



**MARLBOROUGH
DISTRICT COUNCIL**



Centre bed Pollard Park

**Information Update
Assets & Services, Property and Community Facilities
Department
12 March 2024**

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Local Road Asset Management Report – March 2024

(Information prepared by Steve Murrin)

R800-007-02

General

There is a lot of work happening on our roads across the region and the communications team have been working hard to make sure that information is available for people wanting to know what is going on.

As we move in to harvest, the team have met with the wine industry including transporting companies and Police prior to Christmas and again on the 27 and 28th February. Efforts are being made by all involved to try and make this our safest harvest on the roads yet.

Steve Murrin has returned from his secondment to Council and steps back into his role as Marlborough Roads Manager as of 1st March 2024. The Marlborough Roads team lost two Network Managers (Lucan and Haidee) in January. Recruitment for their replacements is underway which interviews expected to be undertaken in early March.

The draft Regional Land Transport Plan (RLTP) was presented and workshopped by Laura Skilton on the 30th January 2024. The updates following the workshop and feedback received have now been incorporated into the final plan to be presented to Council.

Financial Commentary

Achievement of November's programme was 56%. The goal is for 80% achievement. The 20% allowance is for reactive works that come up during the month which cannot be programmed. For December, 83% of dispatches completed were reactive works e.g., pot holes, detritus, blocked sumps, replace edgemarkers posts etc. These reactive works are generally covered within the lump sum maintenance costs.

NOC Monthly Activities

Summary from Contract Manager

Great to have the weather on our side to allow the renewals to continue with good momentum, and to have our Renewals Engineer back on board, after a stint away getting married. The Fulton Hogan sealing crew have been hard at work, with the HEB team arriving in town early Feb to complete the season strong.

A strong effort has been put in around the second coat sealing and crack sealing preventative maintenance.

A focus across the network both in the state highway and local road space in drainage, is setting us up well for the winter. The crews' focus is on high lip surface water channels and culvert clearing.

The team are building back well with a number of new recruits landing and settling in, and a few more coming into the team over the next few months.

Great to see our Total Recordable Injury Frequency Rate (TRIFR) back down to zero, a huge achievement for the team and very encouraging statistic for our safety focus.

With the pre-seals all completed, it is a good opportunity to ensure the network is in the best shape possible for the wetter months ahead.

We have had a number of working groups coming together and sharing ideas, workflows, concerns and efficiency among them. These include the first responders meeting, Freight Forum, wine industry, truck roll over group, and of course our sub-contractor and staff meetings.

It's also great to see the downward trend in CRM data compared to previous years. This is good gauge to quickly see that the efforts put in around the network are being noticed. And the general quality of the network is getting better.

The trial for the NZGTTM is continuing and we are slowly working through ideas, examples and lessons learnt to help with the transition.

The Asset Team have done well to prepare and present the next 3-year NLTP.

Data is being collected to support discussion and workshopping of the next 3-year LS reset. Lessons learnt from the previous one, have helped with the data collection to ensure best outcomes are achieved.

The environmental team have been working closely to secure aggregate supplies and extraction for this coming season and years to come. A number of changes in this area have added to the work required and we still have a way to go to get this confirmed. Changes with historic gravel extraction areas due to aquifer levels is currently under review with Marlborough District Council, we await the results.

Operations Report

Summary from Operations Manager

Monthly Programme Summary

The focus this month is to confirm the programme and have lump sum and renewal activities approved in RAMM, to the end of June 2024.

The Q3 (January-March) focus is on;

- Annual Remark
- Drainage Maintenance
- Crack and second coat sealing
- Drainage inspections in French Pass and Port Underwood
- Pre reseal repairs (stabilising and digouts)
- Low cost low risk works
- Rehabilitation on State Highways
- Reseals
- Rangitoto ki te Tonga Works (Unsealed Maintenance)

