

AGENDA

Supplementary Reports



Thursday, 3 September 2026

Time: 10:00 am
Location: Turner Centre
43 Cobham Road
Kerikeri

Membership:

Chairperson Belinda Ward
Deputy Chairperson Tyler Bamber
Member Jo Alexander
Member Korey Atama
Member Roddy Hapati-Pihema
Member Dane Hawker
Member Jane Hindle
Councillor Arohanui Allen
Councillor Ann Court

Te Paeroa Mahi / Order of Business

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7 NGĀ PŪRONGO / REPORTS

7.5 RUSSELL PLACEMAKING - ENDORSEMENT OF FINAL DESIGN FOR CASS STREET

File Number: A5905923

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TAKE PŪRONGO / PURPOSE OF THE REPORT

To seek a recommendation to Te Koukou Committee for Transport and Infrastructure (Te Koukou), and then Council, and Te Kūkupa Committee for Strategy, Policy and Regulation (Te Kūkupa), to approve for implementation a final design plan for changes to The Strand and Cass Street in Russell-Kororāreka.

The design has been developed by a community working group (the Russell Rooding Working Group) and Council staff with support from a transport engineer. This report discusses the proposed design, including suggested changes to the design resulting from public engagement in June and July 2026.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

This request enables:

- Council to give effect to resolution 2025/80 that required a permanent design to be created for Cass Street and The Strand in collaboration with a community working group, which then must be shared for community feedback.
- Implementing the design enables Council to give effect to resolution 2025/80, resulting in the change of use (to a Shared Zone) along The Strand, from the boat ramp at the northern end to Pitt St to the southern end, and along Cass Street from mid-block Cass St to its intersection with The Strand. The design also introduces an Authorised Vehicles only restriction along The Strand from Cass Street to Pitt Street.
- This report summarises the public feedback obtained via community engagement that took place between 18 June and 12 July 2026.
- A total of 339 comments from 110 individual responses were received through active engagement and via a survey. A further 36 comments from the Russell Noticeboard Facebook page were also analysed.
- After considering the feedback received on the proposed design, staff recommend the following minor changes:
 - 1) move the bollards along the south-eastern portion of Cass Street, adjacent to the delivery and drop-off zone, to the carriageway side of the drainage channel;
 - 2) include the following additional signage at the final discretion of the Transport Group):
 - a 10kph sign near the refuelling loading zone on The Strand
 - add a No Left Turn sign midway along Cass Street and adjacent to the Cass and York Street intersection (to direct traffic turning onto or travelling east along Cass Street)
 - sufficient signage to inform how long vehicles can remain parked in the various carparks along Cass Street
 - 3) install a cycle parking rack.
- This report also seeks endorsement to change the construction material for the raised crossing at the entrance to Cass St, to a lower-cost and higher-durability material.
- Funding up to a value of \$113,807.08 to implement the final design plan has been allocated via previous Bay of Islands-Whangaroa Community Board resolution 2026/35.
- An update on changes required to Far North District Council Parking Bylaw and Road Use Bylaw, to facilitate permanent changes to Cass St and The Strand is provided.

TŪTOHUNGA / RECOMMENDATION

That the Bay of Islands-Whangaroa Community Board:

- a) Recommend that Te Koukou Committee for Transport and Infrastructure endorse to Council for approval the final design plan for Cass Street and The Strand, per Attachment 1, with the following changes (as detailed in Section 2 of this report):**
 - i. Shift proposed pedestrian safety bollards, provide additional signage, and install a cycle parking rack.**
 - ii. Endorses grey-tinted concrete as the proposed construction material for the raised crossing entrance to Cass St (from York St)**
- b) Recommend that Te Kūkupa Committee for Strategy, Policy and Regulation approve:**
 - i. the Parking Bylaw Schedules and Maps be amended as indicated in the final design plan for changes to The Strand and Cass Street in Russell-Kororāreka, per Attachment 1, with the following changes (as detailed in Section 2 of this report), once the new parking spaces have been installed and marked out, and the appropriate signage has been erected.**
 - ii. the Road Use Bylaw be amended as indicated in the final design plan for changes to The Strand and Cass Street in Russell-Kororāreka, per Attachment 1, with the following changes (as detailed in Section 2 of this report).**

