

**Te Pātaka o Rākaihautū**  
**Banks Peninsula Community Board**  
**MINUTES ATTACHMENTS**

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**Date:** Monday 15 February 2021  
**Time:** 10am  
**Venue:** Little River Community Centre  
44 Western Valley Road, Little River 7591

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ON



TRACK

Summer Edition 2020

Little River Railway Station Trust gratefully acknowledges the support of:

- Lottery Grants Board -Te Puna Tahua
- Mainland Foundation
- Rata Foundation
- Christchurch City Council
- Agrippa Paints
- Banks Peninsula Transport
- Akaroa Mail
- Little River Craft Station

*The newsletter for the Little River Railway Station Trust is a quarterly publication.*

*Should you wish to contribute, please forward to: [robin.mcfarland@xtra.co.nz](mailto:robin.mcfarland@xtra.co.nz)*

*Postal contributions can be sent to:*

*Rob McFarland  
P.O. Box 38, Little River  
Canterbury, New Zealand*



Little River Railway Station Trust,  
Main Road, Little River  
Email: [lrrst1886@gmail.com](mailto:lrrst1886@gmail.com)  
Website: [littleriverrailway.co.nz](http://littleriverrailway.co.nz)

It was an early spring day like any other in thirteenth century Britain. A cruel winter was drawing to a close, and a meagre splash of watery light fell on to the cold stone floor. The monk shivered as he put quill to parchment to scratch out words that would echo down the centuries. *Sumer is Icumen In*, he wrote, or as we would say now, summer is a-come in. Like all of us, he'd probably been dusting off the sunscreen, checking the Speedos for signs of moth damage, dreaming of long days at the beach, the smell of barbecue smoke on the air as he lazed and worked up a tan, or raised his cassock for a bit of a frolic in the water.

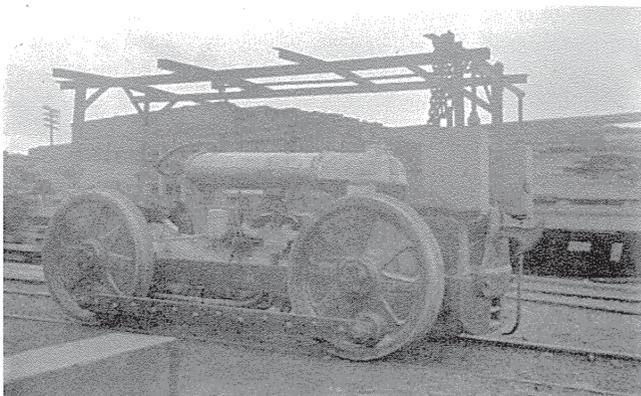
Things haven't changed that much. We still look forward to summer, and here at the Little River Railway Station Trust it means we can pitch in and tackle all those maintenance jobs that have been hanging over our heads all winter. Like finishing off the try pot project, fitting new windows to the shunting loco, giving the station building a bit of a tart up, or getting stuck into that brake van. And so our first working bee is on Monday, 12<sup>th</sup> December, between 9:00 a.m. and 12:00 p.m. All welcome.



But as we've started in the thirteenth century, let's look back at some historical events that affected Wairewa, and the Little River Branch Line.

### The Little Tractor that Couldn't:

Mr A.E. Williams of Port Levy was, by all accounts, a patient and reasonable man. But then, a man can take only so much, and one winter's day in June of 1946, Mr Williams's breaking point was breached. It was the weeds, the poor state of the yards, in fact it was the design of the yards, the lack of ballast, the inclement weather; and then there was the tractor. It all just got too much for Mr Williams, and he snapped.



TR 1, an adapted Fordson at the Petone Yards. Note that the rear, drive wheels are linked to the front, to provide four wheel drive. The weights suspended from the front frame are presumably to apply more traction. Construction of the TR class began in 1924, and they were used for light shunting work throughout the North Island until the 1940's. Courtesy Alexander Turnbull Library