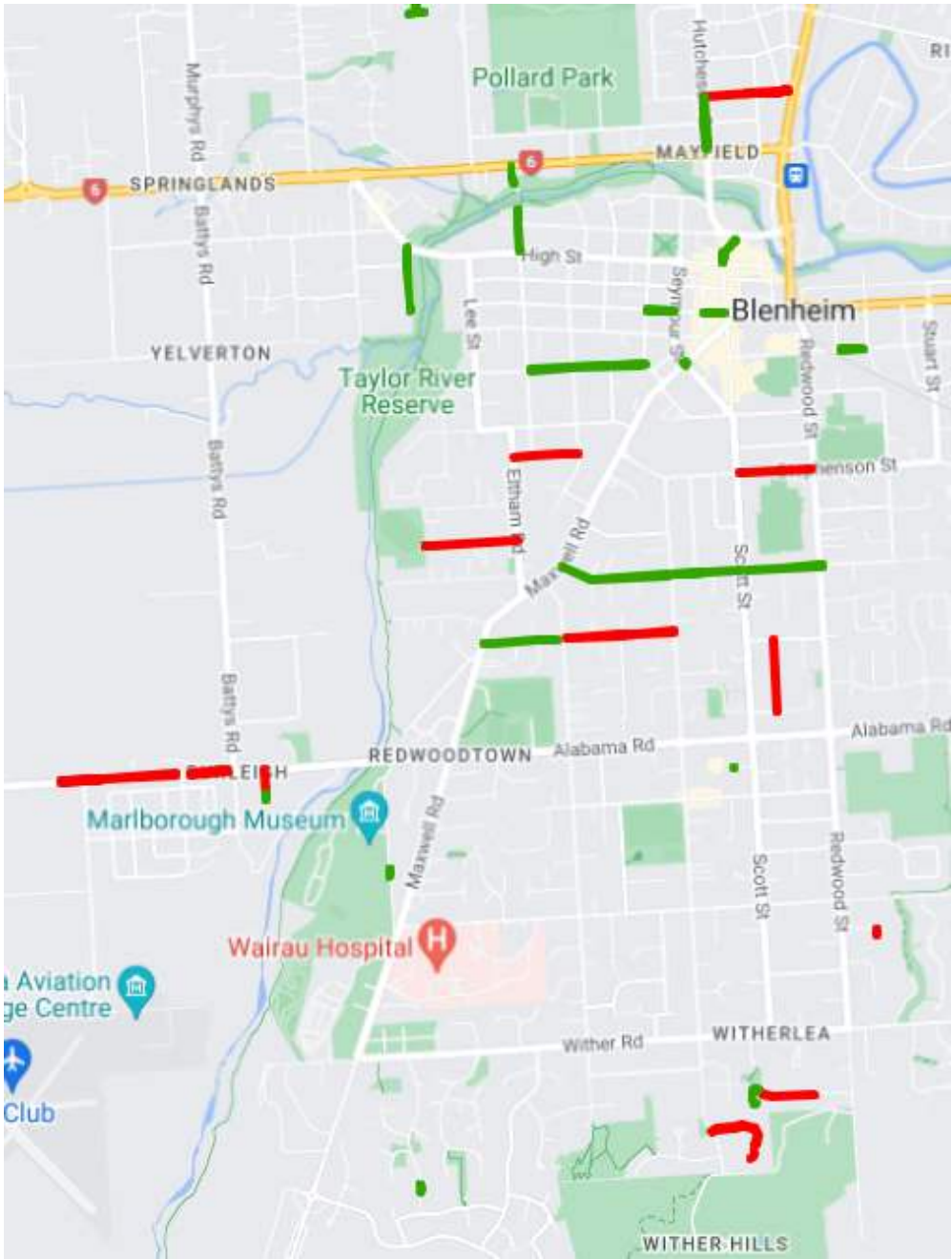
Projects

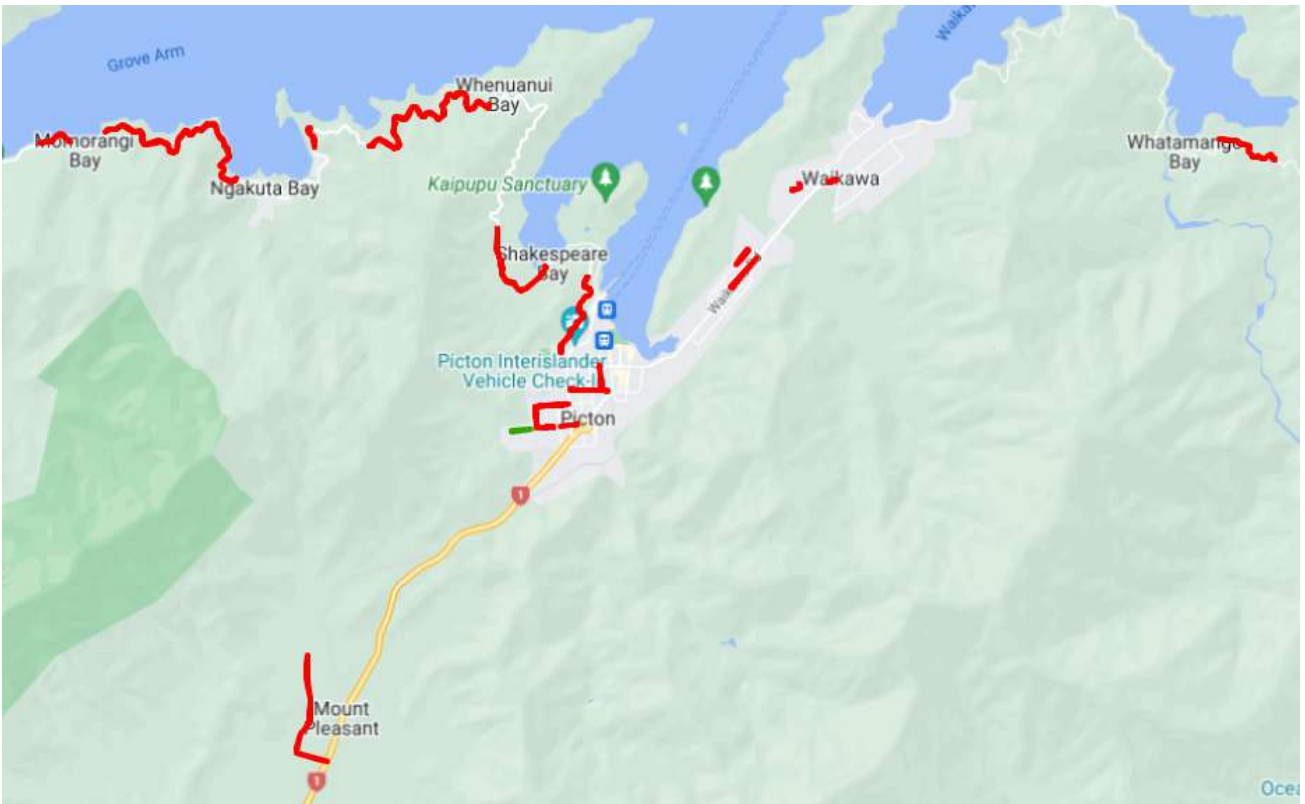
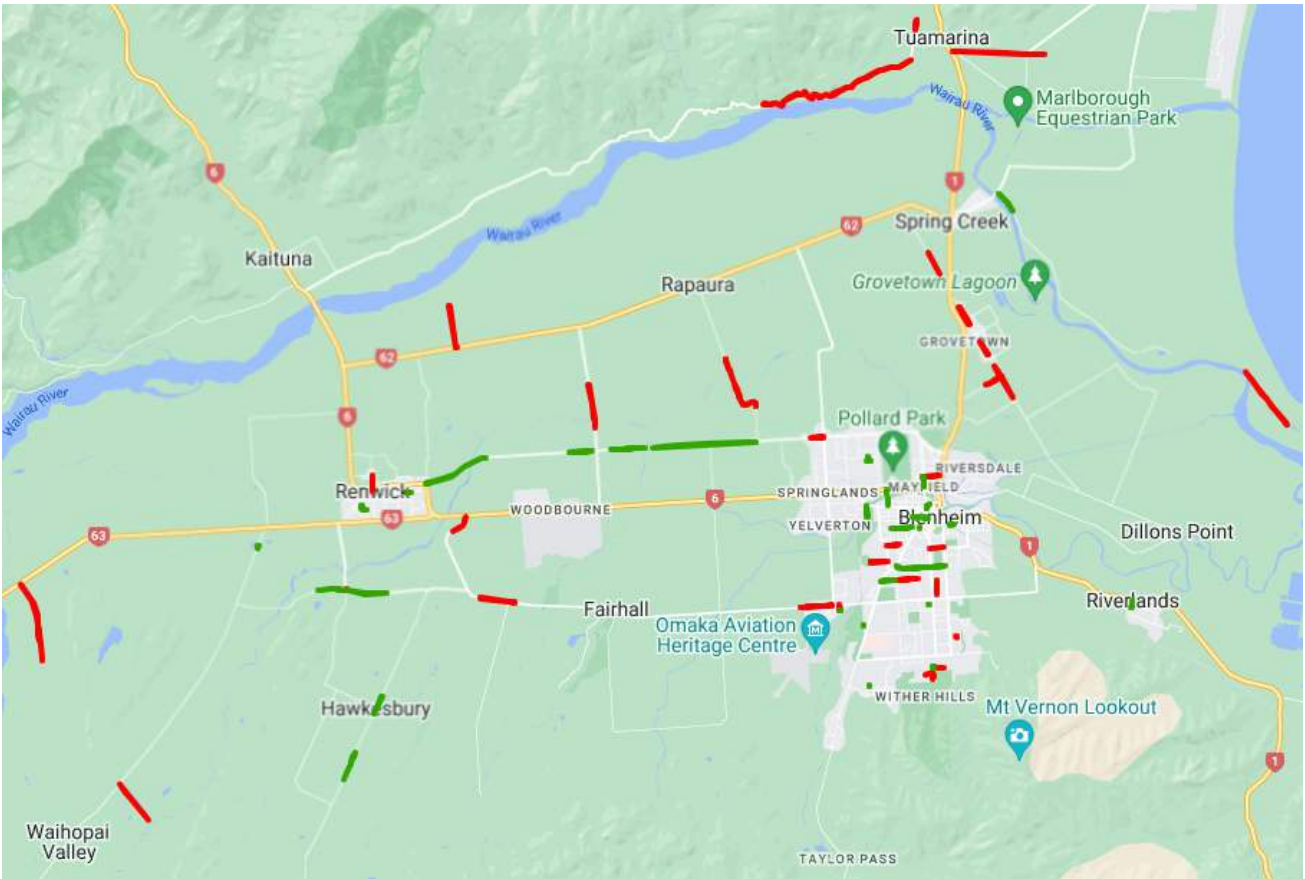
Local Roads

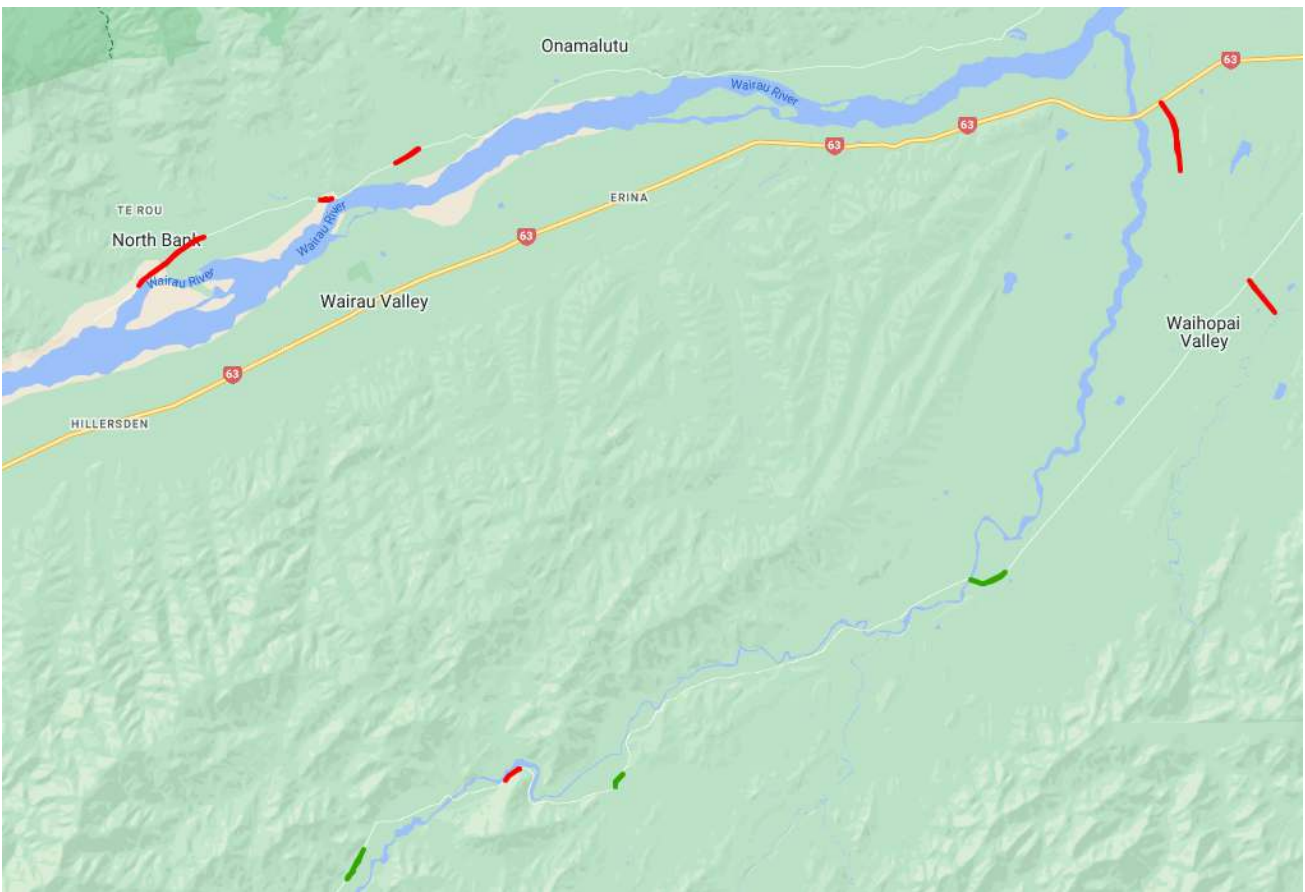
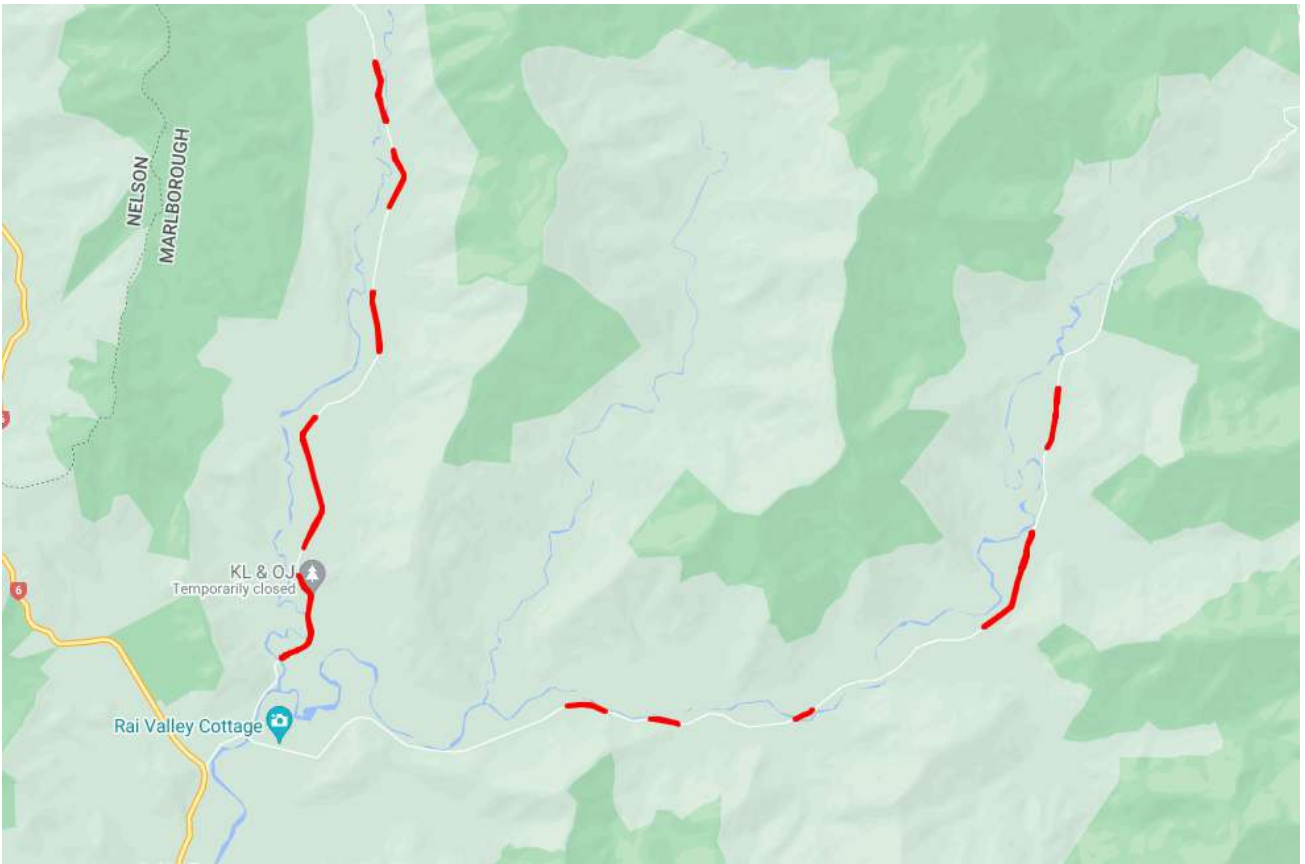
Renewals

The Fulton Hogan chipsealing crew have arrived in the region and have hit the ground running.