1) TĀHUHU KŌRERO / BACKGROUND

In 2022, the Board allocated \$100,000 for placemaking in Kororāreka-Russell. In early 2024, staff began a placemaking project for Kororāreka-Russell involving extensive community engagement. This led to the Kororāreka-Russell Placemaking Plan, which identified 11 priority placemaking outcomes.

One of the priority outcomes was to reduce vehicles on The Strand. In December 2024, a temporary traffic trial was introduced on The Strand and Cass Street. The trial tested new ways to manage vehicle access along this busy and popular area, aiming to improve safety for pedestrians and cyclists, reduce traffic congestion, and create a more welcoming space for locals, visitors, and businesses.

In May 2025, a public consultation on the traffic trial attracted 383 submissions, with 65.7 per cent of respondents supporting the trial with pedestrian priority on some or all of The Strand.

In June 2025, the Bay of Islands-Whangaroa Community Board endorsed the final Kororāreka - Russell Placemaking Plan 2025 (resolution 2025/59).

In July 2025, the council decided to permanently reduce vehicles on The Strand via resolution 2025/80. This decision has resulted in the final design plan in Attachment 1.

In October 2025, the Russell Roding Working Group (an independent community group) was formed with support from council staff and Community Board Member Hindle. This group has worked together with relevant staff, including a transport engineer, to come up with the final design for changes to Cass Street and The Strand that will achieve the outcomes decided by Council resolution 2025/80. Refer <https://www.fndc.govt.nz/Whats-New/current-projects/pedestrianisation-of-the-strand,-kororareka-russell> for a record of membership and meeting records.

In June 2026, the Bay of Islands-Whangaroa Community Board endorsed a draft version of the design for changes to Cass Street and The Strand to be engaged on for community feedback to inform the final version of the design.

Between 18 June and 12 July 2026, engagement on the final design for Cass Street and The Strand was undertaken. The public were invited to view the final design plan and to provide their suggestions for minor changes. A summary of feedback received during this engagement is discussed in section 2, and a report on findings from this public consultation is provided in Attachment 2.

Pending approval of the final design plan by Te Koukou, then Council, the physical changes to Cass Street and The Strand (to reflect the final design plan) can be scheduled and carried out by FNDC's Transport Department. The Russell Roding Working Group members have requested that the Transport Group liaise with them while they undertake the physical works. The purpose of this would be to keep the Russell Roding Working Group informed of progress and to seek views from the Russell Roding Group, should that be necessary during this stage of works.

Funding to implement changes to Cass Street and The Strand was previously allocated via Bay of Islands-Whangaroa Community Board resolution 2026/35. It should be noted that the allocated funding is estimated to cover costs associated with the physical changes to the road environment but is not sufficient to cover costs associated with the carving of the bollards on Cass Street. Funding for the carving will need to be generated either through community fundraising initiatives or future requests for Board funding. The funding allocated comprises a total value of \$113,807.08 from the following fund allocations:

- \$14,150.08 remaining balance from the original 2022 Bay of Islands-Whangaroa Community Board Russell placemaking fund of \$100,000 (currently being held by Far North Holdings Ltd, this fund will be invoiced back into FNDC for allocation to Transport Group for the purpose of implementing the design plan)
- \$42,157 remaining from the 2024/2025 Eastern Town Beautification Fund (carried into this financial year), and
- \$57,500 of the 2025/2026 Eastern Town Beautification Fund (carried into this financial year).

