



**MARLBOROUGH
DISTRICT COUNCIL**



Sounds Road - Progress photo

**Information Update
Assets & Services, Property and Community Facilities
Department
20 August 2024**

Contents

Marlborough Roads	1
Local Road Asset Management Report – August 2024.....	1
NOC Monthly Activities (June Report)	2
Operations Report (May Report).....	2
Marlborough Road Activities	3
Stakeholder and Communications (June Report).....	6
Road Safety (June Report)	6
Marlborough Roads Recovery Team Update – June 2024	7
People and Culture	7
Rivers and Drainage Section – Activity Report.....	16
Wairau River	16
Wairau Floodplain and Tributaries	18
Drainage.....	20
Floodway Reserves.....	22
Picton, Sounds and Awatere.....	23
Gravel Extraction.....	23
Parks and Open Spaces Activity Report	24
Blenheim Parks	24
Renwick Parks	29
Awatere and Flaxbourne Parks.....	30
Picton Parks	30
Northern Marlborough/Sounds.....	31
District Public Conveniences	31
District Cemeteries.....	31
Walking and cycling	31
Trees	32
Playgrounds	32
Policy and planning.....	33
Rangers’ Report.....	34
Road Safety Coordinator Update.....	36

Local Road Asset Management Report – August 2024

(Information prepared by Amanda Smith)

R800-007-02

General

We are just moving into the start of the 2024-27 NLTP. Budgets are still to be confirmed with release of the NLTP expected in early September.

Council has been given indicative funding levels in its maintenance, operations, and renewals, walking and cycling and Passenger Transport programmes. The indicative funding across these programmes indicates a \$8m deficit over the 3 years of the NLTP.

Council is still waiting on funding confirmation for the rest of its Roothing programme. This being the Low Cost Low Risk programme, as well as funding to undertake Marlborough Sounds Future Access Study Resilience Single Stage Business Case and the Marine Improvements study.

Once funding is confirmed across the full Roothing programme, the implications will need to be worked through and reported back through Council.



Figure 1- Abhay Maskey- Network Technician

Abhay Maskey has started with us as a Network Technician. Abhay has completed his study in Nepal and joins us after gaining some great experience whilst spending six years working on the Hawkes Bay roading network.

Financial Commentary

The 2021-24 Roothing Programme was completed at the end of June with approximately \$120,000 overspent in our Renewals programme. Fortunately, this overspend was able to be covered with under expenditure in other parts of the programme. Therefore, overall finishing up around budget. More details are provided in the Assets and Services Financial Report.

The team are still in negotiation with the NOC regarding the Pavement Maintenance Lump Sum Reset. The contract allows for a reset of the pavement maintenance lump sum at the completion of year 3 of the contract. At the end of year 3 which was June 2023 we were unable to reach agreement with the NOC, the

team believed that the claim from the NOC was inflated with storm damage pavement issues and catching up on a backlog of pavement works from the previous contract. It was agreed last year that we would delay the reset for 12 months so that we could collect data on the actual amounts of pavement maintenance that was being delivered that was not attributable to other issues. It is hoped these negotiations will be concluded by the end of the month, and we can report to the next Assets and Services meeting.

Once this year's Roading budgets are confirmed with the release of the NLTP in September, the team will be confirming work programmes for the year.

NOC Monthly Activities (June Report)

Summary from Contract Manager, Grant Bennett

It's hard to believe we have another financial year behind us with budgets being met, and high work volume being completed across the teams. This month marks the end of another successful year for MRJV.

A joint Planning meeting between Marlborough Roads and the JV was held on 16 July. This was to agree on an indicative programme of renewals works for the upcoming season. This will be confirmed once budgets are confirmed.

A highlight this month was winning the Workplace New Zealand Health and Safety award for collaboration. The award comes after four years of work collaborating with Wine Marlborough, NZTA Waka Kotahi and the NZ Freight Industry to lessen the number of grape spills on the network. With half this year reported, than the previous year, the work of the team has paid off, and it's great for the MRJV to get this national recognition.

The winter response teams have had a mixed month, with warm, wet, and cold weather in June. CMA and grit have been deployed on the network as required.

Following the New Zealand Guide to Temporary Traffic Management (NZGTTM) trial, the NZ Transport Agency Waka Kotahi are interviewing the leads from the participating NOCs from around the country with the lessons learnt report expected in July 2024. With NZTA funding coming to an end for the trial, we are awaiting confirmation of when the NZGTTM will be used, however we are planning for its use across renewals.

Along with a Renewals Manager, we have also engaged a Commercial Manager to further strengthen the team in the contractual space. With a few key roles left to fill, the team is looking good for a strong 24/25 year.

Operations Report (May Report)

Summary from Operations Manager

June was a big month for scheduled maintenance activities across the network.



Figure 2- High Shoulder Removal

Resources in the drainage team continued to focus on High Shoulders on both SH and LR in June, as part of the pre-reseal repairs for the 24/25 season.

A number of footpath renewals were completed around the urban areas.

Line marking was undertaken on cycleways on Riverlands Cycle Path, Spring Creek Shared Path and School Road.

Several new signs, barrier repair and line marking were undertaken this month.

Surface water channel clearance was also a focus this month in urban areas and on Croisilles-French Pass and Port Underwood Roads.

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 September 2024.

The Q1 July focus;

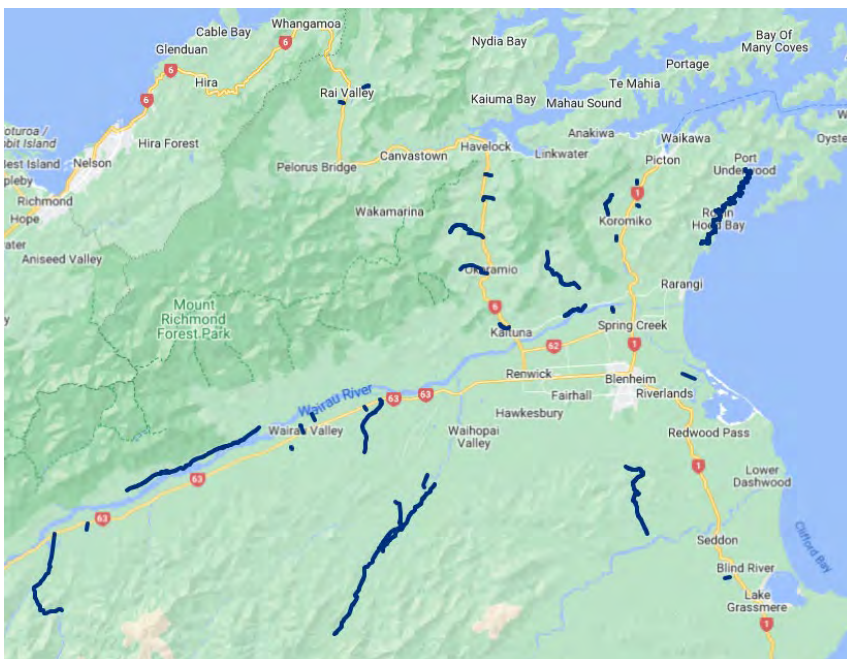
- Unsealed roads preparation and wearing course
- Drainage maintenance
- Heavy maintenance activities on local roads
- New and replacement signs
- Barrier repairs
- Structural maintenance, component, and renewals (for bridges, jetties and boat ramps)
- Preparation of RAMM categories and dispatches for the 24/25 season
- Reviewing funding and allocation for the next three-year NLTP

Marlborough Road Activities

Maintenance and Operations

With the good weather we have had so far this winter, grading has been able to continue. Some very good progress has been made across the whole network. Very pleasing to see that grading and metalling has been undertaken on the Titirangi Road.

