

The Strand / Cass Street Workshop 2 - Group Minutes

Location: Haratu Kororāreka Marae

Date: 8.30am to 10.30am, 12 November 2025

Attendees

FNDC

Guy Holroyd	FNDC Chief Executive Officer
Roger Ackers	Chair – FNDC Group Manager, Planning and Policy
Tammy Wooster	FNDC Manager, Integrated Planning
Jaye Michalick	FNDC Team Leader, Growth Planning and Placemaking
Janine Worrall	FNDC Support Officer, Integrated Planning

Roading Working Group Members

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

Apologies

Jane Hindle	FNDC Member Bay of Islands Whangaroa Community Board
Marsha Davis	Tangata Whenua
Adam Cooper	Business

Minutes

Item	Topic	Discussion
Karakia		Led by Debra Rewiri.
1.	Removal of traffic calming items from Cass St and general discussion	<ul style="list-style-type: none"> Council continues to explore options regarding actions that could be taken as a result of the removal of items from Cass St. (Roger and Guy) Requested that the group take a more constructive approach and avoid lots of back and forth emails, rather that topics are discussed together as a group at hui. (Roger) Reiterated that Council and staff have been working for nearly 2 years with this community and it's taking up a lot of resources that are needed across our district and using our resources to best effect. Russell is an important community and we need to get this right but we also need to move forward on this. (Guy) Reiterated that summer is coming and a need to see signage back up. Staff are looking at alternative plans but the preference is to progress the mandate this working group has to recommend a permanent design for Cass St. (Guy) General conversation about what changes could be undertaken to Cass St and what was needed to be kept. Tammy directed the group to focus on this topic when we get to that agenda item. We have a Council resolution that says the trial has been adopted, this sets out parameters that we have to work with and that we are not starting with a 'blank slate'. We are here today to collect the groups

		<p>thoughts on Cass Street, but remind everyone that we don't have the ability to change the layout or carparks or put traffic calming measures in an entirely new location. The scope we have is to make tweaks or minor changes to the design that was trialed. (Tammy)</p> <ul style="list-style-type: none"> • Concern raised about the difficulty to access the accessible carpark on Cass St (Katarina) • Reiterated the scope and parameters that we have to work with, being the traffic calming measures that were installed. We did not alter any marked carparking on Cass Street or The Strand as that would have required a different process under the Parking Bylaw. If the group identifies further changes that it believes would be beneficial, these could be captured on a plan and reported up to the Community Board and then Council to see if there is appetite by our decision makers to fund and resource further changes to the roading network. (Tammy and Roger) • A discussion was held around whether the loading zone was retained/relocated during the trial. (Many) • The group was reminded on the intention of the traffic calming measures on Cass St, to limit the number of cars that would enter The Strand and discourage vehicles into Cass St, particularly campervans and trucks. The objective was to make the shared space end of Cass St, and The Strand, safer. Narrowing of Cass Street was to provide visual cues to discourage people turning into Cass St. (David)
2.	Working Group Member comments on the trial	<p><u>Katarina Lavender</u></p> <ol style="list-style-type: none"> 1. The planter boxes at the landward entry to Cass Street were problematic as they narrowed the entrance from York Street and caused congestion, they only really allowed 1 car in or out at a time, there was no signage to warn so it ended up very messy with cars pushing through. Suggest they are curved to allow better access into Cass Street. 2. Signage to indicate one car at a time only to enter from York Street onto Cass Street. 3. Planter boxes near the accessible park are obstructive, needed approx. 10 point turn to manoeuvre into them. 4. Signage plus change in road markings to enforce change of use from road to shared space.
		<p><u>David McKenzie</u></p> <ol style="list-style-type: none"> 1. Not a fan of the rock gardens and generally the bitsy and cluttered look of the trial. 2. Seaward half of Cass Street was and could have the feel of more of an attractive plaza or square where people can walk about and enjoy the space. 3. Ensure the commercial needs of the loading zone (LZ) and tanker loading zone (TLZ) are clearly marked out/sign posted so the space doesn't end up being used by day parkers. Regarding the LZ, what is the exact space and is it signed clearly. 4. Agree with the need for drop-offs but that in fact people don't just drop off, they park there for long periods. How can this be controlled? 5. Could we move the disability park to a place on Cass Street that allows disabled drivers to enter and exit the park more easily. 6. Corner from Cass Street onto northern end of The Strand appears to have compromised line of sight due to the Pohutukawa and have observed vehicles speeding around that corner into restaurant high foot traffic area on The Strand.

