

The Strand / Cass Street Hui 4 - Group Minutes

Location: Haratu Kororāreka Marae

Date: 9.30am to 11am, 16 February 2026

Attendees

CHAIR

Dr Mike Pratt Sustainable Enterprise Ltd

FNDC

Tammy Wooster FNDC Manager, Integrated Planning
Jaye Michalick FNDC Team Leader, Growth Planning and Placemaking
Jane Hindle FNDC Member Bay of Islands Whangaroa Community Board
Janine Worrall FNDC Support Officer, Integrated Planning

Roading Working Group Members (voting rights)

Debra Rewiri Chairperson of Kororāreka Marae (Tangata Whenua)
Shane Maddren Business
David McKenzie Russell Protection Society
Adam Davey Community
Jacqui Madelin Community
Emily Rust Disability
Bruce Mitchinson Russell Wharf Trust
Marsha Davis Tangata Whenua

Hawthorn Geddes (Whangarei)

Conal Summers Senior Engineer

Apologies

Katarina Lavender Disability
Shane Maddren Business - (attended hui until 9.50am)
Andy Brown FNDC Transport Services Manager
Manuela Gmuer Business
Adam Cooper Business

Item	Topic	Discussion
		Opening Karakia led by Debra Rewiri
1.	Temporary Footpath Demarcation – Cass Street	<ul style="list-style-type: none"> The group previously raised safety concerns at the footpath/Old Man's Seat corridor and requested temporary bollards pre-Christmas; this did not occur due to Transport Services' priorities. Apologies from Transport Services. Peak summer has passed; reconsider whether temporary bollards are still warranted vs painting until permanent works are delivered. Painted line is cheaper/faster but may be ignored; bollards provide stronger visual separation for both vehicles and pedestrians. Safety priority reaffirmed by group (previously voted concern); any interim solution must be credible for pedestrian protection in the corridor between Old Man's Seat and the waterfront. It was reiterated that the working group's decision is only a recommendation to Council, not the final outcome. The final decision will depend on gaining the necessary support. ACTION: Defer the final interim choice until after reviewing the revised plan and likely timeframe for permanent works, so the temporary measure aligns with duration/need.

2. Cass Street – Revised Plan

- Senior Engineer Conal began with the following statement regarding the definition of a shared space: ‘In the absence of separated space and predictability, people and vehicles are forced to rely on informal social protocols and cultural signals. As a result, speeds drop and people and vehicles become a part of their social qualities’. Basically, saying the vehicles and the people have to work together in order to progress through the area.
- Shared space overview: Low speed, negotiated environment where drivers yield to place experience and pedestrian priority; emphasis on visual cues over road rule enforcement alone.
- Scope: The Strand is already functioning like a shared space; Cass Street is the transition zone that must signal the change clearly to discourage unnecessary through-traffic while maintaining necessary access.

Base Survey and Constraints

- Full survey completed to precisely test widths, tracking, and the geometry for drop-off/loading and accessibility. Tight geometry is the primary constraint; solutions must work within existing widths and building lines.

Key Elements of the Plan

- Narrowed approach into Cass Street (perceptual narrowing via a low extension/planter) to slow entries while preserving 4.0–4.5m effective carriageway for opposing traffic and trucks. Height must not impede sightlines for accessible users exiting the mobility park.
- Accessible parking – angled to transition out of the carpark, careful attention to barrier height and clearance after feedback from mobility users (trial experience indicated a previous barrier impeded access).
- A suggestion was raised to undertake an on-site trial of the disabled carpark entry and exit process.
- Surface colour (Heritage colours) change from Cass Street into the Strand’s shared area to provide an instant visual cue of status change (cars no longer “priority”). Antislip, road grade coating to be used.
- Dropoff / pickup and goods loading - Marked area spanning from Cass Street entry towards the waterfront; proposal to extend the effective goods/loading length to reflect actual need (fuel tanker, deliveries) and bylaw definitions (current on-street markings are shorter/unclear than the bylaw extent).-off / pick-up -street markings are shorter/unclear than the bylaw extent).
- Tracking checks show conflicts if large goods vehicles arrive while drop-off bays are occupied; design anticipates practical behaviour (e.g., trucks using Orongo Bay side to reverse) and formalises space to reduce conflicts where possible.
- Bollard line (type to be refined) to form a pedestrian designated line and protect the footpath edge without adding heavy “road furniture”. Preference for minimal, locally sympathetic elements.
- Signage strategy: move visitors to park and walk earlier (before committing into Cass Street); consider town entry signs indicating long-stay/overflow locations (e.g., church car park, where appropriate).

Strand Colouring and Heritage Palette

- Agreement to explore the Russell heritage colour palette that reads as a natural/beach shingle tone, with nonslip binder suitable for road surfaces.