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Suggested Changes to the Design for Cass Street and The Strand as a result of Community Feedback

Community feedback responses ranged widely, with several strongly worded individual responses often about elements that did not generate strong responses from many others. Some suggestions are out of scope, such as opening The Strand to all traffic on a seasonal basis. Others compromise safety, such as removing bollards or placing carparks too close to intersections. Several suggestions were operational, such as developing enforcement plans and adding the changes to Google Maps.

The following is a summary breakdown of the level of support, partial support or general opposition to the recommended design plan. Refer to Attachment 2 for details of the feedback obtained.

- 43.4% of comments received support for the proposal overall, with 33 individual responses supporting the proposal in its entirety (9.8%). Supportive comments received were broadly about improving safety and access, appreciating the inclusion of artistic elements, as well as retaining heritage and ensuring practicality.
- 34.8% support the proposal and suggest minor changes, usually focused on a particular aspect such as signage, the second disability car park or the loading and drop-off zone.
- 20.1% oppose elements of the proposal, with some offering very strong criticism of it and 17 comments (5.0%) opposing the proposal in its entirety. (These comments are from 8 individuals).
- 1.7% offered thoughts that were out of scope, such as resealing roads or focusing on beach erosion.

78.2% of feedback received is in either full or partial support of the proposed changes. Staff, in consultation with the transport engineer, considered the suggested changes received during the feedback and have identified three proposed changes to the design that are expected to help achieve the purpose of the design plan and remain within the budget allocated (discussed below).

Shift Proposed Pedestrian Safety Bollards

Retain but move all bollards along the south-western portion of Cass Street, adjacent to the delivery and drop-off zone, to the carriageway side of the drainage channel. The current design shows the bollards being located on the footpath side of the drainage channel. This change would improve

pedestrian safety on the footpath in this area and would discourage angle parking across the loading and drop-off zone.

Additional Signage

At the time of detailed design, the Project Manager responsible for implementing the design plan will include the following additional signage at the final discretion of the Transport Group:

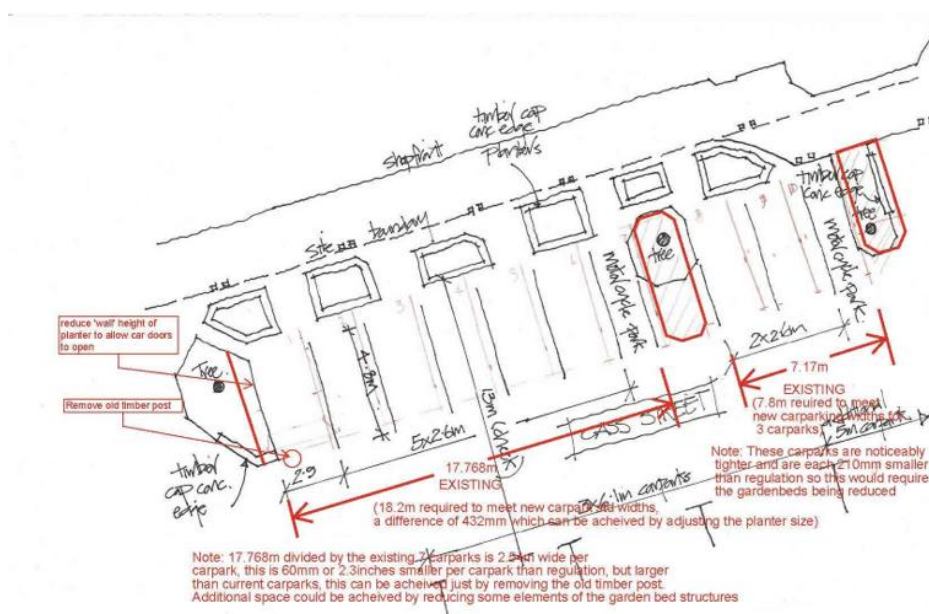
- a 10kph sign near the refuelling/loading zone on The Strand
- add a No Left Turn sign midway along Cass Street and adjacent to Cass and York Street intersection (to direct traffic turning onto or travelling east along Cass Street)
- sufficient signage to inform how long vehicles can remain parked in the various carparks along Cass Street