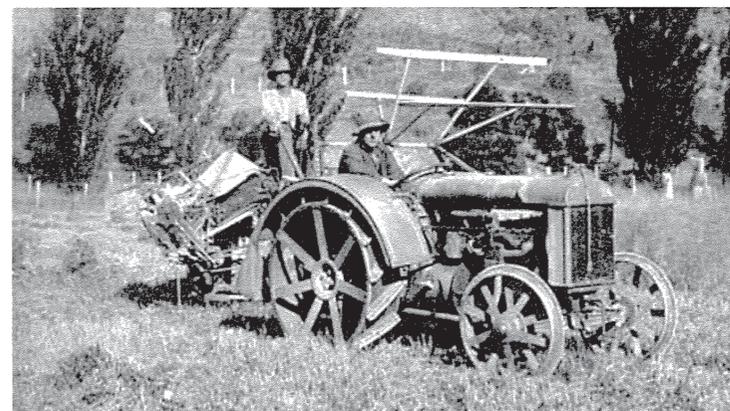
The Fordson tractor was to tractors what the Model T was to cars. Made by Henry Ford and Sons, initially in the U.S., and from 1920 in the U.K. (the Germans had thoughtlessly kept sinking the ships ferrying them to Britain), the Fordson was an Everyman's tractor. You didn't have to be a Rhodes Scholar to operate one – you just fired it up, jumped into the driver's seat, held on and tried to guide it where you wanted it

to go. A great asset to any farm. Or railway station. And believe it or not, the railway yards at Little River had one!

With its 20 horsepower, 2896cc motor (you could run it on petrol, kerosene, or even alcohol at a pinch, if you tuned it right), the little Fordson was never going to move the earth. But it could move a fully-laden cattle wagon, and this was the nub of Mr Williams's complaint. The tractor didn't go, so it couldn't move anything.

Like the Model T, the Fordson was coaxed into life by a hand-crank start, which worked fine when the machine was new, and weather conditions were favourable. But as with all of us, as it aged, the motor became sluggish; in cold weather oil coagulated on the cylinder walls, and it would require a number of athletic men, working shifts on the crank, before, eventually, the motor would produce its characteristic clatter.

Other stations or workshops (Petone, for example), were the proud owners of properly adapted Fordsons – machines which had been equipped with patented underframes built by the Adamson Motor Company of Birmingham, Alabama. They didn't look pretty, and you still had to hand crank them, but at least they sat on the rails, which is where trains sit. Little River didn't merit a properly adapted tractor. Ours, with the designation "T9", was just the regular wheeled variety built to chug along farm tracks, but as of the date of Mr Williams's complaint it wasn't chugging anywhere. It was sitting idle in the goods shed.



This Fordson tractor is pulling a reaper-binder on Banks Peninsula in the 1920's  
Courtesy Canterbury Museum Ref: 19xx.2.147

T9's final incarnation had been the result of an act of cannibalism. It had come to the attention of top Railways brass that, during the latter years of the 1930's and the early 1940's, both T9 and its stable mate, T12, had been proving less than reliable. By 1943 they were essentially non-operational, and were due to be written off. That was until a keen engineer in the Addington Workshops realised that between the two machines were the makings of one serviceable, working tractor. So T12 sacrificed itself for the good of T9, and soon T9 was ready to take up its new post at Little River.

All had gone well for the first year or so, but then T9 was up to its old tricks again, eventually occasioning Mr Williams's complaint. It wasn't long before Mr Williams was joined in battle by Mr A.T.M. Thacker, late of "Triangle", Okains Bay, and whereas Mr Williams had been oblique and reasonably level-headed in his approach, Mr Thacker was not one to mince his words.

"I was there as usual to truck stock," grumbles Mr Thacker in his letter to the General Manager of Railways, "and was told by the Stationmaster, Mr. Lewton, also another employee of the railway, that it is necessary to borrow someone's lorry to tow the shunting tractor around for up to two hours to start it, and after all that it is liable to stop at any moment.

"I noted the last line of your letter, that you had no control over this matter – well a man in your position or the Hon. Minister of Railways should have." Quite right, too!

Stung into action, the Transportation Superintendent in Wellington promptly fired off a memo to the Canterbury District Traffic Manager, Mr F.S. Gray, who proved himself up to the task, and just as promptly (well, a month later) fired a memo back.

"... there is a tractor located at Little River," he concedes, "but it has been out of commission and in the Workshops for repairs since 30<sup>th</sup> January last. The Locomotive Engineer advises that the spare parts necessary to effect repairs are not available and it is not known when they will come to hand. In his opinion the tractor which is a "Fordson" has reached the stage where it is questionable whether it is an economical unit."

But if you think Mr Gray had just been sitting on his hands, then think again.

"Authority has been given for a horse to be hired for shunting purposes at Little River as required but frequently a horse is not available."

So, horseless and seemingly stymied on all fronts, Mr Gray, in a stunning display of civil service ingenuity, engages in some lateral thinking.