The following plans show the Local Road Renewal Sites for the 2023/24 year.









Footpaths

The full network assessment and condition rating of the Marlborough District's footpaths has been completed and is now being used to generate forward programmes to take us through 2024-27.

Marlborough Road Activities

Whale Trail

Stantec have been appointed to undertake a single stage business case (light) and to provide a detailed design and costing to be submitted to the Value, Outcome and Standards (VOS) Committee.

Further to the release of the new Government Policy Statement (GPS) funding will be subject to available funds and project priorities.

Formal opening of the Tua Marina stage of the trail will be held on Sunday 24th March with a dawn blessing with Ngāti Toa, Te Rūnanga O Toa Rangatira and Ngāti Rārua being present, all are welcome to join., however the trail is being informally opened to the Sounds to Sounds riders first wave on Friday 1st March.

Walking and Cycling

The Walking and Cycling Strategy will be reviewed and tweaked in light of the new GPS draft and press statements from the new coalition:

- Improvements to Bus Shelters on Waikawa Road - costs of new shelters have been received for installation of new shelters.
- Henry Street connection between Taylor River Reserve and Seymour Square are still in discussions
- Seeking alternative solutions for cost effective wayfinding in urban environments – Future Post will be an exciting partner on this.

Regional Land Transport Plan (RLTP)

The RLTP Workshop run by Laura Skilton on the 30th January 2024 was very positive and the feedback has now been incorporated in to the plan.

A officers' workshop is set for 4 March to finalise the plan that will be taken to the RTC on 12 March

Bike/Walk Crash and Near Miss Dashboard – July 2023 to February 2024



Stakeholder and Communications

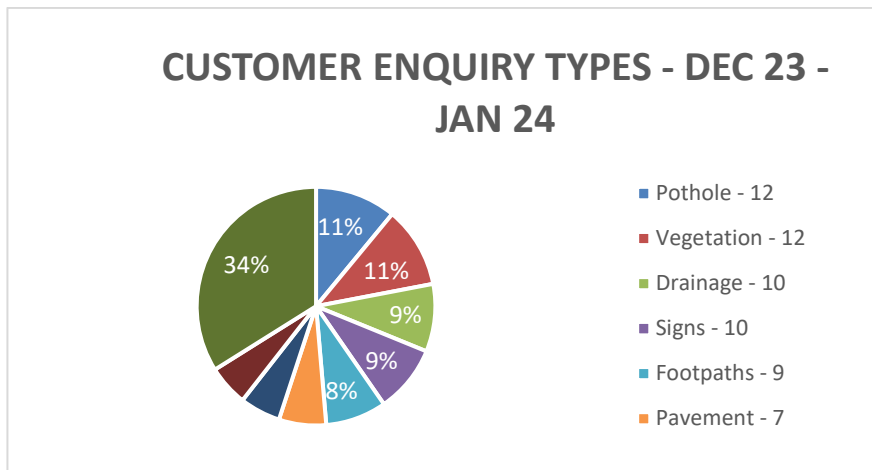
Summary from Communications Manager

The total number of customer enquiries continued to decline in December with 42 enquiries, down from 72 CRMS in November 2023. Subsequently enquiries increased in January with 67 CRMS. This is lower than the same month in the previous year with 109 CRMS in January 2023. Of the 109 CRMS, 92% were for local roads and 8% for State Highways, with 100% resolved.

The highest number of enquiries were for potholes and vegetation in December and January respectively. Vegetation is not unexpected in January, with high temperatures increasing growth and fire bans limiting what vegetation removal can take place.

Also of note in January were enquiries on dust suppressant with six CRMS, again this increase in call type is no unexpected given the hot, dry conditions.

Please note, descriptions are as per CRMS categories.



There were three complaints received in January regarding SH1 resealing works at Riverlands, two concerning wait times and a third traffic management. All three were addressed by the TMC who found that the site was in compliance with the traffic management plan.

There was two compliments received in January one was for the works at Craiglochart Bridge on Waihopai Valley Road and the other was for a pothole being filled on Paynters Road.

Twelve customer call backs were completed in December and January, representing 10% of all CRMS. The average score was 4.5 (with one being very poor and 5 being very good) for the level of service received by the MRJV Team. Any items of concern have been forwarded to the relevant parties. The full register can be found on [Contract Workspace](#).

There were three pieces of media published relating to the MRJV NOC in December 2023 and January 2024. Two were on increased road works in Marlborough over summer and the reasons for it, published on Radio New Zealand and Stuff. A further story was regarding the SH1 elevation works, also on Stuff, which was the result of an NZTA Waka Kotahi media release.

There were six letterbox drops to a total of 345 residents and 20 Antenno and Alerts sent in December and January to notify residents of upcoming works.

As well as a media release and traffic bulletin for the SH1 Weld Pass closures, a Facebook post was published on the Waka Kotahi South Island Facebook page on 11 January. The post received 640 reactions, all likes, 233 comments and 124 shares. The post was also shared on the Marlborough District Council Facebook page.

Multiple communication and engagement planning meetings for the iRex project were attended in December and January. Affected stakeholders and emergency services were informed of the Weld Pass closures. The MRJV NOC was also well represented at the Freight Forum in January.

Future Month Focus:

- Renewals season notifications
- Instigation of the SH1 Weld Pass communication plan
- Pre-Harvest planning and engagement

Road Safety

Local Road Crash summary

The Contract has had one DSI crash on the Local Road network recorded in CAS for December 2023 and January 2024.

Marlborough Roads Recovery Team Update – January 2024

The team has started the new year off with a full Recovery Team first day back the 15th of January in which our own team, the client and subcontractors came together to discuss safety and to get everybody's mindset back into Living Safely. Many work fronts started or continued from that date and due to this short month the January claim is slightly below the monthly average.

Design Hub and the delivery team have been working hard continuing with the phase 3 scope review by combined drive overs with all teams involved including assurance and the client. January and February will be required to scope all of the Kenepuru zone due to the significant amount of work in this area that requires inspecting. Despite this, French Pass, Queen Charlotte and Port Underwood inspections have been completed and the first design and construction estimates have been provided to the client and assurance for review.

MDC have given us the approval to proceed with the construction of 8 complex phase 3 sites which were deemed of high importance and which have now been included in the financial forecast. See the finance section for a more detailed breakdown. These 8 sites will provide some continuity for the construction team in 2024 although we still suggest the approval for the construction of minor and simple works in the Sounds area to commence earlier in 2024 to ensure our team can remain.

The Marlborough Roads truck roll-over prevention work group has met up again in January with now three work streams set up to review the following three elements:

- Review of previous incidents and bowtie analysis
- Reaching out to other parties and industries
- Review of information and generate solutions

The groups' goal is to have the outcomes of this work group ready for presentation at the May 2024 JV Board meeting.

People and Culture

We started off the year with a Recovery combined first day back at the Blenheim Bowling Club. All recovery team members, client and active subcontractors attended the presentation in the morning to talk about the new year ahead and getting the mindset of all team members to safety.

Adam Hale is now settling in his new role as the Operations Manager looking after the delivery team. There is a two-month handover between Adam and Tim before Tim fully transitions back into the local FH team. Chrystyan will be leaving our team in February and we are currently recruiting to fill his position in French Pass.

James Cooper has now joined the Design Hub team under a secondment agreement with WSP. He is specialised in Road Geometrics Design and will provide input into Simple Designs (contractor led) and Complex Designs (consultant led) for phase 3.

Lastly, Sarah Whitehorn will transition back into the FH business from March and we're therefore looking for somebody to fill the role as Design Manager on the project. This will be a vital role over the next few months with phase 3 designs about to start.

Due to many sites now taking place in the Marlborough Sounds, we are working with the client on setting up offices at our Linkwater yard. This has the advantage of reducing travel times between office and site making it easier for our team to be on site when needed.

Living safely

Subcontractors

In the month of January, we completed two inspections which maintained our subcontractor inspection schedule for Marlborough Roads Recovery. The inspection showed a high level of risk management with suitable controls implemented to manage relevant risks. We provided twenty-two inductions to new workers as required. We also reviewed the level of risk control and worker competency was appropriate for the works being undertaken.

Injuries and Incidents

During the month of January, we had zero incident recorded.

Leadership Safety Actions

In December, we had 57 leadership safety actions logged, with a target of 55. Leadership Actions are a good way of demonstrating the dedication and commitment our team has towards the Health, Safety, Quality and Environmental considerations for workers in the field. This is a positive reflection of a good safety culture within the Marlborough Roads Recovery team.

The **Blue** line indicates our target minimum LSA requirement for the month and fluctuates depending on the number of supervisors working in any given month. The **Orange** line indicates the achieved number of Leaderships Safety Actions completed in each month.