Braden Moleta from Waitui in the outer sounds called to thank us for the work done on Titirangi Road. Saying “the road looked the best it has for years and has taken 30 minutes off his trip to town”.



Grading that has been completed since June 2024.

Renewals

Preparation is underway for generating the 2024-25 Unsealed Road Renewals Programme for the region. The programme will be finalised once funding is approved in late August, early September. We are anticipating an uplift in the quantities from last year.

Walking, Cycling and Passenger Transport

Whale Trail – Finalising urban routes for the Whale Trail to be presented at the next Assets and Services Committee.

Developing the Elevation section of the Whale Trail from Picton township to the Top of the Elevation, alongside local sponsors. NZTA Planners have now approved Whale Trail route heading south from Ward.

School Safety at End of Day Programme – Working with Principals and Boards of Trustees around the region and looking at development of “Kiss and Go” areas.

- Parking time limits for parents parking near school entrance/exits to better manage the chaotic scenes and general unsafe driving behaviours outside school gates.
- Other treatments to also be presented to BOT's for implementation.

Developing Total Mobility Service in Picton. Picton no longer has Total Mobility service available since COVID. We have been approached to investigate whether a total mobility service is possible after attending a positive aging forum meeting recently as well as an approach from Marina Cove. There are now 5 taxi operators in Picton.

Bus Service Marketing Campaign is currently being developed to encourage bus usage between Blenheim, Picton & Waikawa particularly during the summer months.

Working with local business associations and schools for input and promotional ideas.

Fuchsia Creek Bridge

Fuchsia Creek Bridge is being replaced as it was an old timber bridge that had reached the end of its life. The replacement of this bridge at this time also means that there will not need to be any restrictions put on this bridge which would have had an effect on the use of Leatham Road in particular the forest industry.

Fuchsia Creek bridge before and after.

Stakeholder and Communications (June Report)

Summary from Communications Manager

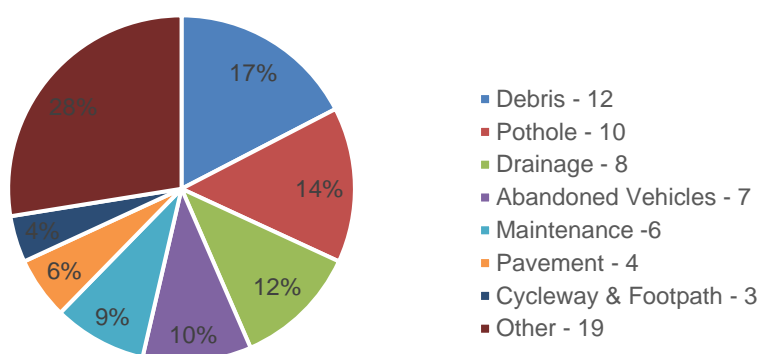
Summary for June

The total number of customer enquiries in June was 69, up on the previous month with 59 CRMS (Customer Requests) in May 2024. Enquiries were down when compared with June 2023 with 75 CRMS. Of the 69 CRMs, 97% were for local roads and 3% for State Highways, with 100% resolved.

The highest number of enquiries were for debris with 12 CRMS in May 2024. This is an increase on the previous year, with three debris enquiries in June 2023. This can be attributable to enquiries for leaf fall being later than usual. Last year leaf fall enquiries were mainly captured in April. Previous weather events have also made anything to do with drainage top of mind especially during the wetter months.

Please note, descriptions are as per CRMS categories

Customer Enquiry Type - June 2024



There was one compliment received in June 2024 regarding the fantastic service provided by the team on Philip Place.

Sixty-seven customer calls were completed in the year against a target of 32. Two callbacks undertaken in June with an average of 4.5 for customer service received from the MRJV Team (with one being very poor and 5 being very good).

There was one letterbox drop to a total of 20 residents and five Antenno and Alerts sent in June 2024 to notify residents of upcoming works.

The annual review of the Customer Stakeholder and Communications Plan was undertaken in June, and the updated version is available on Contract Workspace.

Future Month Focus:

- Communication planning for 2024/25 construction season, including participation in Last Planner
- Reporting for new pothole protocol on State Highways
- Winter Maintenance/Driving and Workplace Health and Safety Award communication

Road Safety (June Report)

Monthly Summary from Network and Road Safety Manager. Details and trend information is included in the Quarterly reporting.

Local Road Crash summary:

The Contract has had no DSI crashes on the Local Road network recorded in CAS for June 2024.

Marlborough Roads Recovery Team Update – June 2024

Executive Summary

Construction is continuing at some key sites along Queen Charlotte Drive and Kenepuru Road, with several of these sites nearing completion in the month of July. Daltons Bridge Abutment works have started in June, this part of the approved early phase 3 site was prioritised for construction over the neighbouring rock revetment work due to the risk of the current abutment wingwall failing. The delivery team is currently holding a few railway iron designs until the last three have been released from Design Hub early mid-July to make one large wall procurement package.

In the Phase 2 design space, 10 phase 2 design packages are remaining for close out of which six are aimed for close out in the upcoming month. One site was closed out as planned with 6 faults being close out in July.

The handover request of first three zones, Awatere, Northbank and Waihopai, has been accepted by the client in June. These packages are now being finalised for handover to BAU after which these faults, 1300 in total, can be removed from the Recovery scope of works.

The programme's longest path remains on Northbank Road RP17.5 with a current worst case scenario completion in August 2025. This fault is going through its optioneering stage of which one option has a significant longer design period than the other. Optioneering is aimed for close out in August which will confirm the overall design and construction duration can be reduced. The near critical path following this fault is Craighlockhart Bridge with an expected construction completion date in March 2025.

The funding application for phase 3 was submitted early June and MDC confirmed their ability to fund the 29% portion on the 24th of June. Current understanding is for NZTA to confirm the funding request at their board meeting in August.

Big effort has been made to update the Phase 3 level of service based on the MSFAS, recent geometrics improvements and other opportunities for improvements. Concept level of service update was completed at the end of June for review, with the aimed finalisation mid-July in time for inclusion in the phase 3 complex design procurement packages.

The phase 3 simple design process and its efficiency has been reviewed through June. Cost to date has checked against budgets and the average design cost per package is running approximately 30% lower. For accurate programme review a weekly last planner exercise has been implemented in the Design Hub.

People and Culture

The team org-chart has been updated to reflect multiple changes made through the month of June. The following team changes have been made:

- Steve Murrin will be full-time Transport Recovery Manager through phase 3 on behalf of MDC, therefore he will be reporting into the governance board moving forward.
- Geoff Blake and Richard Conningham have been added to the Governance Board on behalf of MDC
- Tim McGeever-Heap has joined the team as a zone engineer for French Pass, Tim joins us from the HEB team
- Liberty Chakatsva (Jacobs) and Harris Bindon (Beca) have joined the design hub team on secondment agreements

We are currently actively recruiting for a RAMM administrator to join our team as indicated on the chart. Hani Faraj is on extended leave as of the start of July with a return mid-September.