"In view of the foregoing and in the event of a new tractor not being available it is suggested that the suitability of a "Jeep" for use as a shunting unit for Little River be considered and if necessary a trial be made."

But despite Mr Gray's best intentions, the horse remained unavailable, the Jeep failed to appear, and all the while T9 sat idly in the Workshops thumbing its nose at Messrs Williams and Thacker.

And so, Thacker and Williams, and no doubt other Peninsula farmers, continued in their labours as human shunters and continued to complain, while T9 flitted back and forth between Little River and the Addington Workshops. In fact, T9 would remain the primary means of shunting in Little River for more than eight years after Mr Williams's original complaint, even though it was out of action for much of that time. But finally, in September 1954, the bullet was bitten, and the little tractor that couldn't, was written off.

Now, you might think, Railways would provide a permanent solution to the problem. But again, no. Cap in hand, they approached the Canterbury Malting Company, who agreed to loan them a 27 horsepower Massey-Harris tractor. At last shunting began to proceed swimmingly in Little River until, after six months, the Canterbury Malting Company enquired as to what Railways intentions were with their tractor. All is well, replied Railways; your tractor works a treat; no problems here. Well, asked Canterbury Malting, would they, in fact, like to buy the machine? Hmm. Railways eyed its burgeoning operating loss on the Little River line, thought once, thought twice, then grudgingly said, yes, they would. On 20<sup>th</sup> July, 1955, the sum of £200 was handed over (a little over \$10,000 in 2020 terms), and shunting continued apace.



The 27a and 300 Massey-Harris tractor. Common on farms throughout New Zealand

But then, out of the blue, on 26<sup>th</sup> August 1956, a brand new Muir-Hill tractor arrived, setting Railways back £1,098 (around \$55,000 in today's currency). With its diesel motor and its large wheels, it was just the bee's knees, and Peninsula farmers no longer had to contend with unreliable engines, resort to uncooperative horses, non-existent Jeeps, or in a worst case scenario, bend their own backs to the task of shunting.



A Muir-Hill tractor. Better than the Fordson, its biggest drawback in railyard applications was its three forward gears, but only one reverse. Going backwards with a tail wind it could just about achieve three miles an hour.

While the story of T9 might seem like a comedy of errors typical of the public service of the day, it also shines a light on one of the several reasons why rail transport began to decline in popularity during the post Second World War period. Whereas Williams and Thacker had been in the habit of driving their stock over the hill (and it is a not insubstantial hill) to the Little River rail yards, other options were now becoming available. Roads were improving, and trucks were becoming bigger, more powerful and more reliable. And moreover, trucking operators didn't have a bureaucracy standing between them and their customers' satisfaction. Nevertheless, truckers remained hamstrung by the 1931 Transport Licensing Act, which decreed (in its 1933 Amendment) that rural contractors could cart stock for no more than five miles, and it wasn't until the eventual closure of the Little River Branch Line on 1<sup>st</sup> July 1962 that stock was legally allowed to be transported by road to the Addington Sale Yards.

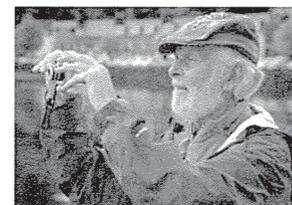
By which time the Little Tractor that Couldn't had gone to its final resting place, and Messrs Williams and Thacker were beyond caring.

### Thank You!

Two thanks are necessary in this edition. The first is to the generous donor who anonymously increased the coffers of the Trust by \$500. While we regularly receive financial assistance from people who pass through the station, an amount such as this is unusual, and most gratefully received.

The second thank you goes to Mrs. Heather Armstrong, who has most kindly donated a painting by the well-known Canterbury Artist, Bill Moore. Mr. Moore had

been the sole teacher at Okuti School, and a fledgling artist, while Mrs. Armstrong's husband was teaching at Puaha School. During a social visit, Mr. Moore sketched the school, and later produced the painting. Mrs. Armstrong reports that, on seeing the work some years later, Moore commented that "it had potential".



Artist, Bill Moore, in later life.