Environmental

Consenting Progress

- The s127 variation for completing the Titirangi Clean Fill expansion was submitted just prior to the Christmas shutdown and receipt from MDC confirmed. Now in processing with Council.
- The Waitata Bay rock / gravel extraction retrospective consent application has been submitted by WSP and further s92 requested from MDC responded to. Still awaiting landowner to complete the affected party approval form.
- Wilkes Resource Management are working on the retrospective consent application for the clean fill on Croisilles-French Pass Road at RP 29.6 alongside an approved volume from the farm operator for future filling should it be required, and a new application for clean filling at RP 13.3. Approval from DoC has now been obtained for the site at RP 13.3 – Squally Cove so it is now waiting on Council to finalise.

- Wilkes Resource Management are working on the consent application for the new stormwater discharge network to be installed at Akerbloms Road / Punga Cove.
- Wilkes Resource Management have provided a proposal to prepare the necessary consenting for the Torea Bay Boat Ramp works and have been given approval to proceed on 30 January.
- Permission obtained from MDC Consents Manager to be able to undertake Daltons Bridge pier protection under emergency works conditions for machine access to the waterway.

Environmental Highlights / Low Lights

- Highlights:
 - Sites visited by the Environmental Advisor during January included the rock protection works with river diversion along Waikakaho Road and a review of the back fill and armouring on Top Valley Road. A pre-start review of the planned diversion for the Moenui Box Culvert was also completed and MDC notification lodged.
 - River diversions being completed under the new Zonal Consents continue to be executed well with compliant notifications to MDC being lodged.
 - Ure / Waima repair sites appear to be dry and notification of commencement has been provided to MDC ready for kick off after Waitangi Day.
- Lowlights:
 - No lowlights to report during this month, but Consent applications will continue to be watched in case the processing times creep along.



Rock placement occurring on Waikakaho Road with river diversion in place and running clear



Site completed on Waikakaho Road and river diversion removed and running clear

Design summary

Phase 3 consultant procurement plan

With the scope of phase 3 now becoming clearer due to the several team site drive-overs, the procurement plan for this package of work is now close to finalised, the following was discussed with Assurance which will be presented to the client in more detail by the end of February:

- Minor sites: No design input required, fully contractor led
- Simple sites: Some professional services input, although solution is Design Hub led. Design Hub team to be expanded with additional geometrics and geological experts who can generate practical solutions to the simple faults. The aim is to keep this in house as much as possible, with minor scope like some civil design and catchment calculations to be from external resources.
- Complex sites: No change to the current situation, optioneering to be procured from the consultant panel competitively (2 to 3 consultants max). Sites to be grouped together if efficiencies can be made. IFC design to be direct appointed to the optioneering consultant, unless performance of skill sets causes us having to seek other consultants to complete the IFC design.

Design Process

We have taken the opportunity take the lessons learned from phase 2 and review the design process. We see the following opportunities going forward which will be presented to the client in more detail in due course:

- Removal of the 50% design stage. This stage causes additional deliverables to the consultant and interim MRRT reviewing time which causes stand still at the consultant side. Consultants are now familiar with our expectations and with the additional Design Hub resources, we aim for clearer briefs at optioneering stage to ensure client expectations are clear. There will always be the possibility for interim reviews via workshops of 50% deliverables if required.
- Review of the optioneering presentation to the client. Change in personnel in the assurance team causes for different questions to be asked at our presentation of the design options. This review is

currently being reviewed in conjunction with assurance to ensure smooth approvals of options going forward.

Level of service

The future access study includes a reduced level of service outline for multiple corridors through the Marlborough Sounds. This mostly focusses on the road geometrics by allowing more one-lane sections or road sections with restrictions to be designed. The study provides a guide only and includes insufficient information for the design hub and consultant to develop designs. The assurance team is currently working through a more detailed level of service guide which we can design to.

As well as a guide for geometrics with this reduced level of service, it also needs to include road safety aspects, stormwater and what to do if a current MRRT design does not have the required design life.

This document will be required prior to any phase 3 design work being able to commence.

Construction summary

Progress Update

Overall outstanding Priority 1 faults down to 75 or 15% remaining to complete. Of the 75 Sites 19 sites have a percentage above 75% & 14 off these are at or above 90% indicating that only minor items like, snagging lists, hydroseeding, brushwall construction etc still has to be completed. There are also a number of sites that have been finished in Late January or Early February that will further reduce this number in the next report. The sites being complex design sites to complete the total fault numbers outstanding will be slower to reduce.

Construction Issues and Challenges

Week of the 19th of Feb to be exceptionally busy on QCD with BAU reseals also happening as well as the 5 recovery sites. Increased comms to the community & road users through the normal channels has gone out.

Maintaining the forward work quantum in front of the crews still an ongoing concern come April may the main designed sites will be completed or well advanced so subcontractor resource will need to reduce if minor works sites cannot be advanced.

As is every year surfacing crews are stretched with reseals, next year's pre seal repair surfacing, weather & other factors at times causing delays in the final surfacing. Not viable to bring outside the region resource in.

Subcontractor Performance

All subcontractors performing well. No current urgent issues or concerns with our current subcontractors on the panel.

Financial

The January claim has been taken as a combined claim of December and January due to December being claimed in advance at \$1,803M.

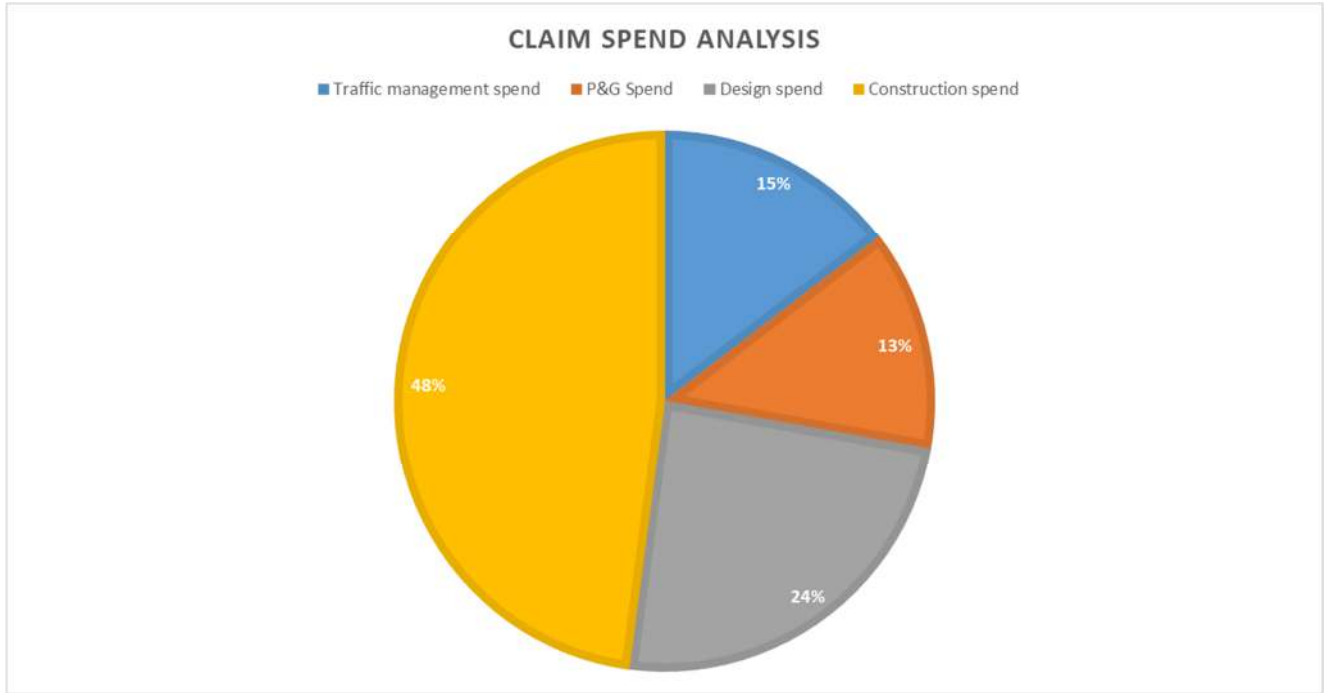
The total actual December / January claim is \$3,205M meaning a January claim of \$1,402M.

This claim is of lower value then previous months due to the short month, although with most subcontractors having only worked two weeks in January, expenditure on average is rising.

As per the cashflow, the upcoming months are expected to see increased expenditure with multiple complex designs starting in QCD and KEN.

Cost Summary

The Dec/Jan claim totalled \$3.205M. Areas of spend can be seen in the pie chart below.



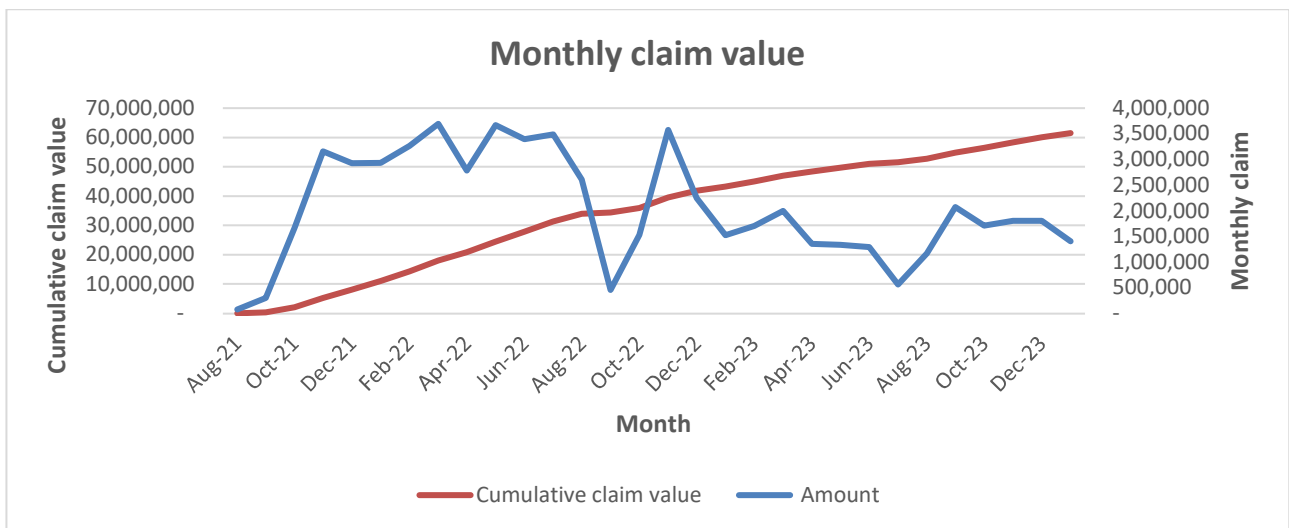
Remaining Budget

With the phase 2 funding now confirmed the programme in total has approximately \$53.80M of budget remaining to cover both physical repairs, design, client-side costs etc.

