

Questions/Answers

- The patched seal on Waikawa Road and Dublin Street was discussed. Steve clarified that once all the underground work is completed the repairs will be left to settle and then the roads will be added to the resealing programme.
- Reserves Department is looking at the situation at the Waikawa Bay car park. Dean will report back to the next meeting on what work is being planned for the area.
- Discussion on the legal status of paper roads took place. Steve clarified that Council is not responsible for the upkeep of paper roads, however they have accepted some paper roads which they maintain. Part of Phillips Road in Ngakuta Bay is maintained by Council and part of it is maintained privately.
- The Roding Infrastructure Asset Management Plan is available from the Council website. <https://www.marlborough.govt.nz/repository/libraries/id:1w1mps0ir17q9sgxanf9/hierarchy/Documents/Services/Asset%20Management%20Plans/RodingInfrastructureAMP2015-2018ExecutiveSummary.pdf>
- Steve clarified that Port Underwood is a category R5 road. Information about the levels of services for the different categories of roads can be found on the NZTA website. <https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONRCPMsgeneralguide.pdf>

2. Forestry Extraction in Port Underwood – Richard Coningham (Manager Assets and Services MDC)

- Richard passed around a map of the Port Underwood forestry areas. (Appendix 1). It doesn't show yields or when the forests will be harvested. Staff have collected information on yield projections for 80% of Marlborough forests. An aerial photo of Port Underwood from December 2017 (Appendix 2) shows that harvesting has progressed more quickly than indicated by the information that has been received by Council. Confirmation of harvesting carried out and more information on projections is being sought from the forestry industry to allow an accurate update to be made to the community.
- A project to map projections and the effect on traffic throughout the region is being undertaken. This has already been carried out for Kenepuru.
- Richard clarified that the 'Gentlemen's Agreement' with the logging companies is based on a calculation that 50,000 tonnes of logs (equates to approximately 10 trucks per day over a year) can be handled by the roads in their existing state. This is a voluntary agreement and foresters have been co-operative in maintaining it. When trucks travel during the times that school children are going to or leaving school it is usually because a new driver is not aware of the situation. More than 10 trucks per day can sometimes be seen if there has been a rainy day previously.
- Some forests in Port Underwood have resource consent conditions which don't allow them to use roads to extract their harvest. Council is working with these owners to find ways in which they can remove the logs via barging.

Questions/Answers

- There is a new National Environmental Standard for Plantation Forestry (NES-PF). This has resulted in the forestry industry being moved to the number one spot for compliance monitoring by Council. Drones are being used to monitor increased areas of forestry sites.
- It was clarified that resource consent conditions cannot be changed by Council retrospectively.
- Steve was asked about the possibility of reducing the speed limit at Waikawa Bay to 30 km/h over the summer period. He clarified that a speed limit review will be carried out in the district in 2019 and that the public will be able to make submissions.
- Steve handed around a sheet showing all the accidents that have occurred between Waikawa Bay and Oyster Bay since January 2007. There has only ever been one truck crash (a mussel truck) on the road. There has not been a logging truck crash reported to the police on the Port Underwood Road since 2007.

- Discussion on forestry workers driving unsafely after work resulted in the suggestion of approaching Robyn Blackburn (Council's Road Safety Co-ordinator) to provide some road safety education for contractors.
- Road marking throughout the district is being carried out and should be completed by Christmas.

Steve and Richard withdrew from the meeting at 2.15 pm

3. PRF Finances – Dean Heiford

- There is \$61,000.00 in the Picton Regional Forum fund. This money has been collected through the targeted Picton Ward rate.
- Discussion followed on how the money can be used and whether the charge on rates should continue. Suggestions included:
 - Stop receiving any more rates but keep the money already received to fund the meeting for future years.
 - Stop receiving the rate but put the money towards worthy Picton causes. Dean is going to ask staff to provide some guidance on whether the money can be used in this way.
 - It was noted that if the rate is taken off it would be very hard to be put back on.
 - Reducing the amount taken to only cover the expenses occurred in holding the meetings.
- It was agreed to bring the discussion to the next meeting for further discussion.

4. MSCVT Update - Bryan Strong

- The Chairman's report and MSCVT statistics to the end of November 2018 are attached at Appendix 3.
- 291 passengers have been carried on 209 journeys since beginning the service in October 2016.
- Bryan is Chairman and co-ordinator and would ideally like to separate the functions. The Trust is still looking for a co-ordinator who has the time and skills to take over the role.