### When You Leave Your Dentures on the Train:

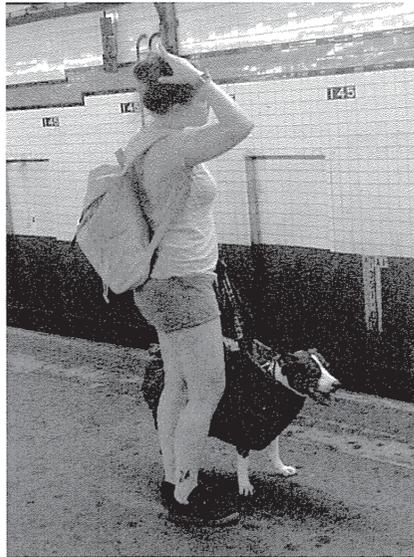
We've all done it – been suddenly jolted from a daydream to realise we might be in what could be our station of choice, but aren't quite sure. Didn't that sign say Cwmbach? And you thought you were destined for somewhere called Come Back – well that's what the bloke at the ticket counter in Cardiff said. But hang on – you *are* in Wales, after all, where people speak and spell, well, differently. Perhaps this is Come Back! You hastily grab whatever you can while you're being jostled by people with large suitcases and small manners, and as soon as you're on the platform and the train's nothing more than a receding memory, you're wondering just what you left behind. You wouldn't be alone. People leave things on trains. They just do.

But you'd have to also wonder what a person would be doing on a train with a bag full of human skulls. Or a dead octopus. Or a jar full of bull's sperm, or three dead bats, or a stuffed puffer fish. And yet these were all things that have been found on British Railways trains.

And that's just the tip of a very large iceberg. The two thousand cell phones that First TransPennine accumulated in its lost property in one year, or the six hundred umbrellas, are kind of understandable. And so, perhaps, is the Barry Manilow disc – I mean, what other use would you have for it? But eight complete sets of dentures? And did those dentures belong to the same eight people who left eight hen party sashes? Is it, in fact, customary to abandon your dentures when you doff your sash? Why thirteen prams? Had the thirteen babies outgrown their transport during the course of the journey?

And what heartless individual would leave a small casket containing his or her loved one's ashes? Well, some Yorkshireman or woman did. But then, perhaps the deceased had been a railway enthusiast, in which case it's entirely understandable. After all, what trainspotter wouldn't relish the prospect of an eternity endlessly circling North West England? But then, on second thoughts, perhaps the ashes were left by the gentleman who called TransPennine enquiring after his wife, saying that he'd inadvertently left her on the train.

For some reason there also appears to be a cultural bias when it comes to who leaves what on trains. For example, Japanese railway company, J.R. Shikoku, reported, in the year to March 2016, that 3,700 "literary items" had been forgotten, topped by 4,609 "personal accessories", both well and truly trumped by 8,069 umbrellas. New York's transit system, on the other hand records an astounding 29,800 unloved cell phones heading their list, while a mere 2,200 umbrellas found their way into lost and found.



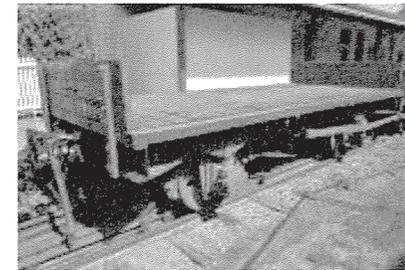
People do leave pets on trains, a hamster and a lizard being amongst the most notable examples. Which is perhaps why in New York you're not allowed to take your dog on a train, unless it's in a bag.

### Roll Call of Rolling Stock:

Little River Railway Station Trust has, through the sweat of its members, some wheeling and dealing, and with the support of public donations and organisations such as Lotteries New Zealand, and Mainland Foundation been fortunate enough to have accumulated a small collection of rolling stock. Here, our resident railway enthusiast, Mr Andrew Wilson, provides background information on the items now in our possession.

#### M Wagon:

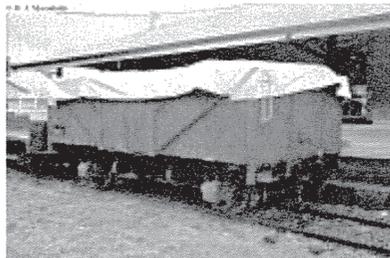
The M Wagon was the standard, four-wheeled, wooden-bodied, general purpose flat deck wagon for transporting pretty much anything that could be tied on with a rope. More than two thousand were built during the years up to 1890, and with a bit of TLC many of them endured well into the twentieth century.