NOTE this total does include client-side cost spend up to December only so the actual value will be slightly less.

The cost to complete process is being revised and updated to reflect the new scope of works and forecast estimates for sites still under design.

The change management system is still being worked through to ensure that remaining budgets and cost to complete are being considered when prioritising sites currently not included in the works.



Financial Forecast

The overall forecasted MRRT cost at completion for phase 2 works only is at \$36,62M excluding client side costs and storm related damage BAU claims. We have since been provided the approval for the inclusion of the construction of 8 phase 3 sites which will be funded from the phase 2 funding. This adds an additional \$7,83M to the forecast. Including client side cost and BAU claims the total Phase 2 forecasted cost at completion sits at \$54,69M.

With a remaining funding budget of \$53.802M, the expected surplus has now reduced to \$10.90M.

Programme

Fortnightly progress update meetings with the client and assurance have continued through the month of November. These meetings create valuable conversations about any delay trends, upcoming programme risks and mitigations. The reporting information is constantly being altered and updated to reflect information that is valuable to all parties involved.

Progress Update

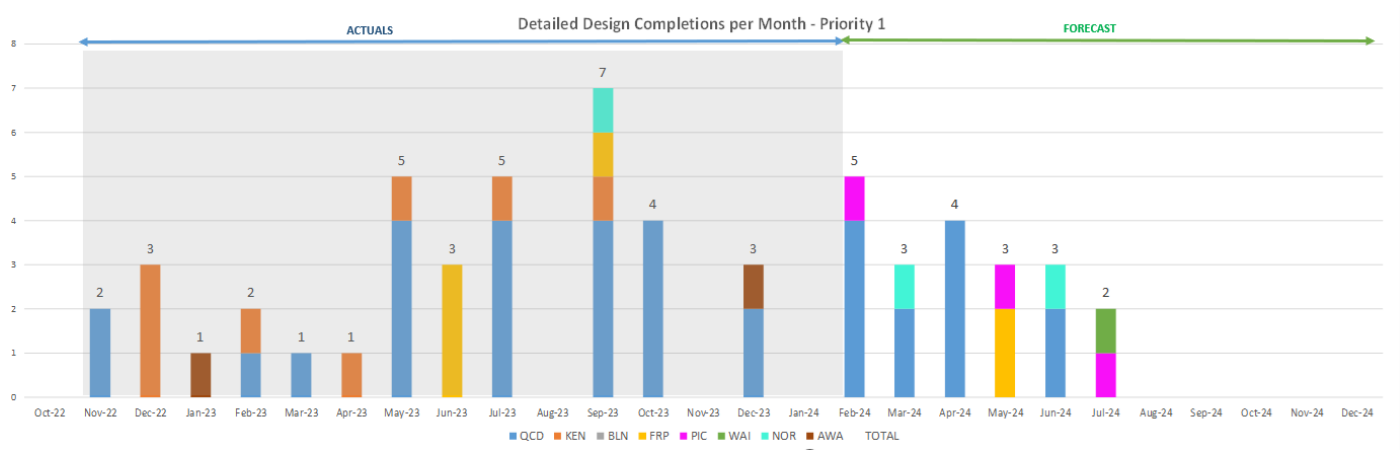
The overall phase 2 completion date is now sitting on the 29th of October 2024, still driven by site QCD-715-00242 – Pukenui Road Drainage improvements (QCD Zone). We did have good gains on the forecasted completion date of that site last month due to the removal of the easement requirement. Final MDC approval took longer than expected causing this to move by 12 days.

Another site that is not coming close to that similar date is Craiglochart Bridge in the Waihopai Zone. Consultant advise here is required from WSP although due to the structural resourcing issues at WSP receiving a proposal is taking longer than expected. There is an opportunity on this site for the removal of the 50% design stage which will create a gain of several weeks. This will be determined as soon as the proposal of WSP has been received.

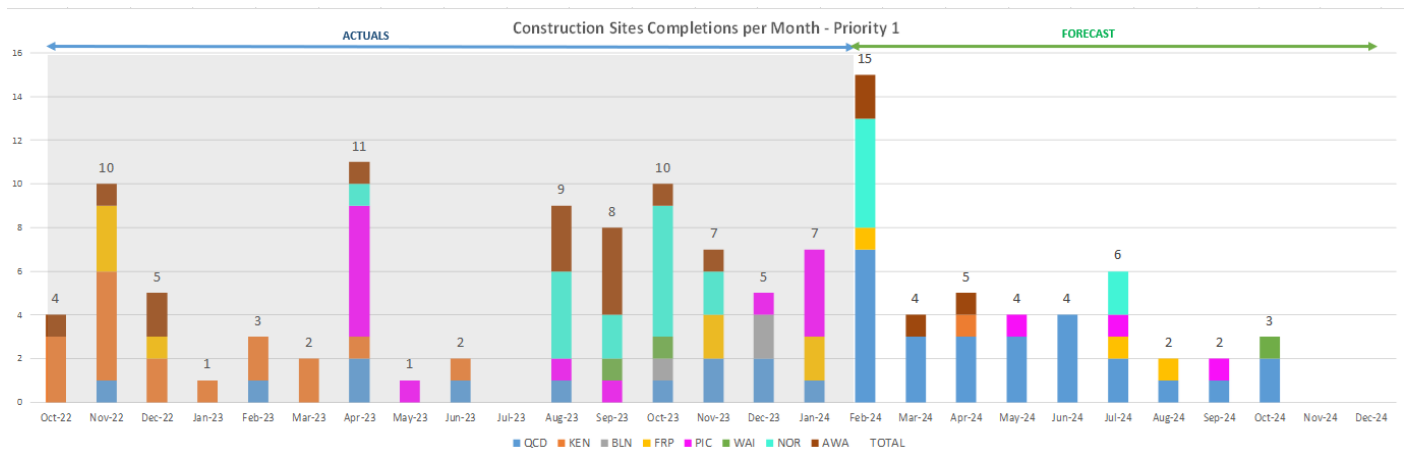
Several sites have seen programme delays due to the late supply of NTC's after the approvals meeting. Some consultants will not continue work until formal client approval has been forwarded to the consultant. The importance of timely NTC responses has been discussed with Assurance and is to be monitored going forward.

Forward Programme

Below graph indicates the amount of design package deliverables over the duration of the project, showing that the peak of design deliverables for phase 2 has passed. Note that the below cover the deliverables of our current design and construct scope only, this does not include the sites that have been approved for design only:



Below graph indicates the expected construction site completions over the duration of the project.



Communications & Engagement

The weekly roading recovery e-newsletters continue to form the base of the regular MRRT communications, supported by updates on the Council’s CDEM Map, and Antenno.

In January, the e-newsletters included information regarding the progress of works at a number of sites along Queen Charlotte Drive, upcoming closures at Cullen Point in February, closures on Pukaka Road, works in the Northbank and Waikakaho Road areas and updates on sites in the French Pass area. A shortened version of the media release provided by the MDC on the NZTA Funding Assistance for Marlborough Sounds was also included.

Customer interactions have increased slightly from the previous month with 22 enquiries in January, compared with 21 in December. These customer interactions have been recorded and will be shared with MDC for their record.

This month there were three media stories relating to the MRRT Project. One on upcoming closures on Queen Charlotte Drive for the Cullen Point site, a mention in a story on Miseltoe Bay Ecovillage and an opinion piece in Stuff from Mayor Nadine Taylor on who pays for the repair of Marlborough Sounds roads.

The daytime construction closures at Cullen Point and other delays on Queen Charlotte Drive were communicated via a Facebook post on 24 January and included in Marlborough Matters and the Council’s page in Sounds News on 26 and 27 January. A letter to affected stakeholders and emergency services, VMS, Antenno and Alerts and the CDEM Map were also used to communicate these closures.

Progress Photos



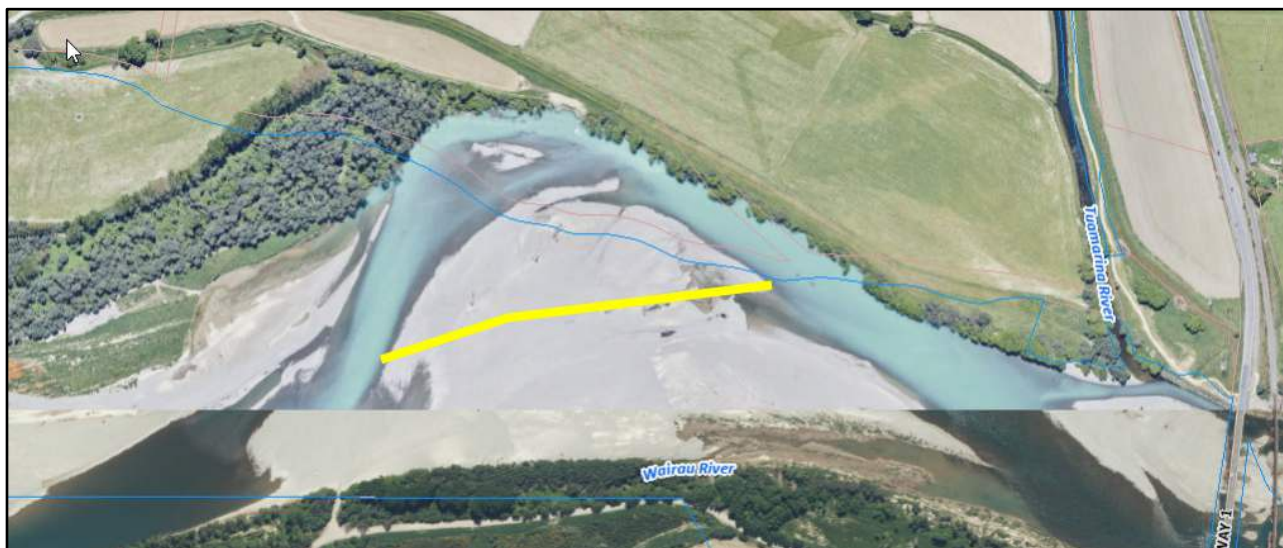
Rivers and Drainage Section – Activity Report

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

Wairau River

Barnetts Training bank

In late 2023, the Wairau River eroded into the toe of the training bank necessitating repair with 500 tons of a mixture of Toe and Medium rock. Despite the repairs, the river crossing still directs toward the training bank with minimal berm development. To alleviate pressure on the training bank, a 20m wide overflow channel has been created by a 40-ton dozer, followed by gravel extraction. At the upper end of the overflow channel, a small gravel bund has been left to delay immediate water diversion into the channel for fish recovery reasons. The next fresh is anticipated to establish the overflow channel.