Authorised vs Essential Vehicles – Regulatory Treatment

- Issue: Earlier language referenced “essential vehicles,” but enforcement and clarity require “authorised vehicles only” signage under Council’s parking/traffic bylaw and signage standards.
- Benefits of “authorised vehicles”: Clearer legal footing and enforceability; visitors recognise restriction; locals retain legitimate access under defined authorisations.
- The authorised list must reflect the intent captured during the trial and subsequent feedback (e.g., residents, deliveries, disability access, accommodation access, mini-tour buses operating, emergency services, vessel/fuel servicing, etc.). Final definitions to be drafted by policy/transport specialists and consulted.

Consultation requirements:

- Extent of consultation depends on the degree of bylaw change as advised by FNDC policy specialist. Further consultation will take place once the group has landed on a plan. As it evolves, Council will decide if anything needs to be altered or endorsement.

Interim signage:

- Current temporary “no left turn / no entry” devices were acknowledged as trial controls; permanent signage will be replaced with the endorsed “authorised vehicles accepted” solution once finalised and legally supported.

Loading, Wharf Access and Parking Behaviour**Wharf Operations:**

- Strong consensus to protect wharf loading/unloading and disability drop-off while preventing all day parking in this zone. An education process may be needed to reset behaviour.

Goods/Fuel Loading Zone Clarity:

- Mark the full legal length of the loading zone (≈14 m noted in discussion) and trim encroaching vegetation/rocks that visually squeeze the space. Consider coordinating with the fuel supplier/shop to cone the area prior to tanker arrival, as done historically.

Visitor Parking Guidance:

- Provide wayfinding signage before Cass Street to steer long-stay visitors to appropriate car parks (e.g., church), reducing pressure at the waterfront.

Yellow Lines on The Strand:

- In a shared zone, minimize “road looking” markings. Request to remove/repaint out nonessential yellow lines (while retaining necessary restrictions from Police Station to boat ramp) to reinforce pedestrian priority and reduce the impression of a standard traffic corridor.

Cass Street Turning/Through-Movement**• Behavioural observation:**

- During the trial, many drivers attempted to turn around in the small space at the bottom of Cass Street rather than commit to The Strand; this created conflicts with pedestrians and reversing manoeuvres.

• Design response:

- The perceptual narrowing and surface change aim to slow and simplify flow direction toward The Strand at low speed, while minimising incentives to perform multi-point turns. Signage such as “Limited turning” and “No exit” (where lawful/appropriate) to be assessed for safety and enforceability.

• Priority balance:

- The group debated priorities: reducing Strand traffic vs. enabling quick exit for business operations. Overall safety and pedestrian priority remained the guiding principle, with acknowledgement that not all use cases can be perfectly served given the tight geometry.

Materials and Aesthetics**• Surface treatment:**

- Preference for coated surface (heritage colour), with openness to patterned/stencilled motifs provided legibility and maintenance remain practical. Avoid confusing messages—design must clearly distinguish pedestrian priority zone from loading space.

<ul style="list-style-type: none"> • Pavers vs coating: <ul style="list-style-type: none"> ○ Re-paving in brick was raised but noted as significantly costlier and disruptive; coating currently preferred, with brick left as a visual “feature” where it exists.
3. Approve Previous Minutes <ul style="list-style-type: none"> • Approved with amendment.
4. Other Business <ul style="list-style-type: none"> • None
Closing Karakia led by Debra Rewiri

Actions and Timeframes

Item	Task	Lead	Due By
1.	Issue revised drawings reflecting meeting changes	Conal	27/02
2.	Confirm heritage colour availability; check anti-slip and maintenance parameters	Conal	27/02
3.	Draft ‘authorised vs essential vehicles’ definition set	Jaye	27/02
4.	Review vegetation/rock encroachments; plan trimming/relocation to restore sightlines and reveal signs	Jaye	TBC
5.	Consult with FNDC Policy Planner to discuss proposed changes to the Parking Bylaw (angle the accessible park, extend and change use to Loading Zone outside Russell Fresh (SW edge of Cass St) and add new loading zone to seaward side of The Strand outside Russell Fresh for wharf loading zone	Jaye	Next hui
6.	Seek comment from Heritage New Zealand Pouhere Taonga, and FNDC Transportation Services, on revised draft plan for Cass Street	Jaye	Next hui
7.	Working Group to confirm extent of yellow broken lines required on The Strand, then Request FNDC Transportation Services to update their maintenance plan to reflect, and to paint out any unnecessary lines (final decision sits with Transportation Services)	Working Group, then Jaye	Next hui and after

Next hui Friday, 27 February 9.30am to 11.30am, meet at waharoa to begin