M Wagon

#### La Wagon:

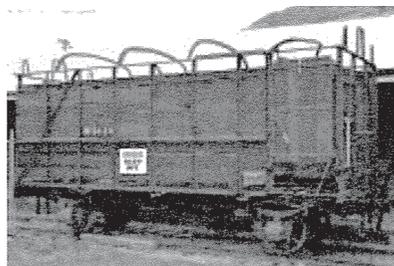
The La is a four-wheeled, high-sided, steel-bodied wagon. It could carry pretty much anything – West Coast coal, Canterbury wheat and oats, cocksfoot seed from Little River, lime or general goods. While the La was open-topped, the application of a standard Railways tarpaulin would make it pretty much watertight. 13,968 were built, dating from 1902.



La Wagon

**Hc Wagon:**

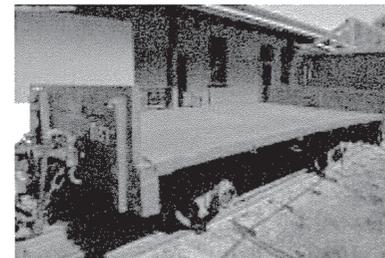
In the days when every station had its own stock yards, the Hc was the wagon into which stock would be loaded. Built at the Addington Workshops, the Hc has double doors for loading and unloading. The yards at Little River serviced the bulk of the rural Peninsula, and from there stock was freighted to the Addington Sale Yards. Our Hc worked for New Zealand Railways from 1945 until 1981.



Hc Cattle Wagon

**E Wagon:**

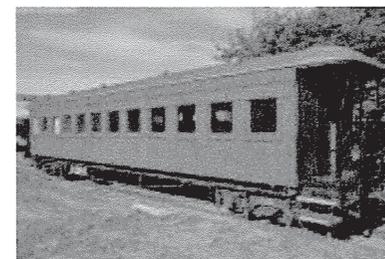
The E was a short wheel-based wagon, which had multiple purposes. Essentially flat-decked, they came in a variety of incarnations, from tank wagon to sand wagon to box wagon. Ours was a short wheel-based cattle wagon. It differed from the Hc in that, apart from being shorter, it had only one opening door. Built as H92, it was in service as E1574 between 1939 and 1982.



E Wagon

**'A' Passenger Car:**

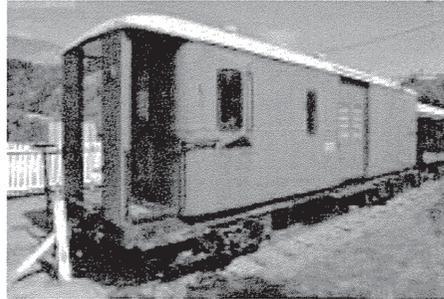
Most passenger cars were second class, as is the one on display at Little River. Its frame dates to 1916, with the body fitted at Addington in 1924. In 1969 the body was rebuilt, and from then until 2016 it was in service at Taieri Gorge Railway. Passenger cars such as these were the way people got about the country before air travel became affordable.



'A' Passenger Car

**F Guardsvan:**

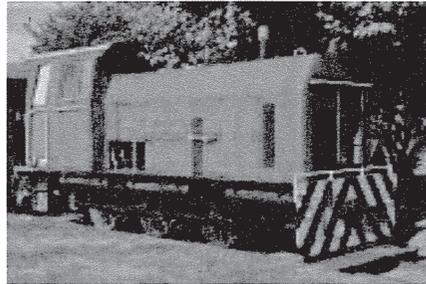
Built at Addington in 1942, this style of van was commonplace at the end of every train until the mid-1980's. The guard was the man in charge of the train, and the van had all the comforts of home, including a small chip fire. Luggage would be stored there, and there's an attached box for dogs. It served New Zealand Railways between 1942 and 1987.



F Guardsvan

#### DSA Locomotive:

Manufactured by the Hunslet Engine Company in 1957, the DSA was a shunting loco. Exclusive to the South Island, the Hunslet DSA's weighed in at 30.5 long (British) tons, and came powered by a 250 horsepower M4AA6 diesel engine. These were soon replaced by 204 horsepower Gardiner engines, and eventually by 315 horsepower Caterpillars. Between 1957 and 1985 the Hunslet was in the service of New Zealand Railways. Between 1985 and 2002 it worked at the Ravensdale fertiliser plant, then became an acquisition of Mainland Steam in Christchurch. After a period in private ownership in Dunedin, the Little River Railway Station Trust purchased the engine in 2019.



The Hunslet DSA Locomotive awaiting restoration.

#### The Endless, Sad and Ongoing Saga of the Goods Shed

Many readers will remember how fondly we celebrated the completion of the Little River Goods shed a year ago. Some of you might have been there. At last, we thought,

we had a venue to carry out work on our various items of rolling stock. All we needed to do was to lay some additional track, install some points, and we'd be away.