Including a Cycle Parking Rack

Cycle parking was not part of the original brief but was suggested as part of the public engagement feedback. A cycle parking rack could be added safely on The Strand, between trees, with a final location and method of fixing to be determined by the Project Manager responsible for implementing the design plan. With more cycle tracks being developed, these would be useful and could be added at a later date if the current available funding will not cover the purchasing and installation costs.

The following suggested changes were also considered, however staff in consultation with the transport engineer, recommend rejecting the following suggested changes.

Considering if car park widths can be increased by reducing the existing garden beds as per image below:



The reduction of the beds will require a full pavement construction/extension, which will be both disruptive and relatively expensive. The parking spaces drawn provide substantial additional width compared to a standard space (2.4m). Additional width has been provided for the carpark located nearest the high planter at the western end of the parking bay.

Provide angle parking where the proposed delivery and drop-off zones are along the south-western side of Cass Street.

This is not feasible or safe as angle parking will encroach into the vehicle carriageway.

Making the shared zone seasonal

This has already been considered by council and rejected.

Removing the proposed bollard outside Wood2Water (south-eastern end of Cass Street)

This suggestion was rejected as the proposed bollard helps to reduce traffic speed coming into Cass Street and prevents vehicles colliding with parked cars.

Removing the disability park on The Strand

This was rejected because no alternative option is available and an ageing community needs another accessible car park.

Moving the bus stop closer to the footpath by removing the garden box behind it, and shortening the garden bed on the corner of Cass Street and The Strand

This is not needed for passenger or road user safety and allows existing Russell 2000 planter boxes to remain.

Extending the refuelling zone to 14m

This was not required as the refuelling trucks are a maximum of 8.5m and thus can fit into a 9m loading zone. This was confirmed in conversation with Allied Petroleum.

Changes to the poutama

Proposed changes to the poutama were rejected because brick stains are temporary and do not damage the brick surface. The stain will require regular upkeep to sustain the colour, so should the staining prove unpopular or too expensive to maintain, the original colour of the bricks will slowly show through. This decision may antagonise the small group opposing the poutama due to the perceived historic value of the Square developed by the Russell 2000 group, and of the bricks themselves which may have been hand-made locally.

Options

The Bay of Islands-Whangaroa Community Board has the option of:

endorsing the design plan as shown in Attachment 1, without any of the changes recommended above, or

endorsing the design plan with all or some of the changes that are either recommended for inclusion or rejection as set out above.

Suggested Changes to the Design for Cass Street and The Strand - FNDC Transport Department recommendation

As reported to the Bay of Islands-Whangaroa Community Board on 4 June 2026, FNDC's Transport Department staff reviewed the draft design plan. They are generally supportive of the plan; however, they recommend an alternative option for the raised crossing at the entrance to Cass St (from York St). The Russell Roding Working Group recommends construction via London Pavers (as shown on the design plan in Attachment 1), while staff recommend using tinted concrete, which is more durable, more stable, and lower-cost to install and maintain. During engagement, three members of the public submitted on this topic, and all three supported retaining the brick design. Altering the design would reduce implementation costs by \$9,600. Heritage New Zealand Pouhere Taonga staff have also reviewed the plan and support it, as long as the tint used for the concrete crossing is grey. This part of the town has significant cultural and heritage values and is regulated to protect those values.

Update on changes required to Far North District Council Parking Bylaw and Road Use Bylaw, to facilitate permanent changes to Cass St and The Strand**Parking Bylaw**

The Parking Bylaw Schedules and Maps will need to be amended according to the changes in parking layout, time limits, and purpose, as indicated in the final design plan for Cass Street and The Strand in Russell-Kororāreka.