Living Safely

H&S processes within the JV will move over to Living Safely v2.0 from the 1st of July this year. Although the general management of H&S will not change much through this new version, there will be more focus on Critical Risks and Critical Risk Conversations (CRC's) will be implemented from then, while the requirement for LSA's will be removed. These are guided and more in-depth conversations with site teams focussing on Critical Risks.

There will be more stats available through the CRC platform and together with the example stats as provided by the MRR Governance Board, the safety team is currently working through updating reporting of these stats. We are aiming to align BAU reporting with the same principles, although MRR and BAU reports split.

Subcontractors

In the month of June, we successfully ran a Safety Week 03-07 June in conjunction with HEB/Vinci Safety Week with a focus on Authority to Stop Work. Subcontractors involved in the safety week provided positive feedback from the daily toolbox discussion subjects. We have continued to find a number of items of plant across sites with expired minimum standard induction. One off these was removed from site as having a non-functional handbrake alarm with the others able to be re-inducted on site (mainly RMF). For July Critical Risk Conversations (CRC's) are being targeted at Mobile Plant to assist in continuing education. The MRRT team has developed a pre works checklist to capture HSQES requirements pre works and we are working on developing a SSSP checklist to ensure alignment with MRJV/MRRT safety system and alignment with Living safely 2.0.

Two subcontractor inspections (annual) are planned for July – RMF and Glacier Contracting (Glacier unable to be audited last month due to not being on site). The team has worked closely with RMF in setting up the new site in QCD to ensure risks are adequately controlled with significant improvements on site.

We provided 12 inductions to new workers as required.

Injuries and Incidents

During the month of June, four incidents were recorded.

Safety Highlights

Three safety improvements:

- Pre works check sheet has been created for reference for zone managers/engineers.
- Parking space dividers have been removed due to the tripping hazard.
- Office lights in the admin area have been replaced due to the glare that was created and being unable to use them

Leadership Safety Actions

In May, we had 56 leadership safety actions logged, with a target of 49. 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.

Environmental

Consenting Progress

The Waitata Bay rock / gravel extraction retrospective consent application has been finalised and draft conditions reviewed, just awaiting issue. This consent is actually BAU and will be removed from this report update moving forward.

Wilkes Resource Management (Wilkes RM) have completed and submitted 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.

Wilkes RM have completed the draft document as far as they can. The final drawings and method will be provided to Wilkes once DoC approval and conditions to fill the dog park area is received. This will move the fill site further away from the sensitive marine environment.

Environmental Highlights

- Sites visited by the Environmental Manager during June included the Cullens Point repair, Pottery Place / Tepuia Heights retreat, Aussie Bay wall (no. 2), the French Pass boat ramp and the new wall underway by RMF on Queen Charlotte Drive.
- All sites showing good knowledge of the environmental risks at their sites.
- The mussel shell initiative has been submitted to the VINCI (HEB home org.) global environmental awards, awaiting the outcome which is due later this year.
- A review through Queen Charlotte Drive was undertaken with Gina Yukich so the remediation / stabilisation measures, re-planting and amenity value risks could be discussed. This should help generate future design options and clarity on measures needed to re-vegetate certain worksites as we progress through the sensitive Sounds area.
- A new sediment control boom and curtain system was purchased during June for use at Torea Bay and other sites where high sediment generation could be present and cause impacts to a sensitive environment. It will be applied first at Daltons Bridge in early July.



Gabion spill way wall and rock armouring at Cullens Point – 12 June 2024



Second wall at Aussie Bay, fill and compaction underway and geo-mesh in place – 21 June 2024



Anchor drilling for the new wall on Queen Charlotte Drive (716-03677) – 25 June 2024



New boat ramp surface at French Pass – 30 June 2024.

Phase 3 overview Complex Sites:

The ITT for Phase 3 has now been drafted and reviewed. There is a strong NPA weighting of 70%.

A draft brief for the first site, DP-304 FRP-849-06993, has been produced and work is underway to pull together the information pack for review by MRRT ahead of inviting proposals from the panel.

An industry briefing was held online on 5th June which was well attended by the Consultants on the panel.

Design Hub secondees have been appointed. Liberty Chakatsva (Jacobs) will be joining the Complex Site team for 24-32h per week. Liberty has a strong civil background and some experience in stormwater assessments. Harris Bindon (Beca) will also be brought in to assist the team for 8-16h per week, with a focus on adding his expertise to design reviews.

Level of Service Document Development

Feedback on the LoS document circulated on 24th of May has been received and updates have been made to technical notes 1 and 3. Pavement details have also now been added to the document.

There is still some work required to close out some of the comments around geometrics and culvert blockages / flow paths. The approach around blockages and flow paths in particular requires further input from MRRT and will be discussed in the Design Hub Leadership meeting to ensure that the guidance provided strikes the right balance between design cost, resilience and acceptable risk levels.

Consultant performance

There have been no changes to the consultant PACE scores this month.

Construction Summary

Progress Update

Overall outstanding Priority 1 faults now down to 30 remaining to complete. Peak construction remains in QCD Zone. A number of key sites have made significant progress over the month of May, all be it with multiple wet days, pushing completions to late July / early August.

Construction Issues and Challenges

Moving into winter, some sites have been struggling to achieve passing compaction results first go, due to the rain we have been having. Sealing of the sites nearing completion with the specified chipseal remains a risk.

Subcontractor Performance

Our subcontractors are generally performing well. We currently have a strong panel to call on for upcoming works.

RMF Contracting started a H-Pile wall at QCD 3.677, of which the work was relatively new to them as a company. We have a few concerns around planning on startup, we took the opportunity to Push Pause with the contractor and re-evaluate the plan ahead. This was well received by RMF, who showed a strong willingness to fill the gaps and continue to develop themselves in hopes of developing a successful project.

Handover

The handover has progressed well through May, with the first three zones being reviewed by BAU and notification of review completion has been provided to the client. The Handover process includes the following steps:

1. Site or Zone ready for handover
2. Zone Close-out (BAU inspections, QA collection, Snag List)
3. Client Review (Confirm completion and Snag List)
4. BAU Handover (Close snag list, documentation handover to BAU)
5. Handover Closed (Notification to client about handover completion, mark site as Handed Over)

Financial

The June claim reflects increased construction activity for the month as works ramp up on new sites throughout the recovery area.

Cost Summary

The June 2024 claim totalled \$2.896M. During the month there was constructional spend of \$1.795M.

The major construction works undertaken this month by zone were as follows:

- QCD \$909k
- Kenepuru \$680k
- North-bank \$166k
- Pelorus \$113k

The claim total does not include the BAU Storm related pavement claim of \$258,454.

Remaining Budget

With the phase 2 funding now confirmed the programme in total has approximately \$40.853m of budget remaining to cover both physical repairs, design, client-side costs etc.

NOTE: At the time of writing this report the client-side costs spend is only up to May 2024 so the actual value will be slightly less.