Sadly this was not to be the case. Soon we were advised that the Christchurch City Council had a few items to complete before we could gain access. Then we were advised that the Council lacked the funds to complete the work. And finally we were advised that our plans to lay track into the goods shed would need Council approval, approval for which we are still waiting.

It is said that the wheels of bureaucracy grind slowly. It seems that sometimes those wheels are square, and never grind at all.

#### Final Toot from the Engine Driver

From Trust Chairman, Warren Brixton.

#### The Christmas Boat/Train Express Invercargill/Christchurch/Lyttelton/Wellington

With the festive season fast approaching, I think back to yesteryear when passenger rail was king. It was a real thrill for a young guy, to stand on the main platform of the Christchurch Station in Moorhouse Avenue. The station itself was a fine example of a wooden neo-gothic edifice, until it was rebuilt in red brick in 1960. Surely standing four storeys high, it must have been the building with the most bricks in NZ, such was its size. Later this station became the home of Hoyts Cinemas and Science Alive, until the 2010-2011 earthquakes struck, the Christchurch Station having earlier been relocated to its present location, at Tower Junction.

In the early evening the express drawn, by two J class steam locomotives, thundered into the station amongst whistles, steam, and billowing smoke, to disgorge many passengers from the twelve carriages. It had been a long day for those who travelled the full distance. Steam engines were retained longer in the South Island, as they also provided heat to the carriages in the winter months.

Station staff bustled around the guard's van, and the extra goods wagon, to unload suitcases into trolleys to be then wheeled away to a central pick-up point.

While this was taking place the steam locomotives uncoupled and chuffed away to the Linwood Depot for the night. They were quickly replaced at the head of the train with electric locomotives for the run through to Lyttelton Port. One of my uncles was a fireman on the J locomotives, and I often caught a glimpse of his soot-grimed face. Another uncle drove the shunter engine at Lyttelton – hence, perhaps, my early interest in trains.

At the Port Station a few more passengers would disembark, before a shunter engine coupled onto the train and pulled the carriages out onto the wharf, where the Lyttelton to Wellington ferry strained at its heavy ropes. These were the days when the route was plied by the TEV Maori and Rangatira.

The evening I was there a brass band played, streamers were thrown between those passengers lining the decks as, at 8pm, the ropes were slipped from their bollards. The water churned as the ferry moved away from the wharf. Cheers broke out amongst the crowd, and the ship's horn sounded in response. Quite a festive atmosphere!

Cars had been loaded on slings by the ship's crane from the wharf to the deck, or hold (no roll on facilities in those days). Car loading had started early in the afternoon, so it was a long wait for the ferry to sail for car drivers.

Sadly, the Lyttelton Wellington route was struck a death knell blow when the TEV *Wahine* sank off Wellington heads on 10<sup>th</sup> April, 1968.



Warren's father's Holden being loaded onto the ferry in Auckland 1950



## Membership:

Little River Railway Station Trust welcomes new members. Just go to our website [littleriverrailway.co.nz](http://littleriverrailway.co.nz) and click on 'Membership'. It's easy.

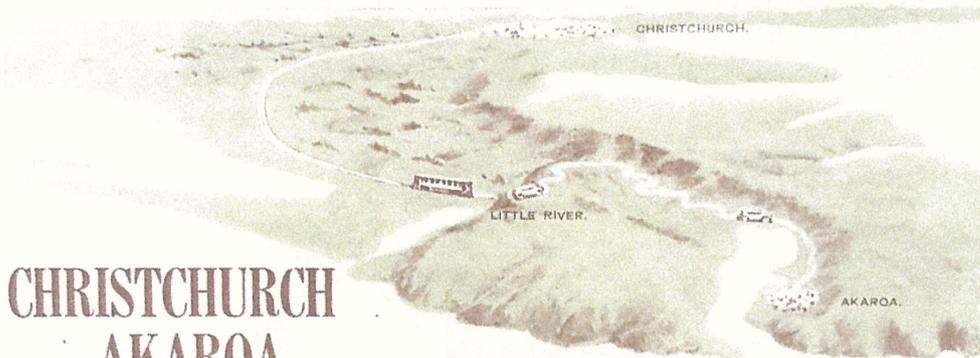
You can choose to be:

- **A VIP Member** (\$NZ60 annual membership). You will receive all the entitlements of a Full Member. Additionally you will receive either:
  - A T shirt, printed with the Trust's logo. Please select:
    - Black
    - White
    - Small
    - Medium
    - Large
- **A Full Member** (\$NZ20 annual membership). You will receive a regular quarterly newsletter updating me on the Trust's activities and progress. You'll also be welcome at the Trust's periodic functions, and will be able to attend its AGM and vote in its board of trustees.
- **An Associate Member** (\$NZ10 annual membership). As an Associate Member, you will receive a regular quarterly newsletter keeping you up to date with what's happening with the Trust.