These changes to the Parking Bylaw schedules and maps include:

- Changes to public parking

- Changes to mobility parking
- Changes to delivery and drop-off zones
- Changes to the refuelling zone

A request for the amendments to the Parking Bylaw schedules and maps will go to Council once the new parking has been installed and marked out, and the appropriate signage has been erected.

The GIS measurements of each park will be collated and updated in the Parking Bylaw Schedules, and maps updated according to the changes in parking, once work has been completed to ensure accuracy.

The car parks will be monitored and managed by Council parking compliance following the Parking Bylaw Schedule and Map amendments.

Road Use Bylaw

The Road Use Bylaw will require amendment to incorporate the changes according to the final design plan for Cass Street and The Strand in Russell-Kororāreka.

These changes are:

- The Strand is to be a shared access road with pedestrians
- The Strand will have limited vehicle access
- The Strand will have one-way-only access
- The schedules and maps for the Road Use Bylaw will need to be amended
- The amendments to the Bylaw and its schedules and maps will require a Public Consultation over a four-week period.

A request for the new amendments to the Road Use Bylaw, and its schedules and maps to go out for consultation will need to be approved by Council. This process will be led by the Policy and Bylaws Team, it will be initiated once The Transport Department have completed the changes to Cass Street and The Strand have been physically completed.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

Adopting the recommended final design plan, including the recommended changes discussed above, will ensure that when parts of Cass Street and The Strand become a Shared Zone, pedestrian safety can be achieved, while also incorporating design features and elements that have been identified as important by the community of Russell-Kororāreka.

Endorsing a final design plan up to Te Koukou and Council for implementation will enable Council resolution 2025/80 to be achieved via the introduction of a Shared Zone along The Strand, from the boat ramp at the northern end to Pitt St to the southern end, and along Cass Street from mid-block Cass St to its intersection with The Strand. The design also introduces an Authorised Vehicles only restriction along The Strand from Cass Street to Pitt Street.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

As discussed above, funding to implement the majority of the recommended design, including suggested changes, has been secured via previous Bay of Islands-Whangaroa Community Board resolution 2026/35.

ĀPITIHINGA / ATTACHMENTS

1. **Design Plan - A5932085** [!\[\]\(9213a2d9f990044584247fd3a270525c_img.jpg\)](#) 
2. **Engagement Summary Report - A5932082** [!\[\]\(f96741ac8f01afd9e94b9a7cc471e2fa_img.jpg\)](#) 

