosen to apply the reduced speed limit only before school starts and after school finishes, with no additional flexible time allowance.
24. Marlborough Roads and NZTA have agreed an aligned approach to operating times to when the variable speed limits will be implemented for the Marlborough region.

Recommendations

25. The Speed Committee is continuing to work through recommendations for individual schools. However, the following in-principle recommendations have been made:
 - All schools will have variable speed limits of 30 kmph at the start and end of the school day.
 - Where practicable, existing speed advisory signs will be retained and overlaid to show the new variable speed limit. It is acknowledged that some existing signs are located more than 150 metres from a school gate and may therefore not fully align with the Category 1 distance requirements. However, this approach reflects practical implementation and cost efficiency considerations.
 - Schools located on roads with an existing posted speed limit above 60 kmph will be classified as Category 2 schools, enabling a longer section of road to be subject to the variable speed limit.
26. It is recommended that the operating periods for variable speed limits around schools be those set out in paragraphs 18 and 20.

Option One (Recommended Option) – Install variable speed limits around schools

27. It is recommended that variable speed signs are installed at all schools in Marlborough in accordance with the Setting of Speed Limits Rule.
28. It is recommended that all schools have reduced speed limits of 30 kmph for the time periods provided in Paragraph 18 and Paragraph 20.
29. It is recommended that schools with posted speed limits above 50 kmph are classified as Category 2 schools to allow for a 300m reduced speed on either side of the school gate. In addition, any schools with existing speed advisory signs resulting in reduced speeds for a length longer than 150m from the school gate will be classified as Category 2.

Advantages

30. Meets the requirements of the Setting of Speed Limits Rule: 2024.

Disadvantages

31. If the speed reductions are not undertaken, NZTA will put pressure on Council to meet the legislative requirements.

Option Two – Status Quo

32. Council does not have a 'do nothing option' as the changes are legislatively driven.

Next steps

33. Marlborough Roads to engage the contractor to install variable speed limit signs.

34. Marlborough Roads to update the National Speed Limit Register with the new speed limits.

35. Speed Committee to meet to discuss other speed change requests and those in the previous Speed Management Plan.

Author	Laura Skilton, Transport Planner Marlborough Roads
Authoriser	Jamie Lyall, Group Manager Roding, Property and Community Facilities

Summary of decision-making considerations			
Fit with purpose of local government			
The proposal enables Marlborough to meet legislative requirements			
Fit with Council policies and strategies			
	<i>Contributes</i>	<i>Detracts</i>	<i>Not applicable</i>
LTP / Annual Plan	X	☐	☐
Financial Strategy	X	☐	☐
Infrastructure Strategy	X	☐	☐
Social well-being	X	☐	☐
Economic development	☐	X	☐
Environment & RMA Plans	☐	☐	X
Arts & Culture	☐	☐	X
3 Waters	☐	☐	X
Land transport	X	☐	☐
Parks and reserves	☐	☐	X
This proposal detracts to the economic development of the region where reduced speed limits are on freight routes. However as these only cover 2 hours a day during school terms, and are required by legislation, the impacts are being kept to a minimum.			
Nature of the decision to be made			
The options do not involve a significant decision in relation to land or a body of water.			
Financial considerations			
The project has been budgeted for in [<i>Traffic Services</i>] [2026/27] budgets and receives standard FAR subsidy. By retaining the advisory speed signs, costs are reduced.			
Significance			
The decision is considered of low significance under Council's Significance and Engagement Policy.			
Engagement			
Consultation is not required under the legislation for the reduced speed limits around schools; however schools will be notified in advance of the changes being made.			
Risks: Legal / Health & Safety etc			
There are no known significant risks or legal implications if the recommendations are made. However, as legislation requires this to be undertaken, there could be implications if the recommendations are not undertaken.			
Climate Change Implications			
There are no known climate change implications to this decision.			

12. Recovery Funding Surplus

(Clr Adams) (Report prepared by Steve Murrin)

R800-006-18

Purpose of Report

1. To advise Council of the progress of the Storm Recovery Project both in delivery and financially, and to seek direction on declaring funds surplus to NZTA.