Programme

Progress Update

The summary table below shows the tracking of design and construction milestones against the original base line and last programme update.

Northbank RP17.5 remains the longest path on the project with delays seen in the optioneering stage and completing deliverables. Design Hub team is working with BECA to try and mitigate delays because of this although due to the specialist resource this requires little gains can be made. The remaining design process programme is worst case scenario based on one of the two potential options. Significant time can be won back if the earthworks options is favourable for this site.

Other programme notes:

- Pukenui Road site which has seen several delays along the way has not passed its optioneering stage and is in detailed design now.
- Watertank slip design is expected on the 9th of August, design is an approximate 100m long H-pile wall which is key to be constructed prior to Christmas. This will be achievable with the right contractor, procurement process to reflect this.
- Phase 3 programme to undergo a few updates in the procurement stage following industry briefings in June, this programme to be baselines in July.

Communications & Engagement

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

In June, the e-newsletters included information regarding the upcoming closure of Dalton's Bridge to all vehicles from 1 July, progress on sites including a road realignment and new culvert on Port Underwood Road, a new retaining wall at Torea on Kenepuru Road and multiple sites along Queen Charlotte Drive. Information and photos were also included regarding Bridge 256 on Waihopai Valley Road and works in the Northbank and Pelorus areas.

Information was also included in the newsletter on the extension of the local transition period to end of the year, once two critical sites and a road safety audit had been completed. Council's decision on the long term plan, including the Sounds Recovery Funding and subsequent funding request to NZTA Waka Kotahi was also included in the newsletter in June.

Customer interactions have increased from the previous month with 12 enquiries in June, compared with eight in April. These customer interactions have been recorded and will be shared with MDC for their record.

Of the 12 enquiries, the majority were regarding the Kenepuru Zone with five or 42% of enquiries. Three were regarding access, one drainage concern and one a request for spare materials.

Two enquiries concerning the Queen Charlotte Zone were regarding the traffic lights near Moenui culvert and a possible slump in the road near Pukenui.

Three enquiries were received regarding the Pelorus area, in regard to the road closure on Maungatapu Road and the upcoming closure on Daltons Bridge.

This month there were four media stories and one advertorial directly relating to MRRT. An article featured in Stuff, was on a section of road in the Opouri Valley, awaiting permanent repair after the August 2022 flooding. Two articles featured on Stuff and Scoop on the Sounds repair bill split in the Council's Long Term Plan and another one on Scoop on the Daltons Bridge closure. The advertorial was featured in the Council Pages in Blenheim Sun on repairs this year on Queen Charlotte Drive.

Notification was undertaken for the closure of Dalton's Bridge including an Antenno, alert on the Council's pages media release, letterbox drop, letter to stakeholders including schools, transport operators and emergency services. A social media post on the Council's Facebook page received 12 reactions (all likes), eight comments and seven shares.

A Facebook post on Council's page on recovery works on Queen Charlotte Drive received 58 reactions (55 likes and three loves), four comments and four shares.

The NZTA Waka Kotahi Senior Content Producer visited some Queen Charlotte Drive sites on 22 of May to interview Steve Murrin, Rob L bker and Phil Leslie of Leslie Brothers Contracting. The resulting video to be produced in July, will be published on NZTA Waka Kotahi's social media channels and shared via the weekly recovery newsletter and internally.

A meeting at NZTA Waka Kotahi's office and subsequent site meeting was undertaken with Rick Edmonds on the Link Pathway. The effect of four recovery sites on the pathway and future communications was discussed and agreed at the meetings.

Progress Photos





Rivers and Drainage Section – Activity Report

(Information prepared by Andy White, Anne Bruce, Duc Nuygen, Frank Westergard, Geoff Dick, Gregor Punzel, James Mills-Kelly, Lucie Klimkova, Steve Bezar) R700-014-01

Wairau River

Wairau planting program

Willow and Poplar poles have been harvested from council-owned nurseries for planting, focusing on private land and Council reserves for erosion prevention. Approximately 2,000 poles have been planted at various sites along the Wairau River. These areas include the upper Wairau near Fabians Valley Road, around the newly built Groyne 20, Giffords Road, and down at Barnetts Bank, where the recent channel realignment has been completed. This planting will help stabilise the newly shaped gravel beach on the north side of the active channel.



5 – Planting poles northside of active channel at Barnetts Bank (Wairau)

Wairau above SH 6 True Right Bank

Works have been undertaken to secure the SH6 Bridge approaches on the True Right Bank of the Wairau. Tall poplar trees have been coppiced to reduce the risk of them falling, with the offcuts buried and anchored around the riverside of the bank to promote regrowth and stabilisation. Additionally, poles harvested on site have been planted in the cleared area behind.



6 - Above SH6 TRB Bank repair works

Wairau Diversion Rock repairs

At the Diversion, recent high flow events have damaged the opposite site between the two bridges, near the rockhead of the erodible split bank under the rail bridge. About 500t of rock from Pukaka have been utilised to plug the hole in the armouring.



7 - Wairau Diversion Rockwall repairs

Spring Creek works

The significant project on the TLB across the Spring Creek community and stopbank LW05 is nearly complete. About twelve weeks of felling trees and desilting the inside of the sharp bend have created more room for the river, reducing pressure on the compromised stopbank LW05. In the past month, the toe line of the new shaped bank edge has been pegged for contractors to follow. Two 30-tonne excavators and up to five dumper trucks have been carting gravel and silts from the river to a stockpile to the north. Discussions are ongoing to find a cost-effective way of removing the silts from the floodway zone.



8 - green pegs for contractor to set the toe of the new edge

Wairau Floodplain and Tributaries

Upper Ōpaoa River

Vineyard owners have contacted Rivers staff regarding bank erosion issues above Thomsons Ford Road. A site meeting has been held to provide advice to the landowners.

Lansdowne Nursery

Poles have been harvested and a general cleanup of the Lansdowne nursery has been undertaken. The second Willow and Poplar nursery on Peninsula Road has also been harvested. Undesirable varieties in the main Lansdowne nursery have been removed and will be replanted with more desirable willow varieties.



9 - about 2500 poles harvested and stored in creek



10 - removal of willow stools and general clean-up of nursery

Ruakanakana Creek (just downstream of Waihopai intake)

Minor rock works and desilting works have been completed and more are planned between the SVIS intake pond and Renwick.

School Creek, Renwick

A contractors run to inspect and clean all intake structures, culverts etc. has been made.



11 - blocked twin culvert in School Creek

Taylor River above Burleigh Bridge

Minor repairs have been made to the Mark Smith Reserve Weir. Tree blockages have been removed just below the dam and about 200 poles have been strategically planted to stabilise the banks.

General Tasks

With spring approaching, mowing and tazzing works have been issued in various areas of the serviced district.

Drainage

Minor maintenance works are ongoing, with digging out of several stretches of the drainage network including Neals, Pukemaitai, Riverlands Industrial, as well as weed-raking of the Riverlands Co-Op drain. There have also been a number of minor works undertaken including repairs to culverts and headwalls etc.