Membership and donation money is used to advance the various projects the Trust undertakes, and to maintain the station and its surrounds in good order.

Our next large projects are to renovate the rooms which house our museum to their original state, with new showcases, to reinstate the third track off the platform and to lift and re-lay the two existing tracks. Points will be installed, so that rolling stock can be housed in the goods shed, while work is carried out.

## NEW ZEALAND RAILWAYS.



### CHRISTCHURCH —AKAROA.

Return Services Daily by Electric Rail-car and Motor.  
Safe, Quick, Comfortable, Cheap Service.

Akaroa peaceful and beautiful offers rest and refreshment to the jaded, charming walks to the energetic, and fishing for all.

Residents of Akaroa have in this cheap through service the best facilities for quick, comfortable visits to the city, on business or pleasure.

Through Fares: **SINGLE, 11s. 5d.**      **RETURN, £1 0s. 4d.**

#### TIME-TABLE:

	Monday, Tuesday, Thursday, Friday.		Wednesday.		Saturday.	
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
CHRISTCHURCH (Railway-station) depart (Electric rail-car)	8.5	4.0	7.25	4.45	8.5	2.0
LITTLE RIVER depart (J. Read, Jr., motors)	9.14	5.9	8.34	5.54	9.14	3.9
AKAROA arrive (J. Read, Jr., motors)	10.40	6.35	10.0	7.20	10.40	4.35

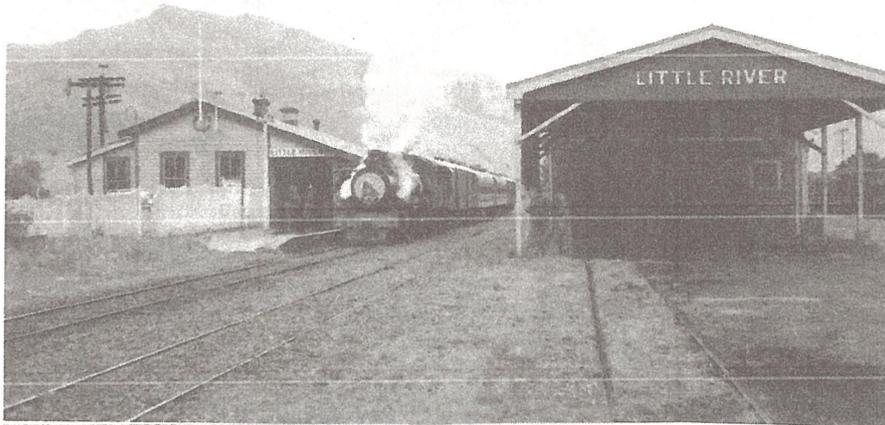
	Monday, Tuesday, Thursday, Friday.		Wednesday.		Saturday.	
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
AKAROA depart (J. Read, Jr., motors)	7.45	3.55	7.5	4.35	7.45	1.40
LITTLE RIVER depart (Electric rail-car)	9.20	5.20	8.40	6.1	9.20	3.15
CHRISTCHURCH (Railway-station) arrive (Electric rail-car)	10.27	6.27	9.47	7.8	10.27	4.22

Through rail and motor tickets are obtainable from the following:—

Christchurch Railway-station.  
Railway Central Booking Office,  
154 Hereford Street, Christchurch.  
J. Read, Jr., Motor Proprietor,  
Akaroa.

Through tickets to Akaroa (by rail and motor) may be purchased at any officered railway-station in the South Island.

J. Read, Jr., Motor Proprietor, Akaroa, will issue through tickets from Akaroa by motor and rail to any South Island officered station.