		<ol style="list-style-type: none"> 7. Consider moving the Russell Tours minibus pick up spot from that side of Cass Street to the other side of Cass Street. 8. In Cass Street is the haphazard parking in the loading zone and down the wharf end which creates clutter and restricts space for manoeuvring. How can this be resolved? 9. Some Cass Street businesses park outside their shops, this reduces parking for locals and visitors.
		<p><u>Shane Madden</u></p> <ol style="list-style-type: none"> 1. Supports reduction of vehicles on The Strand. 2. Restricted Access signage at landward entrance to Cass Street and reduced speed limit is sufficient to signal to drivers they are entering shared space and restricted vehicle space. 3. Does not like any of the installed traffic calming features, didn't like the look of it all. 4. Ensure seaward half of Cass Street is arranged to support the economic activity dependent on it. 5. Rock gardens at landward entrance to Cass Street were atop a pedestrian route across Cass Street, these need to be redesigned.
		<p><u>Adam Davey</u></p> <ol style="list-style-type: none"> 1. Seaward half of Cass Street is the working heart of the town. 2. The traffic calming measures installed on Cass Street not needed. 3. 3x Zebra crossing installed: 1 across landward end of Cass Street and 2 on York Street either side of intersection with Cass Street to slow everyone approaching Cass Street. 4. Protect TLZ for use by Allied – consult with Allied truck drivers when redesigning access to the TLZ.
		<p><u>Bruce Mitchinson</u></p> <ol style="list-style-type: none"> 1. Ensure clear definition of the terms being used – Shared Space and Essential Vehicle Access. 2. Concerned that a No Left Turn sign on corner of Cass Street onto South of The Strand is intended to restrict all vehicles, but this area is supposed to be Essential Vehicles, not full restriction. Not enough room for a roundabout to turn cars around on Cass Street when they get to The Strand, so need to better guide them on to The Strand. 3. Footpaths on Cass Street are congested, with signs, and other planters etc, pedestrian access along Cass Street needs to be more well defined until transitioning into the shared space zones. 4. Better utilisation of space on the seaward side of the Waharoa, for safe pedestrian access. 5. Supports the suggestion of zebra crossings on York Street. 6. Is the Bus Stop better located on the other side of Cass Street, sharing the loading zone, to provide space to extend the 90deg parking on the north side of the street? 7. Unformed angle parking on south side of Cass Street outside Russell Fresh, when these are empty the space incentivises drivers to turn south onto The Strand. 8. Wine barrels and other obstructions cause issues for visually impaired pedestrians. 9. Less is more. 10. Pedestrian crossing at landward end of Cass Street needs to be moved out to the line of York Street, to slow traffic down and act as another visual cue to reduce traffic turning into Cass Street.