Murphys Creek

A comprehensive mechanical weed-clearing exercise has been completed in Murphys Creek. A team of four staff has been specifically targeting oxygen weeds from the Taylor River confluence up to above Battys Road. A debris collector fence was placed at the confluence to collect floating offcuts, which were then removed and carted away. Although it is a relatively expensive exercise, it is hoped that this will give native instream vegetation a chance to outcompete the oxygen weed in the long term.



12 - Debris collector at Murphys Creek confluence



13 - retrieved off-cuts at Taylor River Confluence

Mechanical Weedcutter: River Queen MSA 122246

A weed cut of the Ōpaoa Loop is currently underway.

Floodway Reserves

- General maintenance including mowing, tazzing, rubbish removal and weed control has been undertaken throughout Floodway Reserves.
- Wither Hills Farm Park

A trial methodology to reduce erosion and fire risk within tree blocks (as recommended within the recently completed Fire Risk Report) has been underway along the Forest Park Drive tree block. So far, this has received overwhelmingly positive response from residents and park users. A more comprehensive report on results from this trial work will be provided to Councillors in the spring when the trial concludes.



Before – showing bare earth and significant standing deadwood adding to fuel loading, as over-competition from self-seeded wattles results in stunted trees and heavy mortality.



After – Firewood to be removed and donated to Lions Club and tree mulch will be absorbed into the soil as the area is re-seeded and grass returns.

Picton, Sounds and Awatere

Waikawa and Waitohi Rivers

A contractor has inspected and cleaned all intake structures, culverts, etc.

Gravel Extraction

- Jan Dimmendaal retired in June of this year. Restructure of the team now has Gregor Punzel, with the assistance of Geoff Dick, managing the Contractors in relation to extraction sites, quantities, compliance with the permit conditions and access within the fairways The administration of recording and issuing the permits will be looked after by Anne Bruce.
- Annual extraction permits are issued from 1 July annually. Recent on-site meetings with contractors have determined the extraction areas for 2024-2025. These will be allocated according to the 2016 Gravel Review.
- Recent alterations to the database now allow current and expired permits to be viewed spatially on council Maps.

Gravel extraction Allocation Volumes M3/Yr.

2024-2025

Fulton Hogan	32,200
Gill Construction	18,900
Crafar Crouch	18,900
T C Nicholls	6,000
Mike Edridge	6,000
Marlborough Ready Mix	4,400
Findlater Construction	3,600

A summary of the 2023/2024 extractions will be available in the next six weekly report

Parks and Open Spaces Activity Report

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

Blenheim Parks

Pollard Park

The wet weather over the last few weeks has made gardening particularly challenging at times. The staff have been trying to stay on top of the mowing and general garden maintenance.

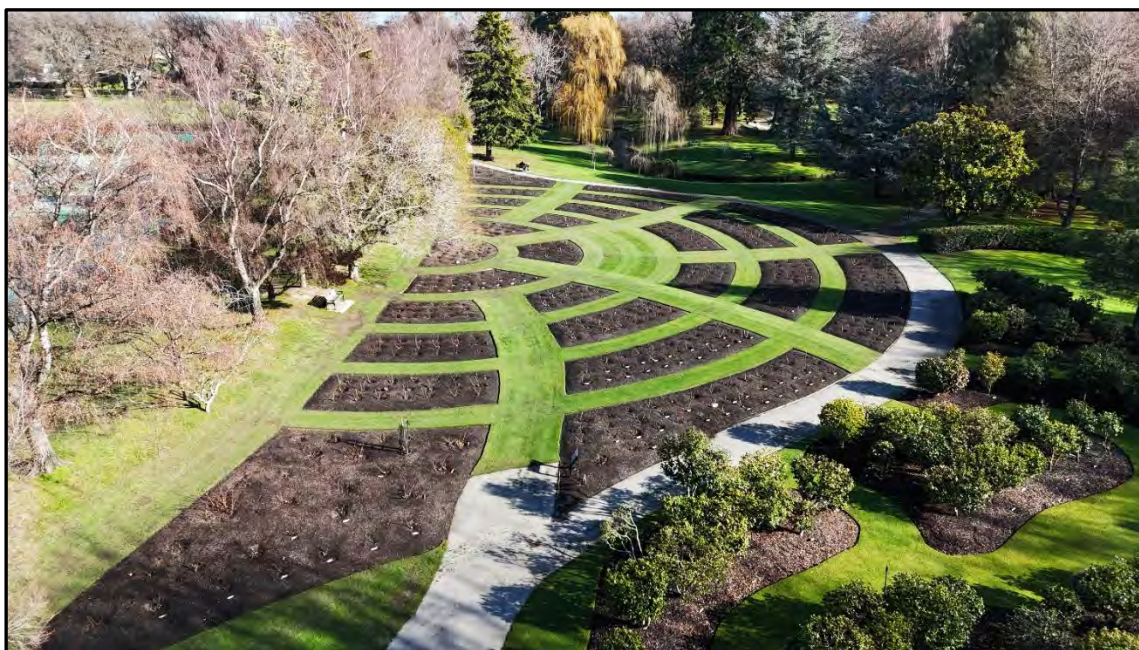
School holiday use

The Park was extra busy over the recent two-week school holiday period. With lots of families coming out and enjoying the Park when the weather was fine the playground and open grass areas were very well used.

Rose pruning and hydrangea demonstrations

Garden staff held four public demonstrations over two days for rose pruning during July. Staff explained to the public how we go about pruning, why it is done in a particular way and responded to any questions the public had. Around fifty people attended these demonstrations, which are held alongside the staff as they are pruning in the gardens.

Staff take around a week to prune and clean approximately eight hundred roses in Pollard Park.



Rose gardens at Pollard Park after completion of pruning

Staff also held two pruning demonstrations for the hydrangeas. Around forty people attended the two demonstrations over the space of the morning, which follows the same process as for the rose pruning demonstrations.

Seymour Square

There are two rose beds on each corner entrance to Seymour Square as well as one in the centre bed between the clock tower and the fountain. These gardens have all been pruned and tidied. However, staff have decided to replace approximately twenty roses in two of the corner beds (those on the northeast and southeast corners of the Square). The old plants will be dug out with soil from under and around the old roses being removed and replaced with fresh new soil and compost. New roses will then be planted into these corner beds. The intention is to increase plant health and improve flowering in these beds.



Existing rose bed at northeast corner of Seymour Square

Staff have also weeded and planted replacements in all the annual beds in Seymour Square when the weather has been dry enough. Annuals are starting to produce flowers now and this will increase to a full display in the spring.

The lawns at both Seymour Square and Pollard Park have been fertilised recently. Other works to the lawns planned for when the weather improves, including de-thatching and top dressing, which will produce a better lawn for the public.

Sports Parks – worm damage

As is often the case at this time of year, some sports grounds have become very saturated with water. Compounded with an excess of worms this year, a number of fields (both the sand turf at Lansdowne and normal turf) have become very muddy. Large numbers of worms have seen a lot of casts and when the fields are played on in wet cool conditions, a seal forms over the surface with little opportunity for grass growth.

Contractors do use an organic spray on the turf, however with the excessive worm numbers this year, the muddy conditions are quite prevalent.



A&P Park

The Park suffered a significant sewerage overflow as the main line had become blocked over time by tree roots. Once the pipe became fully blocked, the sewer backed up and overflowed into the Park. We are putting a camera into the pipe to see if there is a need to replace the entire line. The spill was cleaned up by contractors and the grass area is currently fenced off and being dosed with lime.