Executive Summary

2. The Storm Recovery Programme is progressing across the Marlborough Sounds and wider affected network, with staged completion dates ranging from August 2026 through to December 2027 being completion of the Kenepuru zone. This includes completion of the Winter 2025 storm repairs.
3. Total approved Emergency Works funding across the relevant events is \$297.36 million, with an estimated Council share of \$50.99 million. Phase 3 is forecasting a significant underspend, creating an opportunity to declare surplus funding while retaining contingency and escalation allowances until project close-out.
4. The proposed Phase 3 surplus position identifies \$62.998 million of projected surplus funding. After retaining \$18.305 million as project contingency and \$4.412 million for escalation, \$40.281 million could be declared surplus to NZTA, equating to an estimated \$11.68 million saving to Council at the 71% Funding Assistance Rate.
5. There is an ongoing rates benefit for ratepayers of approximately \$300,000 per year from 2028 (0.37% at current rates requirement levels excluding water services) which represents the funding cost associated with \$11.68 million of debt.

RECOMMENDATION

That the Committee recommends Council agrees to declare \$40.281 million of Phase 3 funding surplus to NZTA, while retaining the identified project contingency and escalation allowances until the end of the project.

Background

6. The Storm Recovery Programme was established to restore road access following multiple severe weather events, including July 2021, February 2022, August 2022, October 2024 and Winter 2025. The programme includes recovery work across Awatere, Northbank, French Pass/Tennynson Inlet, Port Underwood, Queen Charlotte Drive, Waihopai and Kenepuru.
7. The Marlborough Sounds Future Access Study provided the justification for recovery funding to reinstate a roading network across the Marlborough Sounds. Funding allocated by NZTA for the Sound Recovery (Phase 3) was \$141.411m at 71% Funding Assistance Rate (FAR)
8. Due to establishing appropriate Levels of Service (LOS), clear apportionment of risk and competitively tendering all Recovery Works, the projected cost to complete the Recovery Project is currently \$62.9m below funding allocation.
9. Early in the Recovery Project, Marlborough Roads Recovery Team (MRRT) established a document which set appropriate LOS for each section of road that was to be repaired. The focus was not to over engineer repairs but to reinstate to a standard suitable for the road environment.
10. Critical to whole recovery was apportioning where risk would sit. This allowed for repair solutions to be developed by MRRT and all parties were clear what risk sat with them.

11. All works have been competitively tendered. Large complex sites have been tendered as a standalone project. Smaller and less complicated works have been bundled into packages of work and tendered.
12. It is proposed that a surplus of \$40.281 million is returned to NZTA which results in a rates requirement reduced on the 2024-34 Long Term Plan of approximately \$300,000 per year from fiscal year 2028. This represents the funding cost of the \$11.7 million Council share (interest at 5% pa + principal – 20 year loan) of this \$40 million and is approximately 0.37% of the current rates requirement.
13. The \$62.9 million surplus includes a project contingency of \$18.3M and an escalation provision of \$4.4 million. It is intended to hold this funding to completion of the project.

Option One (Recommended Option) – Declare Surplus for Phase 3

14. Under this option, Council would agree in principle to declare \$40.281 million of Phase 3 funding surplus to NZTA, retain \$18.305 million as project contingency and \$4.412 million for escalation.

Advantages

15. Releases the funding back into the National Emergency Works funding pool so that it can be reallocated.
16. Maintains prudent allowances for contingency and escalation until the recovery programme is fully closed out.

Disadvantages

17. Requires confidence that retained contingency and escalation allowances are sufficient to manage remaining Phase 3 delivery risks through to project close-out.

Option Two – Status Quo

18. Under the status quo, Council would retain the current funding position.

Advantages

19. Provides a large contingency to the end of the project.

Disadvantages

20. Doesn't free up funding to go back into the National pot.

Next steps

21. Confirm Council's direction on declaring the proposed Phase 3 surplus to NZTA.
22. Retain the project contingency and escalation provisions until the end of the recovery programme.

Presentation

A short presentation will be given on the Recovery Programme Update, Phase 3 surplus proposal.

Author	Steve Murrin, Marlborough Roads Transport Recovery Manager
Authoriser	Jamie Lyall – Group Manager – Roading, Property and Community Facilities