Jeffries Road

Currently, a 40-ton dozer is beaching gravel material into an erosion bay near the TC Nicholls crusher yard, preparing the site for winter planting. This timing is opportune as the works can be undertaken during dry conditions, with the Wairau River at low flow.

Fairway Clearing Wairau

Further clearance of established vegetation islands between Jeffres and Wratts Road has been conducted using a 24t excavator.

Lower Wairau

Established wattle trees that have been growing on the main stopbank around the Wairau Rowing Club have been cut and swapped.

Established willows have been sprayed off on the inside of the bend at the end of Jones Road.

Diversion Freedom Camping

Due to fire risk at Diversion Camp the entrance to the designated area has been recurrently blocked off to deter unauthorised access.



Wairau Floodplain and Tributaries

Lower Ōpaoa River

With the help of the council's weed boat a successful cut from Hutchesons Bridge down to the Lower Ōpaoa River mouth in January was completed, resulting in a significant drop in the town's river level. Given the upcoming restrictions on weed cuts from February to the end of April, another weed cut will most likely commence on 1 May 2024.

Springcreek

Efforts have been made to eliminate Springcreek's invasive edge vegetation. Also, staff gauges have been cleared to identify local river levels.

A slump in the stop bank around Hillocks Road has been fixed with the help of a 13t excavator, medium rock and overburden material from Pukaka Quarry.



Upper Ōpaoa - Behind Lansdowne Park to Waipuna Street

Stop bank at Waipuna Street has been mowed. Also, an aquatic vegetation injection by the Campground has been completed.

Roses overflow weir has been cleared off Willow growth.

Tuamarina

An aquatic vegetation injection below the Rail bridge/Wairau confluence was completed in February. Also, with the new whaletrail (cycleway) on the riverside of the stop bank, sheep can't easily graze the stop bank anymore as there is no adequate fencing to prevent sheep from accessing the cycleway. Hence the sheep had to be removed entirely. An expensive tazzing crew had to maintain stop banks grass cover around houses for fire risk management.

Are Are Creek

Follow up works from last year's willow clearing works has been completed. It involved spraying off young willows that are starting to come up again. The targeted stretch was from the Kaituna Sawmill up to top end of 1854 SH6 Farm.

Ruakanakana Creek (just downstream of Waihopai intake)

It remains a constant challenge to maintain water flow into Ruakanakana Creek. With the Waihopai waterflow at the intake structures nearly disappearing, a connective channel of the Wairau had to be cut to divert water of the Wairau into SVIS intake upstream of the Waihopai-Wairau confluence.



Vegetation and bed aggradation has blocked up the Waihopai intake canal below the control gate in the upper Terrace and was due for a clean-up. Spoil has been put aside the creek for more than 48 hours then carted to an area around the SVIS intake pond to level out wheel ruts for smoother tractor mowing runs in that area in the future.



Tyler Creek Flow split has been cleaned out as Raupo has blocked up the control gate of Tyler Creek.

Takorika Stream in Havelock

A quick vegetation maintenance run by contractors has been completed to ensure no blockages for the time being.

Waihopai below SH63

Extensive Fairway clearing has been completed including the spraying off of young vegetation under the powerlines that are crossing the Waihopai.

Additionally, repairs were made to a slump in the Waihopai stop bank on the east just before the confluence, with local silt material being sourced and compacted to reinforce the river side face.



Last winter's planted poplars and willow poles have been release sprayed from overwhelming Old Mans Beard.

Taylor River

Repair works were carried out on a stormwater outlet that had cracked at its headwall near Dashwood Street. The contractor exposed the pipe, blocked it off on either side, pumped it dry with the help of multiple pumps and concreted around the crack.



A partial fairway spraying upstream of Wither Road has been completed. Invasive species growing in the channel such as willows, alders etc. were targeted.

Omaka River

Between Hawkesbury and Lake Timara ford the dried-up river has enabled Council to do some cost effective beaching work with a 40t dozer, aiming to divert low flow channels away from the berms and protect them from erosion.

Below Old Renwick Road, four groynes have been put in place on the TLB to ensure no further erosion of the freshly built cycleway.



Waikakaho River

Near the Kites Creek confluence the dried-up river has enabled Council to clear tree blockages as well as assist with consented riverbed shaping work for MRF. The MRF Forestry block next to the river experienced extensive erosion due to floods in 2022.



Wither Hills Farm Park

With the park being closed due to high fire risk there has been no maintenance in this area.

Drainage

Autum Drainage inspections for 2024 are underway with spraying to start in the next month.

Gravel Extraction

- Gravel extraction by the main contractors for the 2023/2024 year has been completed apart from two small extractions to be completed before June.
- A small amount of gravel, additional to the normal allocations, has been divided up amongst the three smaller contractors. The gravel is from the beach upstream of SH1 on the south side.

Quarries

Pukaka

Screening of overburden for fill for the Wairau Diversion mouth flood repairs is complete and the quarry floor is becoming full.

Current extraction is focussed on the west knob working face which has been shot a second time and is producing mostly small armour rock for flood recovery works. A stockpile of crushable byproduct is forming.



Figure 1 – west knob extraction

Development of the upper quarry continues. The western face of the upper quarry has been benched as a second fill site for overburden from the upper faces. The permanent haul road will be constructed on this fill giving all weather access to the upper quarry for the coming winter.



Figure 2 – west face fill site in foreground, current zig zag access road behind, and west knob in middle distance)

The back boundary fencing and bund are complete. What will be Bench 12 has proven too hard to extract by ripping and has been paddock blasted for extraction over the next few months.



Figure 3 – back boundary from bench 13

Parks and Open Spaces Activity Report

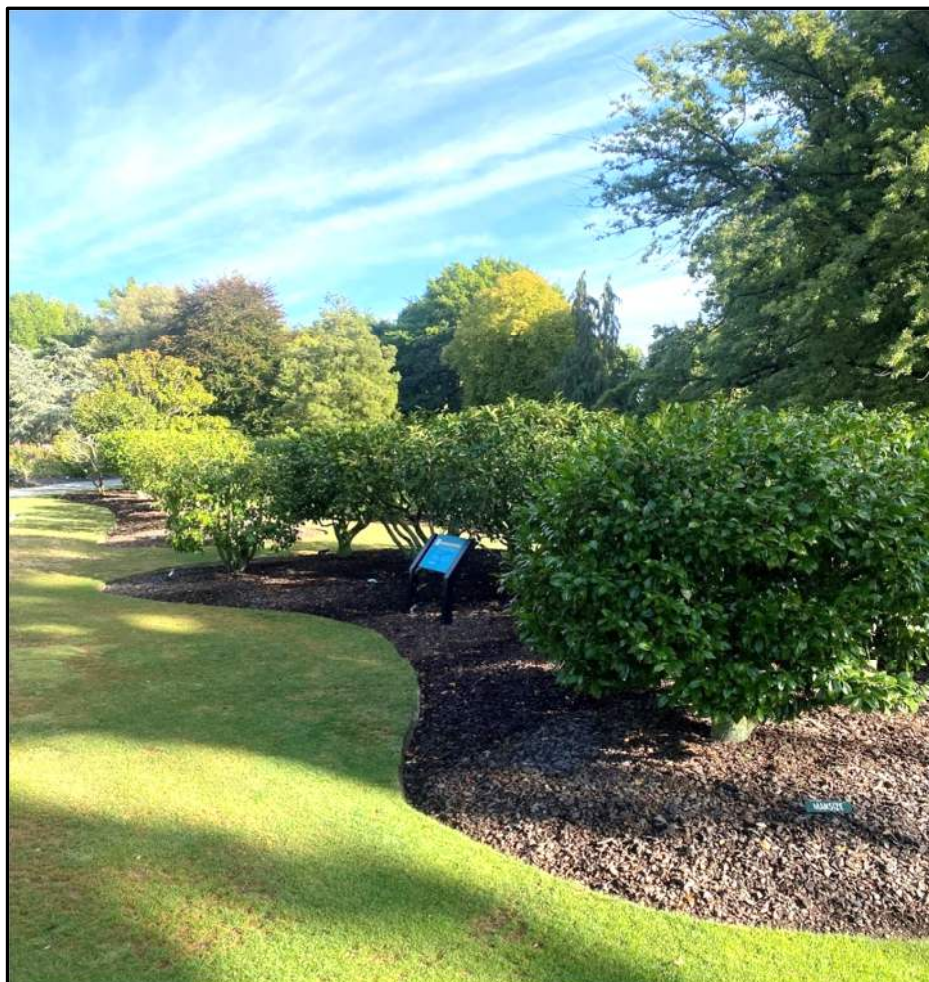
(Information prepared by Jane Tito, Robert Hutchinson, Kiri Whiteman, Grahame Smail, Linda Craighead, Brad Molony, Regan Russell, Carolyn Jones, Rachel Hutchinson, Murray Morgan, Ross Laybourn, Robyn Blackburn) R510-009-000-01, R510-006-02, R510-005-04-02, R800-005-03

Blenheim Parks

Pollard Park

Pollard Park flower beds have been looking fantastic over the last few weeks. Normal maintenance has been carried out to keep the annual beds looking good for the rest of the season. This includes weeding and dead heading to encourage new flowers and reduce disease.

The camellias have been pruned within the last week and the beds weeded and tidied. Camellias are pruned twice a year to keep them healthy and at the right size. The summer prune, which has just occurred, is more of a light maintenance prune with the main pruning being carried out just after flowering around October.



Lifting and pruning trees around the park and golf course is also underway. This is being undertaken to improve the health of the trees and for the safety of public and staff operating machinery around the trees.

The lawns have died out in a few places in both Pollard Park and Seymour Square this year due to hot days and no rain. Even though we have irrigation in both parks, this does not extend to all areas of the parks or the irrigation has just not been sufficient to ensure all areas remain alive.