Lansdowne Park

The Harlequins Rugby Clubroom built in 1963, and extended in 1975, has been demolished. The building needed significant seismic strengthening to bring it up to Building Code. However, given the costs of this, a decision was made to demolish the building. Both Harlequins rugby and netball clubs are now lessees in the Lansdowne Park Hub building.

The Council and the Club are negotiating a lease for the land whereby the Council would gain an estimated 45 additional carparks for park users.



Other happenings

- Police were called to Lansdowne Park to help remove an adult and child who were racing around on a child's quad bike. The adult was ultimately trespassed from the Park.
- The Marlborough Ford Club annual fundraiser was held in the Lansdowne Park car park. About 150 cars and stalls were parked up on an overcast Sunday in late July for the public to visit.
- Four new sets of softball backstops have arrived at Lansdowne Park awaiting construction for the new softball season. Two will be used at each of Lansdowne Park and Endeavour Park.



Lansdowne Hub - Billet the Mako

The Tasman Mako had a 'meet the Mako' event at the Lansdowne Hub on 24 July. This was a great success with plenty of kids around to meet their rugby idols. Following this the players were billeted out for the night with Marlborough families. Both Mako players and families loved the experience and hoped it would continue in future pre-season campaigns.



Puna Wai Stadium

The new stadium turf and pavilion got a good workout during the month of July with club hockey, school holiday programs and three tournaments across the top of the South (being the Maadi Cup, Pope Shield and Neale Shield) all taking place. The tournaments involved senior men's and women's teams and respective senior B teams players from Marlborough, Nelson, Buller and West Coast.



(Photo courtesy of Hockey Marlborough)

Ferry Bridge Picnic Area damage

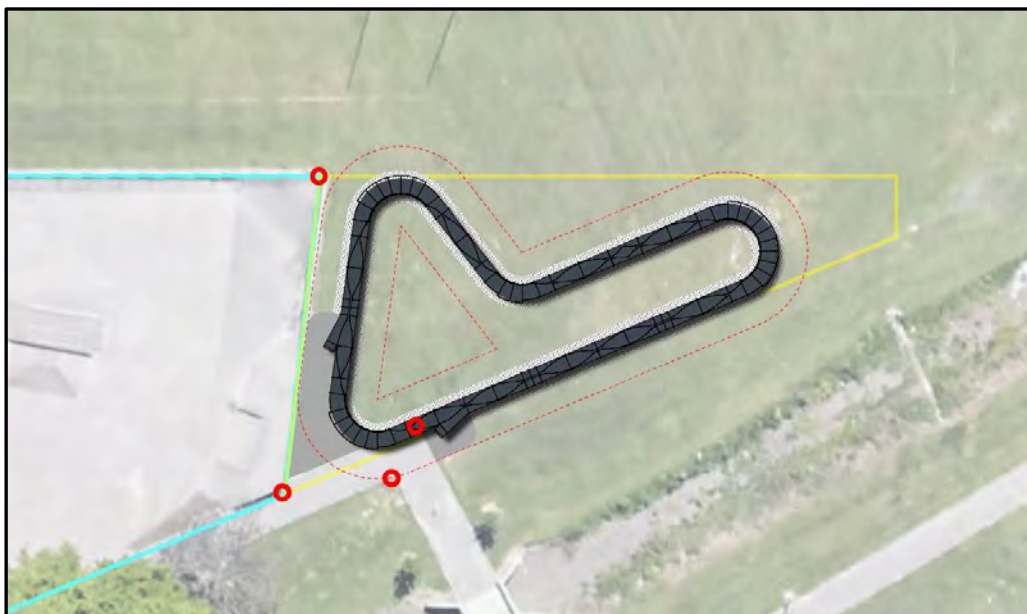
A vehicle lost control while driving along Wairau Bar Road recently and demolished two sections of the front fence at the recently redeveloped Ferry Bridge car park. Information, including photos and items found at the scene, have been passed to the Police to follow up on.



Renwick Parks

Renwick Domain

Exciting times ahead for youth in Renwick with the recent arrival from Europe of the modular pump track. The track is to be located at the eastern end of the skate park and is being funded through the Land Subdivision account. With receipt of the installation specifications, work on the track pad will begin as soon as ground conditions allow.



The replacement lift for the Renwick Sports Pavilion has also recently arrived. It is anticipated that work on installing the lift will start mid-August and take about six weeks to complete.

Awatere and Flaxbourne Parks

Ward Hall Village Green – playground redevelopment

Staff are working with a subcommittee of the Flaxbourne Settlers Association to progress the playground redevelopment at the Ward Hall site. The playground is quite small but will include a new three bay swing set, climbing net and small play fort and slide structure. This will cater for junior to intermediate age children and will also incorporate a couple of shade sails. Ultimately the playground is intended to mesh with landscaping to be undertaken shortly around the new Flaxbourne Heritage Centre.

Equipment for the playground has been ordered and some preliminary ground works will commence shortly.

Picton Parks

Howitzer Gun

A new home has been found for the L5 Howitzer gun that was located in front of the Picton RSA's former premises on Wellington Street. The new site is at the entrance to the Picton Library on High Street. Consultation with Te Atiawa and the NZ Defence Force has taken place. Work to put the gun on permanent display will include a story board and plaque and will get underway shortly.

Picton Bowling Club water storage

Staff recently met with a representative of the Picton Bowling Club to see what advice or assistance could be offered to help manage the watering of the bowling greens during summer periods, particularly when there are water restrictions as occurred last summer. The Club are considering installing one or two large water storage tanks that will be filled from roof collected rainwater to be used as and when necessary.

Picton Waitohi Community Garden

Preliminary work to enable the Picton Waitohi community garden (to be run and co-ordinated via Enviro Hub) to get underway is largely complete. Recent formation works at the end of Huia Street to form a few carparks has been completed along with new fencing and access gates. The reseal of the small road end parking area will be carried out as soon as the weather warms up and contractors are available.

Port Marlborough Pavilion

Marlborough Team Challenge

Five weeks in and the teams participating in the challenge have collectively added more than 31,200 km, equivalent to 45.5 million steps. Seven of the 17 teams have completed the challenge and many of these teams are continuing to see how many kilometres they can travel over the six weeks. With larger team sizes and a longer distance to travel, this year has been more of a challenge for the teams participating.

The Bod Squad currently 2nd on the Leaderboard



Northern Marlborough/Sounds

Rai Valley Village Green

A small community event is to be held near the end of August to celebrate and acknowledge the establishment of the Rai Valley Village Green and formally unveil some new history story board panels and pou. Children from the Rai Valley Area School will take part alongside three speakers who will represent the community, Iwi and the Council's participation and involvement.

Okiwi Bay

The Okiwi Bay Recreational Trust has started construction on the community walking and cycling track on the newly vested Council land in the bay. Over a kilometre of track has been constructed, however work has been halted due to the weather. A license for the Trust to occupy the land is currently being drafted by the Council to ensure there is clarity around responsibilities for the ongoing maintenance of the track.