Summary of decision-making considerations			
Fit with purpose of local government			
The proposal supports democratic local decision-making by enabling Council to determine the preferred financial treatment of recovery funding and the timing of future resilience investment. It also supports the provision of good-quality local infrastructure by protecting the restored road network and improving long-term transport resilience.			
Fit with Council policies and strategies			
	<i>Contributes</i>	<i>Detracts</i>	<i>Not applicable</i>
LTP / Annual Plan	X	☐	☐
Financial Strategy	X	☐	☐
Infrastructure Strategy	X	☐	☐
Social well-being	☐	☐	X
Economic development	X	☐	☐
Environment & RMA Plans	☐	☐	X
Arts & Culture	☐	☐	X
3 Waters	☐	☐	X
Land transport	X	☐	☐
Parks and reserves	☐	☐	X
This proposal contributes to land transport, infrastructure resilience, financial strategy and community access by reducing Council's funding exposure and supporting earlier investment in road network resilience.			
Nature of the decision to be made			
The options do not involve a significant decision in relation to land or a body of water.			
Financial considerations			
The proposal has a positive financial implication for Council. Declaring \$40.281 million of Phase 3 funding surplus to NZTA is expected to reduce Council's share by approximately \$11.68 million, while retaining identified contingency and escalation allowances for remaining project risk.			
Significance			
The decision is considered of moderate significance because it concerns a major recovery programme and future resilience investment, but it is consistent with the existing recovery and transport resilience direction already considered through programme and Long Term Plan processes.			
Engagement			
A communications plan will be developed.			
Risks: Legal / Health & Safety etc			
The main risks are financial forecasting risk. These will be managed by retaining contingency and escalation allowances.			
Climate Change Implications			
There are no known climate change implications to this decision.			

13. Marlborough Sounds Future Access Study – Roding Resilience Programme

(Clr Adams) (Report prepared by Steve Murrin)

L150-026-01-64

Purpose of Report

1. To seek Council approval to bring forward funding for the Marlborough Sounds Future Access Study Roding Resilience Programme and support preparation of a funding application to NZTA later this year.

Executive Summary

2. The Marlborough Sounds Future Access Study provided the basis for both the Marlborough Sounds Roding Recovery Project and a proposed Roding Resilience Programme estimated at \$44.56 million.
3. Council has currently indicated support through the LTP for the resilience programme to commence in 2027/28 and be delivered over 16 years. However, bringing the programme forward for delivery over the next 2 to 3 years would better protect the significant investment already made in recovery works, build resilience into a vulnerable network and improve the prospects of securing NZTA funding.
4. Rates funding of loan repayments would need to be brought forward to match the investment time period resulting in an up to \$550,000 increased annual rates requirement in 2028 or 0.57% excluding water services.

RECOMMENDATIONS

That the Committee recommends Council:

1. **Agrees in principle to bring forward funding for the full Roding Resilience Programme so that the programme can be positioned for delivery through the 2027–30 NLTP.**
2. **Approves Marlborough Roads finalising programme estimates and preparing a funding application to NZTA later this year.**

Background

5. The Marlborough Sounds Future Access Study identified the need for long-term roading resilience improvements to protect access across the Sounds network. The study provided the justification for funding the Marlborough Sounds Roding Recovery Project and supported a proposed resilience programme estimated at \$44.56 million.
6. Council has indicated support in the Long Term Plan for the resilience programme to commence in 2027/28 and run through to 2042/43 at approximately \$2.785 million per year. Significant investment has gone into the Recovery project across the Marlborough Sounds. By the time it is completed it will be more than \$150m.
7. The Recovery funding is targeted at repairing the faults caused by the storm event. It does permit building back to current standards, but it doesn't always provide funding to deal with the root cause of the fault. This is where the Resilience Programme is utilised to address the cause of the fault. In most cases this will be inadequate culverts, drainage channels and scour protection.
8. Council received \$3.5m funding from a Crown Resilience Programme. This funding is being used to fund the Marine Infrastructure study as well as commence stage 1 of the Resilience works on Queen Charlotte Drive. The first 2 Resilience works contracts have recently been let at a value of just over \$600k.

Assessment

9. The key decision is whether Council supports bringing the Roding Resilience Programme forward from a 16-year delivery profile to an accelerated 2 - 3 year programme. Accelerated delivery would help protect completed and planned recovery works, respond earlier to known network vulnerabilities, and improve the opportunity to secure NZTA investment support.
10. By bringing forward the required investment the funding of the loan repayments anticipated in 2024-34 LTP will also need to be brought forward. This would require increases in rates over a more condensed period from FY2028 with the full rating effect being reached by FY2030. The LTP anticipated reaching the full requirement by 2043. On a cumulative basis, rates would require increasing greater than signalled in the LTP until 2030, after which time the annual increase drops away. The annual additional rates required is set out in the following table below.