Banks Peninsula Community Board, February 15, 2021  
Re: The Akaroa Area School and Community Library is a valued asset with professional, local staff

I endorse Brian Bremner's letter in the Akaroa Mail, February 10, 2021

- The Board must lead the discussion about the use of the Akaroa Area School and Community Library to ensure the same level of service is provided as before the intervention; decisions were made by Council staff who have limited understanding of, or direct association with, Akaroa and the bays. The proposal was initiated and implemented without the knowledge of the Board and ratepayers.
- As an isolated and remote area, the long term sustainability, resilience and wellbeing of Akaroa's community, inclusive of the bays, are of the utmost importance with regard to the School and Community Library due to the town's distance from Christchurch which offers a diverse range of activities and public services.
- Alternatively the same level of Citizen Hub service should be provided to Peninsula ratepayers as that in Christchurch based on the Council's standard "one size fits all" policy using Halswell Citizens Hub as an example of a fit for purpose community facility.
- Relocating the Akaroa Service Centre into the School and Community Library compromises additional resources (upgraded computers, flat screen TVs, specialised books, reference material) being added in the future due to the limitations of the facility (180 square m.)
- Adding a virtual meeting facility and private discussion area for Council purposes decreases public and staff space which will impact on all users of the Library facility.
- Overcrowding of material (books, consultation documents, Council flyers) due to space limitations plus the overlapping role of Service Centre/Library staff reduces the level of service.
- The Akaroa Citizens Hub was not given due consideration with regard to the needs and requirements of students, children, ratepayers and visitors.
- Librarians are not adequately trained or experienced in answering technical questions and general council queries
- The Council's trial "was introduced as a way to minimise impact on the community" and it's claimed "there has been a seamless transition with no interruption to the service offering" yet critical Council information remains unavailable at the Library.
- The "seamless transition" approach was used as a means of avoiding consultation with the Community Board, parents of impacted students and ratepayers.
- The Council's objective with regard to the Post Office Building is to "attract agencies as tenants". The attempt to lease recently vacated office space indicates the "6 month trial" move to the Library is likely to become permanent.
- Resolution BKCB/2021/00006 highlights the Board's perceived lack of authority within Christchurch City Council.
- The Board should commission an independent report to ascertain why and how formal Council consultation undertaken in 2015 regarding the reinstatement of the Akaroa Service Centre back into the Post Office Building was allowed to be ignored and overridden by staff.
- Ratepayers have acted in good faith; they deserve a fair and balanced assessment minus carefully crafted disinformation.

**Post Office Building**

We, the citizens of Akaroa and the Bays are the proud owners of a fit-for-purpose civic building sited in the centre of Akaroa town. It is 10 years since the earthquakes scattered our civic services from one end of town to the other. It is now time for our Council/Community Board to issue instructions to the relevant Council official to repatriate these services – Council, postal information and community back to where they belong.

Brian Bremner

WEDNESDAY DECEMBER 23 2020

## Plan to get the best use out of community facilities

A NEW plan will make it easier for community boards and the city council to make decisions about facilities and how they're run in the Banks Peninsula area and beyond.

The Community Facilities Network Plan adopted by the city council provides a snapshot of all the community centres, halls and volunteer libraries, detailing where they are and what they offer.

Eighty of the facilities – collectively valued at \$83 million – are owned by the city council. Another 82 facilities are owned by community groups, churches and trusts.

“Community facilities are important spaces because they bring people together and provide opportunities for the shared experiences that help build strong communities,” said councillor Sara Templeton, city council sustainability and community resilience committee chairwoman.

“What the work on the Community Facilities Network Plan shows us is that we have a comprehensive network of community facilities spread across the city.”



**PROCESS:** The new Community Facilities Network Plan will make it easier for community boards and the city council to make decisions about facilities and how they're run in the Banks Peninsula area and beyond.

Moving forward, any changes made to the provision of these facilities was likely to arise from a change in community needs, she said, rather than a need to fill a geographical gap.

“The only parts of the city where a shortage of facilities could become an issue in the future is in the north and southwest where most of the population growth is expected to occur,” said Cr Templeton.

“Where possible, we want to partner with communities to help them make the most of each facility. We want to support them in identifying opportunities for new events, activities and programmes that will bring these spaces to life.”

“We would love to hear from groups who might be interested in managing their local facility.”

If Christchurch City Council is serious about “getting the best use out of community facilities” as stated above then it will reinstate the Akaroa Service Centre back into the Post Office building according to the survey conducted in 2015 and it will make full use of the building by including the postal service and the iSite information service. Doing so would bring the building in line to the same level of service it provided up to the building’s temporary closure in 2011 due to the Canterbury earthquakes.

- **The Board must formally address these issues in its LTP submission on the behalf of the community it was elected to represent.**

Thank you.

Victoria Andrews

Email: v.andrews121@gmail.com; PO Box 102, Akaroa 7542