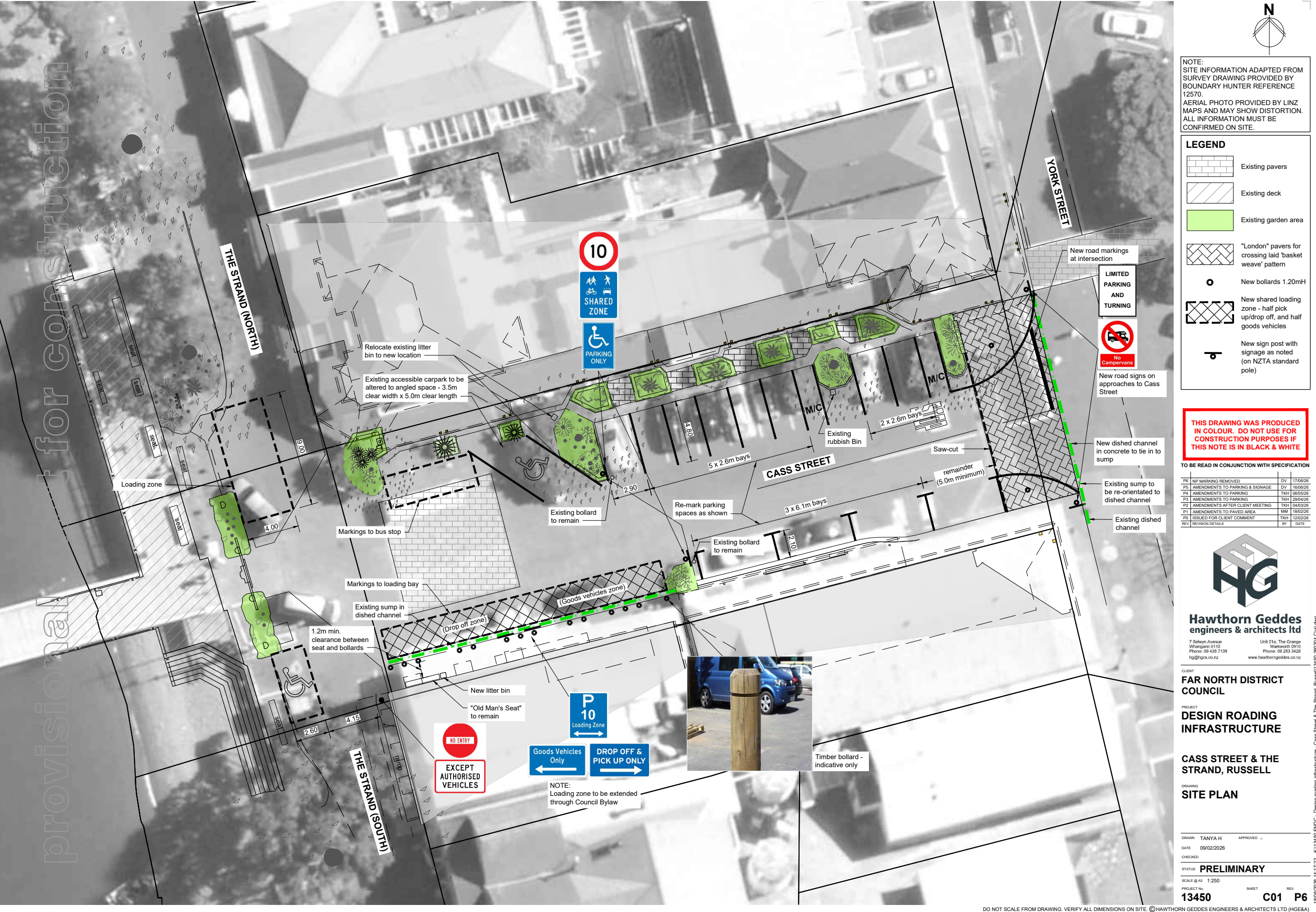
Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision-making, in particular:

1. A Local authority must, in the course of the decision-making process,
 - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
 - b) Assess the options in terms of their advantages and disadvantages; and
 - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	The design plan is not assessed as having a high level of significance in accordance with Councils' Significance and Engagement Policy, however, significant iterative public engagement since 2024 has informed the development of this placemaking outcome.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Accessibility Policy (2022) Art and Memorials in Public Places Policy (2017) Community Gardens Policy (2013) Community Grant Policy (2024) District Plan 2009 Footpath Policy (2016) Heritage New Zealand Pouhere Taonga Act 2014 Iwi/Hapu Environmental Management Plans Policy (2016) Local Government Act 2002 Long Term Plan (2024-2027) Parks and Reserves Policy (2022) Procurement Policy Resource Management Act 1991 This outcome sees the implementation of an outcome within the Russell Placemaking Plan, endorsed by Bay of Islands-Whangaroa Community Board in June 2025.
State whether this issue or proposal has a District-wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	The Kororāreka-Russell Historic Township is of district wide significance and the Community Board have been involved throughout the process via the appointment of a Russell Roding Working Group supported by a Community Board Member.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision	Hapū representation has been consistent throughout this placemaking project, including hapū representation as a member of the Russell Roding Working Group.