5. Actions from the Previous Meeting

Action	Person Responsible
1. Make payment of \$600.00 to EOC for use of meeting room - <i>completed</i>	Dean
2. Provide clarity on the proposed tracks at the foreshore (for cruise ship passengers) – <i>completed</i> . <i>Discussions are taking place on safety issues regarding the corner of Auckland Street and London Quay</i>	Clr Taylor
3. Profusion of boulders in Picton – <i>boulders are being removed - completed</i>	Clr Taylor/Clr Oddie
4. Ask Steve Murrin to address issues of logging trucks and increased summer traffic on Port Underwood and Picton roading in general at the November meeting - <i>completed</i>	Dean
5. Arrange for a representative of MDC (Richard Coningham) to come to the next meeting to talk about forestry in Port Underwood area - <i>completed</i>	Dean/Clr Taylor
6. Email Steve about the Picton road markings schedule - <i>completed</i>	Rebecca

6. General Business

- A noticeboard to display public information at the Picton Library was discussed. Services such as the Duty Planner at the library every second Tuesday and the proposed trial bus service from Picton to Blenheim could then be advertised there.
 - It was suggested that this type of information is currently displayed on the electronic screen. Dean is going to find out what type of public notice boards are available at the library.
 - It was noted that the proposed bus service is being timed to coincide with Stadium 2000's aquacise classes.
- Funding of \$100,000 for wayfinding signage has been approved by Council.
- After campaigning for 5 years, Linda was able to announce that Picton will finally be plastic bag free by the middle of next year.



7. Actions from the Meeting

Action	Person Responsible
1. Take discussion back to member groups on future of Picton targeted rate	Members
2. Get some feedback on how the surplus targeted rate money can be used	Dean
3. Report back on works planned for Waikawa Bay car park	Dean
4. Ask Robyn Blackburn about providing road safety education to forestry contractors on Port Underwood Road	Dean
5. Find out what public information noticeboards are available at the Picton Library	Dean