District Public Conveniences

Planned facility improvement work has been carried out over the past reporting period at several urban Blenheim and Picton sites. This has included modernisation work of the Blenheim Railway Station public toilets site and the small accessible public toilet facilities at the Powerhouse Reserve in Picton (Wairau Road) and Kinross and High streets in Blenheim. Similar work upgrades will be carried out soon at the Seymour Street, Countdown carpark and Redwoodtown Village site. These highly used facilities are all around 25-30 years old. The upgrades have been provided for through the Council's public toilet facilities improvement programme and the work will extend the useful life of these facilities well into the future.

District Cemeteries

Omaka Cemetery

Downers have acquired a shoring device for burials at Omaka Cemetery. Given the rocky nature of the ground at the cemetery, it can be prone to collapse when digging a grave. The shoring device ensures that the grave does not collapse before being filled in.

Walking and cycling

Wither Hills

The Mountain Bike Club has reported that some teens were caught hand digging their own trail on the Wither Hills. Thankfully an approach from a Club member to the teens put a halt to their unsanctioned track works but work like this undermines the soil conservation efforts of the Council. The Club has posted on its Facebook page asking that unauthorised digging cease immediately and asking if parents recognise the spade and shovel in the photos – this is so the Club can explain the importance of following the correct procedure on Council land.

Mount Takorika Track - Havelock

An audit will be undertaken of the Mount Takorika track network in Havelock this month. The audit will include grading against the NZ walking track standards, suggested user experience improvements, safety improvements and signage. The network has been constructed and maintained by passionate local volunteers Camilla and John McLean with occasional assistance from Outward Bound students and other locals. However, the McLeans have indicated that they wish to hand the maintenance over to the Council in the near future so the Council needs to assess the current state of the tracks.

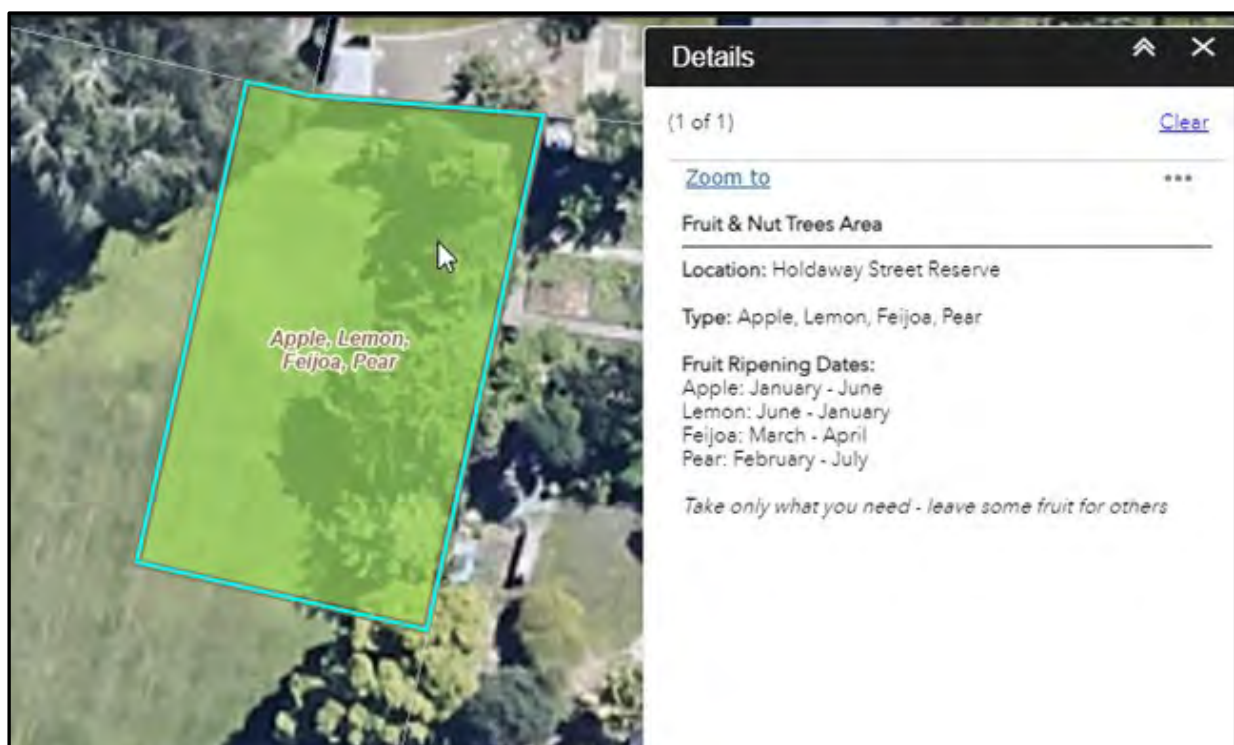
Trees

Fruit tree pruning demonstration

A two-hour fruit tree pruning demonstration was carried out in July at Holdaway Street Reserve by one of the Council’s qualified gardeners. The Council has been increasing the number of fruit and nut trees within its reserves and the Council open space maintenance contractor Downer, recognised the need to form prune these correctly for best fruit production and ease of picking by the public.

Seven contractors turned up for the demonstration. Two are currently studying for their level 3 horticulture papers through the local polytechnic and all work within the Council’s many reserves.

The Council’s website has a page headed ‘Fruit and Nut Trees’, which lists the 14 reserves where fruit and nut trees are available for public foraging <https://www.marlborough.govt.nz/recreation/parks-and-open-spaces/trees/fruit-and-nut-trees>. The website information lists what is available on site and when these are ready for harvest.



Playgrounds

Pollard Park playground Renewal

The toddler area at Pollard Park is due for renewal so staff have taken this opportunity to look at the wider playground and how the scope could be expanded to be the South Island’s first fully inclusive play space. A fully inclusive playground is designed to remove barriers for children with any type of disability. There are currently two playgrounds in New Zealand that can call themselves “fully inclusive” and they are both located in the North Island. One is at Claudelands playground in Hamilton and the other at Lorna Irene Drive Reserve in Kapiti.

Policy and planning

Draft Wither Hills Management Plan

By the close of submissions on 9 August, 20 submissions had been received on the Draft Wither Hills Management Plan. Staff are reviewing the submissions and a hearing for those who wished to be heard will be arranged with the Hearing Panel previously appointed by the Assets and Services Committee.

Sports Parks Management Plan

Staff have commenced the initial stages of gathering information on each of the parks or reserves to be included within the Sports Parks Management Plan. This includes the legal status of the land, background to the park's existence where known, description of the park (location, activities, buildings), previous management plans, current concept or development plans, leases and identification of known issues. This part of the project will take some time to complete and may require land status reports to be prepared, particularly where the legal status of land is not clear.

A zoning check has also been completed and there are three reserves/parks where a rezoning will be sought. This is to ensure the zone reflects the activities occurring at the reserve. This should make any future development of these areas more easily achieved.

Resource consents

A resource consent application to undertake control of rabbits along the Taylor River has been approved. The consent is for a five-year duration for the application of pindone with strict conditions around health and safety, notification of users and landowners in the area as well undertaking a public awareness campaign.