FY	Rating Impact	Cumulative
2025	-\$27,280	-\$27,280
2026	-\$22,480	-\$49,760
2027	\$35,120	-\$14,640
2028	\$509,224	\$494,584
2029	\$427,304	\$921,889
2030	\$427,304	\$1,349,193
2031	-\$109,200	\$1,239,993
2032	-\$109,200	\$1,130,793
2033	-\$109,200	\$1,021,593
2034	-\$109,200	\$912,393
2035	-\$109,200	\$803,193
2036	-\$109,200	\$693,993
2037	-\$109,200	\$584,793
2038	-\$109,200	\$475,593
2039	-\$109,200	\$366,393
2040	-\$109,200	\$257,193
2041	-\$109,200	\$147,993
2042	-\$109,200	\$38,793
2043	-\$109,200	-\$70,407

11. Alternatively, the Resilience programme could be split into two programmes of work. The initial programme to protect investment in Recovery as well as build resilience into key routes such as Queen Charlotte Drive, French Pass from SH6 to Elaine Bay, Kenepuru from Linkwater to Portage and Port Underwood from Waikawa to Oyster Bay. The Resilience programme for the lower hierarchy roads could possibly be delivered over a longer timeframe.

Option One (Recommended) – Bring the Roding Resilience Programme Forward

12. Under this option, Council would support bringing forward the resilience programme so that estimates can be finalised and a funding application submitted to NZTA later this year. The programme would commence in the current financial year, initially using the \$3.5 million Crown appropriation, with delivery intended through the 2027–30 NLTP if supported by NZTA.

Advantages

13. Protects the significant investment already made in recovery works by addressing resilience risks earlier.
14. Improves the likelihood of securing NZTA funding by progressing the programme during the current financial year, meaning it would move into the 2027-30 NLTP as a committed project.

Disadvantages

15. Requires Council to bring forward funding which may place additional pressure to the LTP.

16. Funding from rates required earlier than anticipated in the LTP.

Option Two – Split the Resilience Programme in Two

17. The Resilience Programme would be split in two. The initial programme to protect recovery investment and provide greater resilience on key routes. Future resilience works could be funded and delivered over a longer period.

Advantages

18. Funding could be provided over a longer timeframe.
19. Funding from rates would be delayed slightly.

Disadvantages

20. A large portion of the network is left vulnerable to damage from future storm events.
21. Some funding from rates would still be required earlier than the LTP anticipated.

Option Three – Status Quo

22. Under this option, Council would retain the current Long Term Plan approach, with the resilience programme commencing in 2027/28 and being delivered over 16 years through to 2042/43.

Advantages

23. Maintains the current funding profile and avoids the immediate need to bring forward Council funding.

Disadvantages

24. Delays resilience improvements and may leave recently completed recovery works exposed to avoidable future damage.
25. May reduce the opportunity to secure NZTA funding if the programme is not progressed while investment momentum exists.
26. The potential for rates capping from 2029 onwards is a consideration in accelerating this programme. The increased funding required would result in a 0.5% increase in both 2029 and 2030.

Next steps

27. If Council supports the recommended option, Marlborough Roads will finalise programme estimates, prepare a NZTA funding application later this year, and commence initial resilience works using the Crown appropriation while positioning the wider programme for delivery through the 2027–30 NLTP.

Author	Steve Murrin, Marlborough Roads Transport Recovery Manager
Authoriser	Jamie Lyall, Group Manager - Roading, Property and Community Facilities

Summary of decision-making considerations			
Fit with purpose of local government			
	<i>Contributes</i>	<i>Detracts</i>	<i>Not applicable</i>
LTP / Annual Plan	X	☐	☐
Financial Strategy	X	☐	☐
Infrastructure Strategy	X	☐	☐
Social well-being	☐	☐	X
Economic development	X	☐	☐
Environment & RMA Plans	X	☐	☐
Arts & Culture	☐	☐	X
3 Waters	X	☐	☐
Land transport	X	☐	☐
Parks and reserves	☐	☐	X
This proposal contributes to land transport, infrastructure resilience, financial strategy and community access by reducing Council's funding exposure and supporting earlier investment in road network resilience.			
Nature of the decision to be made			
The options do not involve a significant decision in relation to land or a body of water.			
Financial considerations			
The project has been budgeted for in the LTP running from 2027-28 to 2042-43. This means bringing funding forward to the 27-30 NLTP.			
Significance			
The decision is considered of low significance under Council's Significance and Engagement Policy.			
Engagement			
A communications plan will be developed.			
Risks: Legal / Health & Safety etc			
There are no known significant risks or legal implications.			
Climate Change Implications			
In assessing the preferred option, staff have considered the effects of climate change. The purpose of the Resilience Programme is to try and reduce the effects of climate change.			

14. Information Package

RECOMMENDATION

That the Strategy & Community Partnerships Information Package dated 16 July 2026 be received and noted.