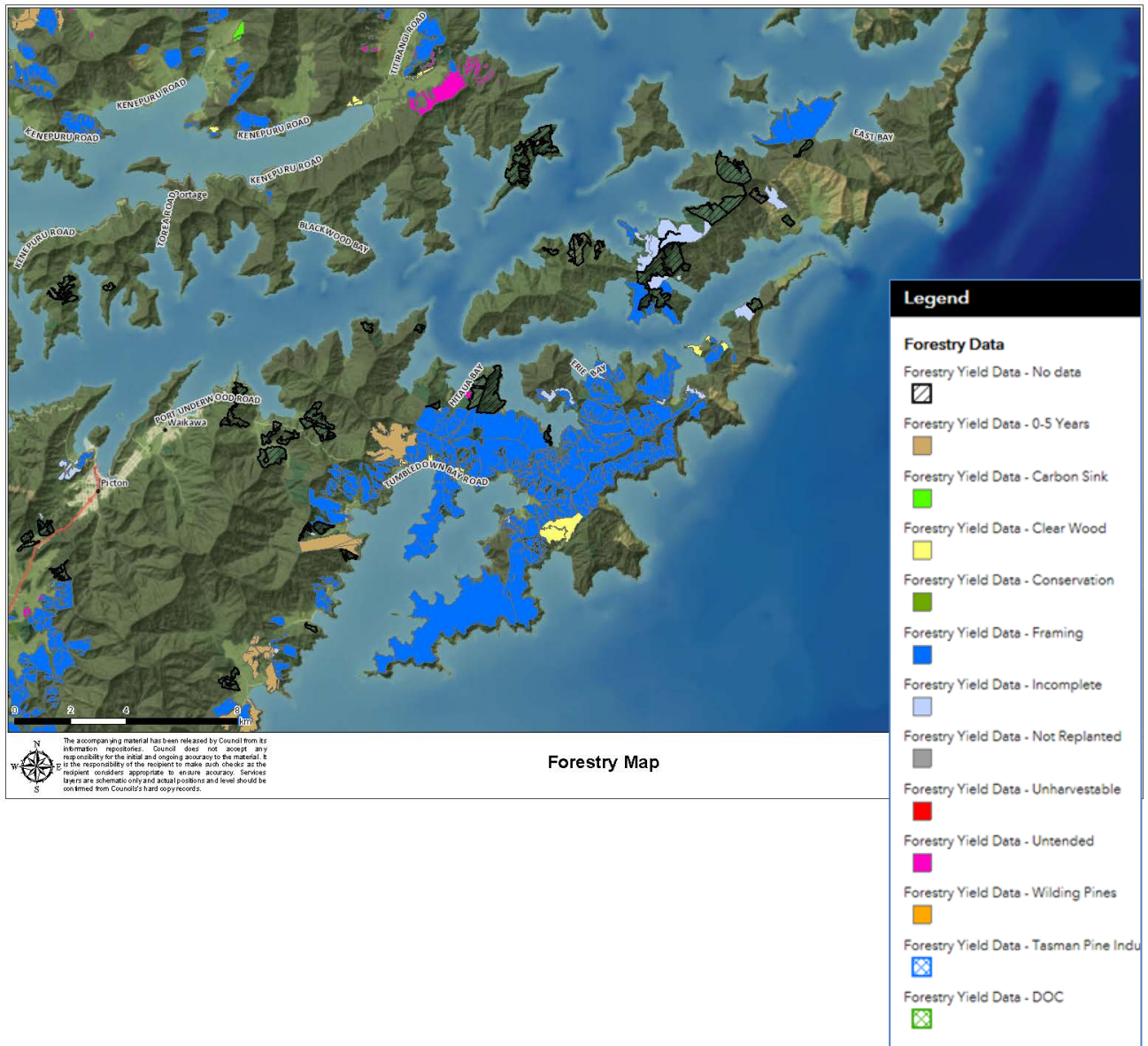
Meeting closed at 3.00 pm

Proposed Meeting Dates for 2019

- 11 March 2019
- 13 May 2019
- 8 July 2019
- 9 September 2019
- 11 November 2019