A consent is currently being prepared for the installation of a public toilet on the west side of the Wairau River adjacent to the Ferry Bridge at Spring Creek. A previous application on the east side of the river at the Ferry Bridge picnic area had raised some concerns for Iwi and was subsequently withdrawn. The new site has been discussed with Iwi who have all agreed with the location. Discussions with the Rivers team have also been had to make sure there are no issues from stop bank management in this area.

The new toilet will be an off the shelf facility and will have full reticulation. It will service both users of the Ferry Bridge picnic area as well as those using the Whale Trail.

Resource consent monitoring

The Property and Community Facilities Department has 14 resource consents for the taking and use of water to service rural community halls, public toilets and/or irrigation of grounds. Conditions of consent require meters and data loggers to be installed with the water meter data to be supplied to the Council's Compliance team. Periodically staff are travelling to the various sites to obtain readings from the meters. The data is able to be transmitted from the data logger by simply driving slowly past the site. However, where internet connections are poor or conditions are such that readings won't download, manual readings of the meters are required.

Water meters and logger at Carluke Domain



Rangers' Report

Homelessness

The Rangers staff continue to collect information on those assessed as being homeless. This is in response to changes made to the Freedom Camping Act 2011 last year which means those people identified as homeless cannot be liable for any offences for freedom camping.

The Rangers are aware the information they collect may not be a true indication of all those that are considered homeless but is what they have observed on their patrols. The date, location and whether a vehicle or tent is being used are recorded. Where possible Rangers do provide information to those sleeping in vehicles or tents of the various agencies that may be able to help and have also spent time with one such agency to share information and experiences.

When last reported in April, the number of instances of homelessness observed by the Rangers from July 2023 (when observations were first commenced) to April 2024, was 42. Most of the observations were of people sleeping in vehicles with only three tents being recorded. At that time 17 instances were recorded along various parts of the Wairau River while 14 were recorded at the Taylor Dam Reserve, outside of the authorised responsible camping area.

From April 2024 to July 2024, a further 25 instances of homelessness have been identified. What has changed however, is that there are fewer instances of homeless being observed along the Wairau River with only four being recorded. All but one of the remainder have been observed in the Wynen Street carpark which is also one of the Council's responsible camping sites. One vehicle has been recorded as staying 17 times at this site over the four-month period.

Illegal dumping

Park Rangers have again reported a reasonably quiet few months on their patrols of parks and river reserves. While illegal activity is still occurring the numbers of instances recorded for illegal dumping and littering over the past few months appear to be fairly consistent.

The Rangers have also reported only a few instances of graffiti or intentional damage.

Illegal Dumping and Littering	Nov 2023	Dec 2023	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul 2024
Garden Waste	1	2	3	1	-	2	1	5	2
Abandoned Vehicle	-	1	1	1	-	-	-	1	-
General Illegal Dumping	6	8	8	9	6	2	4	5	8
Offal	6	3	1	2	1	7	3	6	5
Littering	4	5	4	6	3	5	6	2	6

Wood cutting/tree removal

Rangers continue to report live trees being cut down and fallen trees being cut up for firewood from areas along the Wairau River. In the April 2024 Information Pack the following instances of illegal tree felling/wood cutting were reported by the Rangers:

Timeframe	No. of recorded instances of illegal tree felling/wood cutting
1 May to 31 July 2023	19
1 August 2023 to 19 September 2023	25
20 September 2023 to the year end	18
1 January 2024 to 1 April 2024	17

It was expected in April that with the cooler months on the way there would be an increase in the cutting down of trees. This has been proven to be the case with 50 instances of illegal tree felling/wood cutting being recorded between 1 April and 31 July by the Rangers during their daily patrols. All but one of the events were along the Wairau River and mostly on the southern side of the River.



Recorded locations of illegal tree felling and removal



Illegal tree felling and removal – west of State Highway 6 Wairau River bridge (31 July)

Responsible Camping

At this time of year there are reduced patrols of the Council's responsible camping sites. The Rangers have reported that things are quiet with few campers around.

Road Safety Coordinator Update

(Information prepared by Robyn Blackburn)

Winter Driving

Council once again promoted winter driving safety by having displays with free cloths and windscreen scrapers set up in Picton and Blenheim libraries and the reception area at the Council's office in Blenheim.

These limited resources were snapped up quickly and more of the shipment should arrive soon to be able to complete the promotion.

The promotion centres around reminding drivers that winter conditions can change road surfaces and windscreen visibility.



Motorcycle Safety

ACC recently touched base with Road Safety Coordinators on-line to discuss the up-coming Motorcycle Awareness Month (MAM) campaign happening in September.

The Council has participated in promoting MAM extensively each year with advertising, promotions and events as riders look to drag their bikes out of winter storage.

However, due to ACC restructuring and service restraints they are unable to provide us with the same level of support this year as in previous years, which means we must trim back what we can deliver locally.

The Marlborough and Tasman District Council's and Nelson City Council are meeting regularly to plan a delivery package across the Top of the South using social media and other smaller events that do not require a lot of resourcing so that we can still get safety messaging out to our riding community.



Cycle Safety

The high attendance rates at the recent former refugee cycle skills training days demonstrated that the programme was accessible and relevant to the Rohingya and Columbian communities. We received input from Columbian and Rohingya community leaders to design the programme. They provided invaluable insight to reduce barriers to attending the programme. The leaders were able to provide interpreters for the sessions for both groups.

The flexibility of the ride-on instructors to adjust the programme to ensure training was appropriate for those participating was evident. The Ride-on instructors saw improvements in the riding ability of the participants during the on-road session and were confident all participants had the necessary skills for road travel.

We designed the programme for adult participants. However, some children under the age of 10 participated in the off-road session.



Having children attend the programme worked well and demonstrated that we can deliver a multi-generational programme in the future.

- 20 Riders attended session 1 – Grade 1 training – Cycle skills off-road
- 13 of those riders attended session 2 – Grade 2 training – Cycle skills on-road
- 12 helmets and 11 bikes were distributed to riders at session 1

Several ideas were put forward through the evaluation process for future consideration including shortening the sessions, ways to improve communication and the provision of bikes.

Drink Driving – Better Together initiative

Marlborough participated in the NZTA 'Better Together' initiative through May and June 2024 in-line with Tasman Policing district, which includes Marlborough, Nelson, Tasman, West Coast and Kaikoura.



The Council's Road Safety Team and the communications team delivered several local advertising campaigns and editorials through May and June with the police starting their check points in June.

Marlborough Highway Patrol reported that they caught 49 drink drivers in June with the highest blood result reading of 319, being six times over the limit. Two other drivers were caught being over four times the limit. Over the limit drivers were mostly caught in the evenings but some drivers were over the limit nearly every hour of the day during the month.

Marlborough/Kaikoura staff carried out 2,707 tests during the month and the overall feedback from the Police is disappointment that so many people are still thinking it is okay to drink and drive.

Looking Forward

This 'Better Together' initiative may be a prelude to how road safety education might operate in the future. Road Safety Coordinators throughout the country have had to suspend all operations through July and August until there is an announcement from NZTA relating to what funding will be available for local road safety education promotion.

NZTA were waiting for the Government Policy Statement (GPS) on land transport to be released before deciding on local funding allocations. Now the GPS has been released, NZTA can begin to discuss and make decisions about how best to deliver on central government expectations.

Record No: 24195571