The centre bed at Pollard Park (shown below) has been designed and planted with butterflies in mind. The four plant types in the garden attract butterflies for feeding and pollination.



Seymour Square

The main priority in Seymour Square has been the ongoing maintenance, including weeding and dead heading, of the annual beds to keep them looking great for public display. The rest of the gardens and borders have also been weeded and maintained.

Lansdowne Hub

Climate Action Week Marlborough

The Hub hosted the Climate Action Week Marlborough during the week of 19 to 22 February. This event was designed to create awareness, develop the knowledge of our Marlborough business community and action towards creating a low carbon emission, highly productive and thriving community. A range of local and national participants shared their knowledge on various themes including 'Transitioning to a low Carbon Emissions Economy' and 'A bio-diverse Marlborough'.

Marlborough Bridge

Marlborough Bridge Club held their Top of The South team's tournament on 27 and 28 January. There were over 90 competitors from as far afield as Invercargill. This is the second year the Marlborough Bridge Club has used the Hub for this event and it is great to see the venue being used in different ways to cater for the needs of different events.



Horton Park

Work has begun accumulating Ward clay at Horton Park for the replacement of the No.1 cricket block. Ward clay has been used in Marlborough cricket blocks since the early 1980s and is extremely hard providing a very good bounce for cricket balls. The No.1 cricket block will increase in size by two strips and include an upgraded irrigation system.



Late last year observations by an arborist undertaking monitoring of large plane trees on the northern boundary of Horton Park noticed that holes had been drilled into a number of the trees, including in the roots and the trunk of the trees. With a visible decline in tree health it is evident a substance has been poured into the holes.

Since then, arboreal contractors and staff have continued to closely monitor the health of the poisoned plane trees. A mulch has been placed around the trees to keep moisture in and any heavy equipment associated with cricket activity at the Park has been moved away from the base of the trees. The holes have also been filled and capped.

No pruning of the trees has been undertaken as, although there is declining health, there are no dead branches to remove and no pruning can improve the health of the trees.

The image below shows the decline in the trees health, particularly the three trees on the right of the image where there is very little foliage.



Hole drilled in tree root



January 2024

Henderson Street Reserve

A recently installed seat at Henderson Street Reserve, adjacent to the Ōpaoa River, has had its legs smashed off. This action would have taken significant force as the legs are cast metal, thick and heavy – see before and after images overleaf.



Rata Park

Unfortunately, an area of plantings with mature shrubs at Rata Park has been severely damaged with significant 'pruning' occurring. This is extremely disappointing as the plants were well established in this hard to grow area towards the base of the Wither Hills. At this stage efforts to find the culprits have been unsuccessful. The area will be cleared and replanted once conditions are not so dry.





Awatere and Flaxbourne Parks

Staff will attend the 7 March Flaxbourne Settlers Association (FSA) meeting at which the FSA are to discuss thoughts around the development of a playground adjacent to the new heritage centre. This option is being considered rather than undertaking equipment renewals at the Ward Domain playground.

Picton Parks

Picton Foreshore Reserve

The Foreshore Reserve and Town Basin open space areas have been very busy since the last reporting period with both domestic tourist visitors and cruise ship visits. The Picton Lions cruise ship markets continue to be popular on the larger cruise ship visit days.

Auckland Street Reserve – Picton Skate Park/Youth Space

A revamp of the skate park/youth space continues to be well used by local youth and families who are now able to use and enjoy this space more widely and make good use of the shaded areas provided.

Shelly Beach Reserve

The reserve area has been very busy with several local sailing regattas and the national interisland Optimist class regatta. This brings many North Island sailing teams and is a great event for Picton. Additionally, the everyday and weekend use and enjoyment for swimming and beach use by locals and visitors, has seen the reserve area well used.

Port Marlborough Pavilion

Mountain Bike New Zealand

Round four of the Mountain Bike New Zealand National Cross-Country Series 2024 was hosted by the Marlborough Mountain Bike Club on Sunday 18 February. The event was moved to Victoria Domain in Picton with the original event site of the Wither Hills Mountain Bike Park being closed due to fire risk. The Pavilion was used for the administration team, registration and changing facilities. By all accounts the network of trails within the lush bush of Victoria Domain made for some great racing and viewing.

While there were a few reports of walkers on the mountain bike tracks from the riders when they were practicing before the weekend event, it appears that generally the venue worked very well. The lack of passing on some tracks did not hinder the success of the racing and closing the access road to the Domain made the event logistics easier for the Marlborough Mountain Bike Club.

The iSite were sending cruise ship passengers out for a walk but they were mostly along the top of the Domain and all were very happy to listen to Club marshals.

The Club appreciated the ability to hold the event at Victoria Domain.



FreshChoice Picton Rainbow Run

This event is in its fourth year and, after being unable to run this event last year due to ground maintenance, we plan to be up and running again on 7 April. This is a little later than previous years to avoid any possible water restrictions. With no winners or official times, the Rainbow Run caters to everyone — first time runners to seasoned athletes. Participants walk or run with their family and friends while getting a bit messy and having a laugh while our team (and sponsors) douses them with lots and lots of colour. This is a great community event bringing lots of people together, just to have some fun.



Ecological Reserves

Cissy Bay QEII Covenant

Every two years the QEII Trust inspects Council land held under QEII covenants. This February, the Kohekohe Bush covenant in Cissy Bay in the outer Marlborough Sounds was inspected by Tom Stein from the Trust. Tom remarked that the forest was in amazing condition and is a great example of what a healthy Sounds understory looks like. There was no sign of ungulates present within the covenant area. The Trust passed on their gratitude to the Council for the ongoing stewardship of the site.



Koromiko Reserve

Last year we reported on the rare yellow mistletoe (*alepis flavida*) in the Koromiko Reserve and that it had increased to 11 plants on a number of black beech trees. This year we have been lucky enough for the plants to flower, increasing the likelihood of further plants being imbedded on other trees. Gardens' staff are hoping to seed some of the black beech trees in Pollard Park.



Kahikatea Reserve

A fire at Kahikatea Reserve (near Spring Creek) on 23 February is being investigated by FENZ with the event being regarded as suspicious. The fire itself burnt through about a football field size area of the Reserve. Luckily the large kahikatea trees from the remanent forest were unscathed and the generally damper conditions in the Reserve meant the vegetation was more difficult to burn.



District Public Conveniences

Picton Foreshore Reserve

The recent revamp of the Picton Foreshore Reserve toilet facility has been well received by cruise ship visitors and other everyday users of the reserve and adjacent playground. The modernisation of fixtures and fittings and improved access and ventilation has vastly improved the ease of use and general fit for purpose aspects of this high profile and busy facility.

Waikawa Bay Foreshore Reserve and Seddon Township

Both these high profile, high use sites have recently had stainless steel inwall recessed toilet roll holder/dispensers retro fitted to help curb theft of toilet paper or the standard plastic paper dispensers being vandalised.

Blenheim area

A refresh of several public toilet facility sites across the Blenheim CBD and environs is continuing well with High Street (Farmers carpark), Kinross Street, Seymour Street (Countdown), Redwoodtown Village, Blenheim Railway Station, Brayshaw Park and Sheps Park all getting some modernisation attention to ensure they remain fit for purpose, looking good and safe to use.

Other public toilet facilities

Across the rest of the public toilets network (71 facilities district wide), usual ongoing plumbing and electrical repairs, maintenance and dealing with vandalism was undertaken. Staff and contractors work to deal with any issue or concern in the best possible time frame to minimise user inconvenience.

Use Data

The numbers of those using public toilets at various sites across the district from 1 – 26 February are shown in the table below.

Site Location	Average daily use
Anakiwa	122
Seymour Square	402
Collins Memorial Reserve	84
Havelock Township	502
Okiwi Bay	149
Rai Valley Township	408

When compared to the late December - January figures, the daily use at Anakiwa has increased during February. This may be driven by walkers using the Queen Charlotte Track or tourist visitors visiting Anakiwa in lieu of not being able to access the Kenepuru Road due to residents only road access. Similarly, use numbers at Seymour Square have risen slightly, perhaps driven by several large cruise ship visits through the period with visitors coming to Blenheim via the train or buses from the ship.

District Cemeteries

The Cemeteries portfolio has been transferred from Grahame Smail to Kiri Whiteman, effective from 1 February 2024. The results of Grahame's planning and passion for cemeteries can be observed throughout the eight Council-administered cemeteries and each one has been left in extremely good order for the future.

Fairhall Cemetery

The sealing of the driveway and carpark at Fairhall Cemetery has now been completed, with the carparks being slightly lengthened at the same time.



The path through the Services Area was also recently sealed, enhancing the accessibility for those who may struggle to walk over grass or gravel.