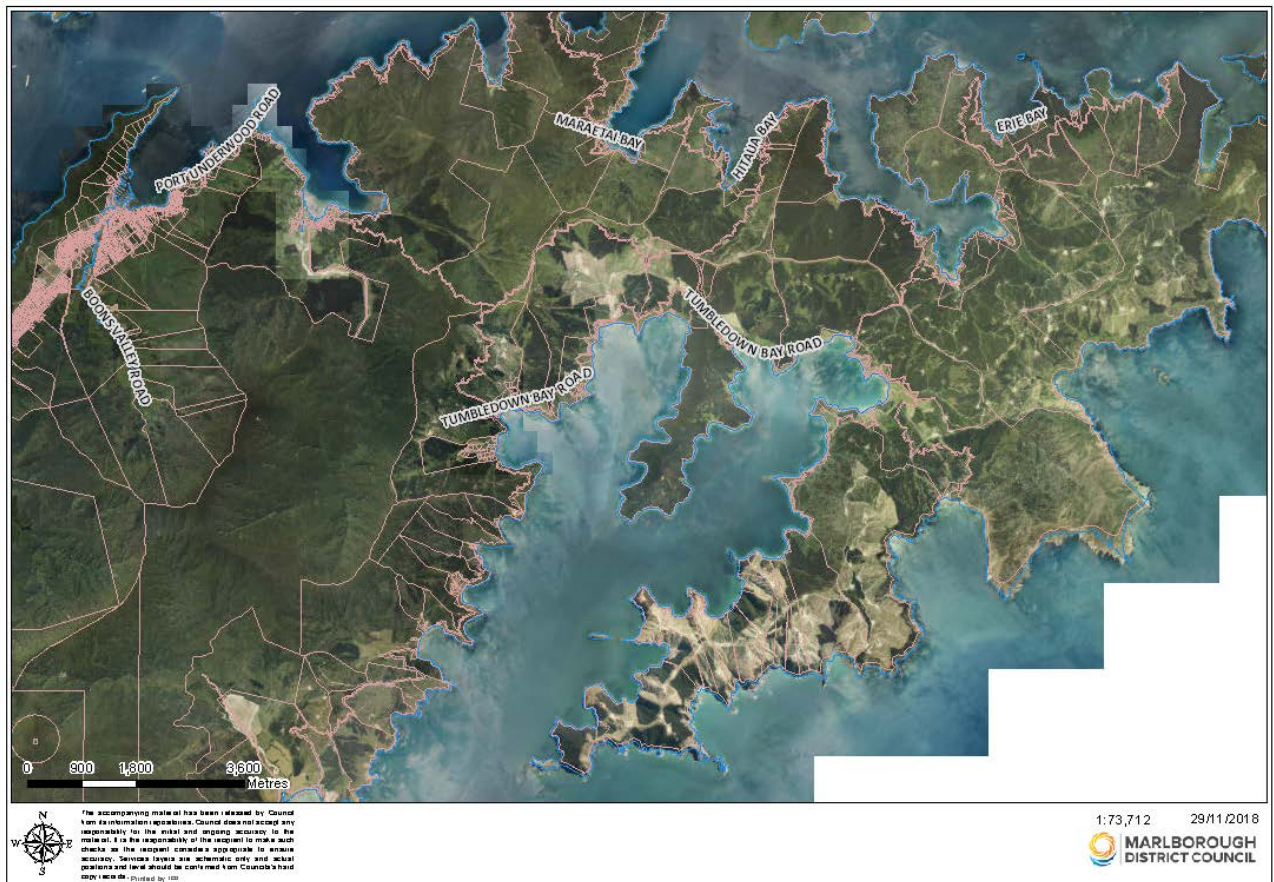
Appendix 1

Port Underwood Forestry Mapping Data – approx. 2 years old



Appendix 2

Port Underwood Aerial Photo taken January 2018



Appendix 3

Chairman's Report Nov 2018

We have had a successful year so far.

Total passengers carried to the end of October, 165 on 126 journeys and in the 2 years since we started operations 248 passengers on 188 journeys. There are 25 already carried or booked for November so far with a further 25 bookings for December.

We charge, as you know \$40 to Nelson return and \$20 Picton / Blenheim. The average cost using petrol and insurance costs is \$41.48 but this will slowly decrease as the insurance cost is spread over more trips. It's the 39 journeys where we carried more than one passenger that keeps us in the black. On a couple of occasions we have needed a third car and Omega have obliged, the only difficulty being paying for the fuel when the NPD card is in the Picton car.

We have covered 124,000 + kms in our own cars, from June in the Picton car and from July in the Blenheim car, and with Omega prior to that.

The Picton car is now equipped with a first aid kit, a high visibility jacket, a dash cam and The Blenheim car will be equipped the same as soon as I'm in Blenheim on a day when the car is not in use. After a recent event we will need to get a baby seat and a booster seat for the Blenheim car.

The Seddon/Ward area does not have any medical facilities apart from Ambulance, and I have been in touch with those attempting to organise a service and offered our service to the area with a proposed \$30 return to Blenheim and a \$50 return to Nelson.

Events are already underway to have the Picton car moved nearer the centre of Picton and sometime early in the New Year we will move the Blenheim car to a location already approved in the grounds of Wairau Hospital.

By invitation I attended the Kaikoura Community Vehicle Trust Board meeting on the 11th October. Their model is very similar to ours differing mainly where finance is concerned. They have more than \$26,000 in the bank and receive \$10,000 annually from ECAN and as a consequence do not need to go to the likes of RATA for funding. They pay their Coordinator, initially from EQC money, but now from their own funds. I have checked with Tony Henderson and one or two of the other Canterbury trusts also pay their coordinators.

Our future looks assured. We are obviously fulfilling a need and from my enquiries we are not likely to want for funds in the future.

Marlborough Sounds Community Vehicle Trust							
Year	Month	Picton	Blenheim	Sounds	Total	Rescue	Trips
2016	Oct	2			2		2
	Nov	1	4		5	1 (P)	2
	Dec				0		0
2017	Jan	1			1		1
	Feb			1	1		1
	Mar	1			1		1
	Apr				0		0
	May	1	6		7	1 (B)	5
	Jun	1	7		8	1 (B)	7
	Jul	5	4	1	10		6
	Aug	1	10	1	12		8
	Sep	3	6		9		8
	Oct	3	6	1	10	3 (2 P, 1 B)	7
	Nov	4	6		10		8
	Dec	1	5	1	7		6
		24	54	5	83		62
		29.0%	65.0%	6.0%			75%
		Picton	Blenheim	Sounds	Total	Rescue	Trips
2018	Jan	1	9	1	11		7
	Feb	3	4	4	11	2(S)	8
	Mar	6	4	1	11		9
	Apr	5	8	1	14		11
	May	6	4	1	11		9
	Jun	7	4	0	11		9
	Jul	7	5	0	12		9
	Aug	9	18	2	29		19
	Sep	4	19	1	24		19
	Oct	11	17	3	31		26
	Nov	9	34	0	43		21
	Dec				0		
Year to Date		68	126	14	208		147
						Trips with 2 or more	61
		32.7%	60.6%	6.7%			70.7%
Since Oct 2016		92	180	19	291		209
						Trips with 2 or more	82
		31.6%	61.9%	6.5%			71.8%