		<p><u>Debra Rewiri</u></p> <ol style="list-style-type: none"> 1. An overabundance of rocks, barrels and planters, some planters were quite large. 2. Loved the seating that the planters provided. 3. Observed the planters encouraged traffic calming. 4. Feels the trial achieved the sense of introducing a shared space and made the seaward half of Cass Street feel more like a plaza and a generally relaxed space that opened into The Strand. 5. Support the community to give up old parking habits while also protect the parks that are needed in the seaward half of Cass Street – LZ and accessible park. 6. Would like to see the permanent installation more practical and more pedestrianised.
		<p><u>Emily Rust</u></p> <ol style="list-style-type: none"> 1. Like a sign for No Large Vehicles at entrance to Cass Street. 2. The planter boxes at the entrance to Cass Street had the counter intuitive outcome of making cars go down The Strand, less would have done this if they could exit out of Cass Street on to York Street. 3. Spoke to panel beaters, anecdotally a number of cars needed panel work due to the rock planters located outside Wood to Water shop. 4. The accessible car park worked well before the trial was installed and is a good location near the ATM. 5. LZ works where it is, don't move it. 6. If removing angled parks outside Russell Fresh, need to identify a new drop off point for members of the public accessing the wharf. 7. Supports the suggestion for 2 zebra crossings on York Street. 8. Rock gardens and planters restricted manoeuvrability so cars couldn't turn around at the seaward end of Cass Street. 9. Children sitting on the planter boxes seemed unsafe in the context of them being traffic calming measures. 10. Planter boxes at Cass Street mid-point were aesthetically unpleasing as they were an unmatched extension of existing planters next to the footpath in this location. 11. Would be happy to have no calming features on Cass Street except for a sign at the entrance to Cass Street and midway along it.
		<p><u>Jacqui Madelin</u></p> <ol style="list-style-type: none"> 1. Need something at the entrance to Cass Street to restrict and slow cars down. 2. Footpath needs better delineation and protection from cars parking over it and right up to building façade. 3. The rock gardens were too low - any traffic calming measures installed need to be tall enough for drivers to see them. 4. Road markings needed to clearly show LZ. 5. A better designed seaward half of Cass Street to funnel trucks, but which doesn't restrict trucks and isn't so small to create lots of fender damage. 6. Needs something visual to deter traffic from turning south onto The Strand. 7. Both the seaward and the landward ends of Cass Street need a redesign in terms of traffic calming measures. 8. Liked the planters but there were too many of them. 9. Any traffic calming measures - whether planters, signs, bollards, etc, need to be firmly fixed into the ground, as deliberate and accidentally movements occurred over time, which didn't help accessibility.

		10. Any planters need to be dug in, so that ground water can come up through - reducing any need for volunteer waterers, and reducing the impact of anything spilled onto the soil from above.
	3. Discussion and vote on Chair	<ul style="list-style-type: none"> Three options now available with Peggy from FNDC being available to fill the role of Chair (Tammy). Questions were raised with Deb and David about their respective relationships regarding the names they put forward for Chair and a wider discussion on group members who also know either of the nominations. A vote was held and tied at 4 for Dr Pratt and Mr Adams. [subsequent to the meeting, Marsha Davies was invited to place her vote because Adam C had previously advised he would be away on a boat, which resulted in Dr Pratt being voted as the chair. Dr Pratt has agreed to undertake this role].
	4. Next steps – concept plans for the group to review and talk to at the next hui	<ul style="list-style-type: none"> Group discussion around recommendations that will be in scope and out of scope of approved trial. Agreement that the group would review two concept plans (nothing locked in, just high level concepts based on feedback gathered today, which we can talk to at hui 3) to be prepared by the transport engineer, one plan to show changes/tweaks that are within scope of the trial, and further changes that are outside the scope of the trial and would need to be recommended up to Community Board then Council for endorsement and funding.
	5. Discussion on previous minutes	<ul style="list-style-type: none"> Draft meeting record to be agreed as we have agreed to release this publicly and need to agree something that everyone is comfortable with.
Closing Karakia		Led by Debra Rewiri.

Actions and Timeframes

Item	Description	Lead	Due By
1. Clarify Council Resolution Scope	Identify what changes are allowed under the existing resolution vs. what needs new approval (as two separate concept plans for discussion at next hui)	Hawthorn Geddes	15 December
2. Engage Transport Planner/Engineer	Confirm which suggested tweaks are feasible without major process changes. Consultant to attend next hui.	Jaye	Complete
3. Prepare high-Level concept plan for (1) tweaks to the approved trial, and (2) further changes recommended by the group that are out of scope of tweaks to the approved trial	Draft visual concepts reflecting group ideas for discussion. Document suggestions needing separate Council process (e.g. zebra crossings).	Hawthorn Geddes	15 December
4. Audit Parking Bylaw Compliance	Check alignment between current parking layout and bylaws.	FNDC	
5. Consult Allied Fuel drivers once the draft plan is agreed by the Group	Ensure tanker access and safety design changes.	FNDC	Public feedback on draft stage
6. Confirm Chair selection	Finalise chair based on group vote and absent members' input.	Jaye	14 November
7. Finalise hui 1 record for public release	Prepare a concise public update (votes, next steps) etc.	Jaye	ASAP

8.Schedule next meeting	Next meeting scheduled, 15 December 2025, 3pm		
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