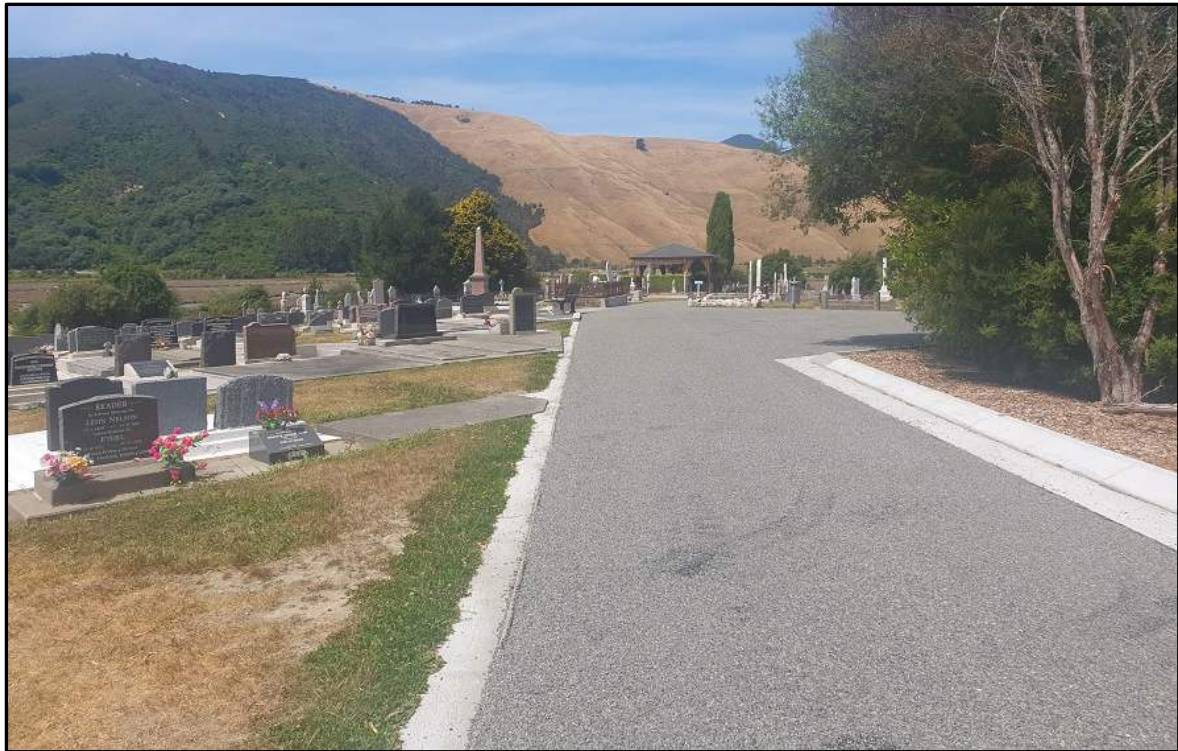
Seddon Cemetery

Our contractor has been hard at work at the Awatere/Seddon Cemetery laying concrete to create new ashes and burial beams. The Services Area is also being tidied up, with the existing concrete nib being extended to enclose the whole area, as well as some of the cracked concrete beams being replaced. The new flagpole and Services Cemetery sign have been ordered to complete the upgrade.



Havelock Cemetery

The driveway and carpark at Havelock Cemetery have been resealed, as shown below. Work continues on strengthening decaying concrete in the older area of the cemetery and laying new concrete where required to contain unsteady headstones or to improve the ease of maintaining the grounds.

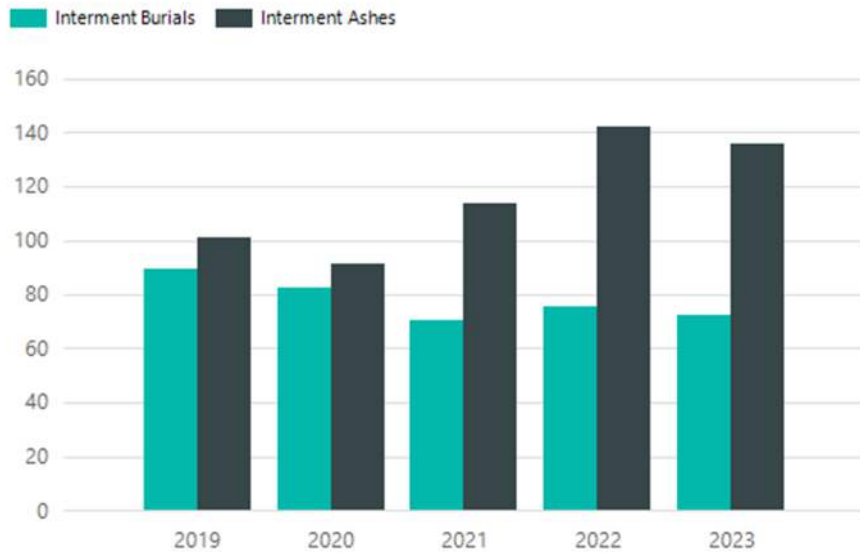


Interment statistics

The following table shows the number of interments at each of the Council's open cemeteries over the past year. The subsequent graph shows an ongoing trend of more ashes interments rather than burial interments.

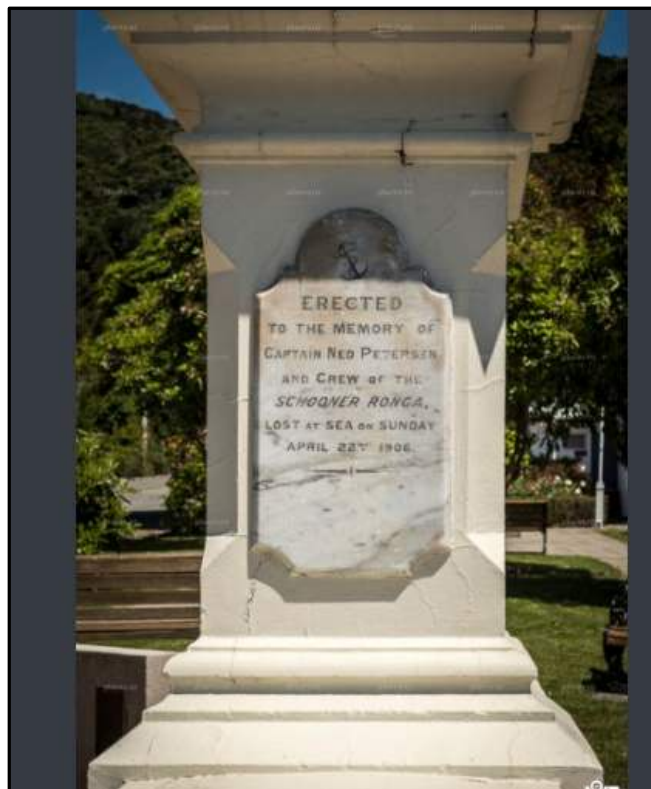
Cemetery	Year	Burial	Ashes
Fairhall	2023	51	79
Havelock	2023	3	6
Omaka	2023	6	26
Picton	2023	3	11
Rai Valley	2023	2	2
Seddon	2023	3	7
Tuamarina	2023	3	3
Ward	2023	1	2
Total		72	136

Interment Summary



District Memorials

Repairs have been undertaken to the masonry of the Havelock Township Ronga memorial which recognises the sinking of the schooner whose crew drowned on her last voyage from Lyttleton to Marlborough. Water ingress via cracks and fractures has required sealing to help eliminate longer-term deterioration of the structure. Similar work to the mortar of the Havelock War Memorial is also being undertaken for the same reasons.



Walking and cycling

Wasps on walking tracks have been a big issue over the last month. Contractors have removed several large nests beside walking tracks in Picton and Havelock. Below are photos of the Tirohanga Track and Humphries Dam nests that were removed by specialist contractors.



Trees

Councillors may recall that after consideration of the Council's Tree Policy on October 2023 approval was given to remove nine poplar trees on the Taylor River Reserve. Three of the trees were located adjacent to the Monro Street carpark and the carpark was closed to vehicles for a period of time until removal of the trees could be arranged.

With the trees now removed the following photograph show the extent of decay within one of the trees, which had been determined with the assistance of Radio Tomography - an x-ray used for detecting decay and cavities in standing trees.



Playgrounds

Installation of new playgrounds on Havelock Domain and Wairau Valley Hall land has begun – the image below shows the playground to go in at the Wairau Valley Hall. Good progress is being made on installing the new playground at Havelock Domain and it is intended that this will be completed by the time of the Mussel Festival on 16 March.



Policy and planning

Wither Hills Farm Park Management Plan Review

A draft plan and accompanying background document have now been completed and, at the time of writing, are being workshopped with staff. Once changes have been made from this workshop then a Councillor workshop will be arranged, likely to be in late March/early April.

Tree Policy Review

The reviewed Tree Policy was notified for feedback on 25 January and closes on 7 March. At the time of writing two submissions had been received by the Council.

Road Safety Coordinator Update

(Information prepared by Robyn Blackburn)

R800-005-03

Motorcycle Safety

Internationally renowned motorcycle suspension guru, Dave Moss, was in Marlborough for two days at the beginning of February to share his expertise with Top of the South riders.

Dave is driven by the belief that bikes should work for the rider, not the other way around. At the free seminar, Dave showed riders what they can do to ensure that they are perfectly paired with their bike.

Twenty two riders attended the seminar where he didn't just talk about how correctly fitting the bike to the rider can make a difference to rider safety, he showed them how to make all the adjustments.

Prior to the seminar Dave held a 'Toolbox' workshop at Marlborough Motorcycles with six technicians watching on. The idea behind these



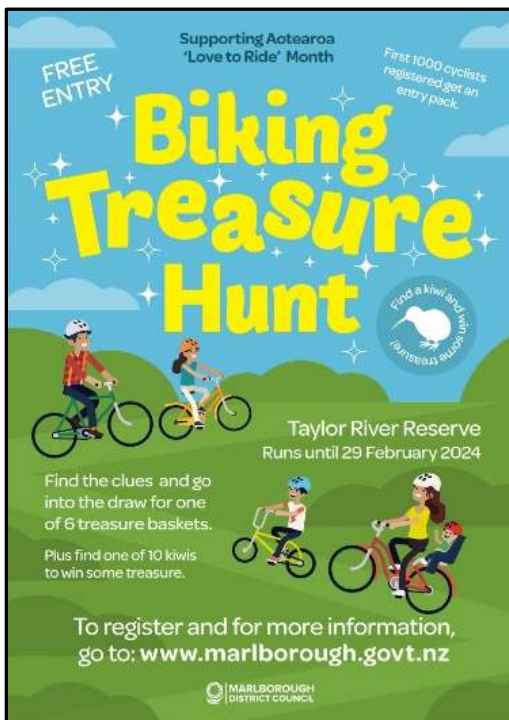
sessions is that businesses can be encouraged to offer a 'fitting' session to riders when they buy their new bikes offering the rider a more enjoyable ride and a safer one.

Twenty seven riders also opted for an individual bike suspension check with Dave and these were subsidised through road safety budgets.

All events provided an opportunity to display our PPE gear resources that are shared across the Top of the South. Riders were encouraged to see where on their body they are likely to suffer the most damage if they spill off their bike to know what gear was important to buy and wear.

A rider was on-hand to show photos of their own fall injuries and talk about the gear they were wearing at the time that reduced potential harm.

These events were provided with support from ACC.



Aotearoa Love to Ride Month – Marlborough Treasure Hunt

This was trialled in Marlborough for the first-time last year and proved highly successful, so we are running the event again through February.

Families and whanau are encouraged to get out on their bikes down the Taylor River and look for the clues that have been laid out for them, which will put them in the draw for six Treasure Baskets when the hunt is completed. While the event runs all of February, we have had 500 registrations at the halfway mark.

It is hoped that people will enjoy their ride enough to use their bikes for more journeys throughout the year.

Record No: 2452736