making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	This paper recommends a final design which has been the subject of recent public engagement, to ensure that persons likely to be affected by or have an interest in this matter, have been enabled to put forward their views on this matter.
State the financial implications and where budgetary provisions have been made to support this decision.	Funding has been previously allocated, as discussed in this paper Namely: The funding allocated comprises a total value of \$113,807.08 from the following fund allocations: • \$14,150.08 remaining balance from the original 2022 Bay of Islands-Whangaroa Community Board Russell placemaking fund (currently being held by Far North Holdings Ltd, this fund will be invoiced back into FNDC for allocation to Transport Group for the purpose of implementing the design plan) • \$42,157 remaining from the 2024/2025 Eastern Town Beautification Fund (carried into this financial year), and • \$57,500 of the 2025/2026 Eastern Town Beautification Fund (carried into this financial year).
Chief Financial Officer review.	The CFO has reviewed this report.





Proposed Changes to Cass St. & The Strand, Kororāreka Russell: Community Feedback Summary Report

Introduction

This report collates feedback on proposed changes to Cass Street and The Strand in Kororāreka Russell. The purpose of this engagement was to seek feedback from the public on near-final designs developed over the previous eight months by the Russell Roothing Working Group. A plan (Appendix 1) and artists impressions (Appendix 2) were provided for the public to comment on. Community engagement ran from 18 June to 12 July 2026 and included:

- Email feedback from immediate residents, ratepayers and business operators: 18 - 30 June (n=7).
- Conversations by phone and door-to-door targeted to immediate residents, ratepayers and business operators: 23 - 27 June (n=38 from 33 locations).
- Drop in hui: 24 June, 25 June and 27 June (n=21).
- Paper and online survey open from 22 June to 12 July (n=44).
- Russell Noticeboard Facebook comments in June-July (n=36).

Survey questions¹ were:

1. How would you describe your connection to Kororāreka-Russell?
2. What do you like most about the designs for Cass St and The Strand?
3. Are there any improvements you'd like to suggest? If yes, please explain.
4. Are there any aspects of the plan that you have strong concerns about or could not support? If yes, please explain.
5. Please share any other thoughts or feedback.

A total of 339 themed comments were received from 110 individual responses², via the formal engagement. 36 comments from the Russell Noticeboard Facebook page are also collated. Those engaged personally were most likely to record their overall support,

¹ A copy of the survey is in Appendix 3

² Some respondents gave feedback through more than one avenue (e.g drop in hui and survey) and people tended to offer more than one comment. 27 comments were repeated by the same person so were only counted once.

those in surveys most likely to highlight improved safety and access for pedestrians and those on Facebook to acknowledge the process of decision making.

Formal engagement findings

Total themed comments	Supportive	Minor changes	Concerns or opposition	Other ³
339	147	118	68	6

- 43.4% of comments from the formal engagement support the proposal overall, with 33 individual responses supporting the proposal in its entirety (9.8% of the overall total comments).
- 34.8% support the proposal and suggest minor changes, usually focused on a particular aspect such as signage, the second disability car park or the loading and drop off zone.
- 20.1% oppose elements of the proposal, with some offering very strong criticism of it and 17 comments (5.0%) opposing the proposal in its entirety. (These comments are from 8 individuals).
- 1.7% offered thoughts that were out of scope, such as resealing roads or focusing on beach erosion.

Supportive comments

Of the 147 supportive comments, 33 appreciate the overall design and request no changes. The remainder (114) focus their appreciation on particular elements as shown in Table 1.

Table 1. Community appreciation for particular elements of the proposed plan.

	Emails	Direct	Drop in H	Surveys	Totals	% of 147
Everything or neutral		32	1		33	22.4
Changes to car/motorbike parks and delivery/drop-off zones/bus stop (number/position/width)	1	21	5	5	32	21.8
Safety and access for pedestrians including bollards	1	12	2	12	27	18.4
Second disability park		8	2	2	12	8.2

³ Out of scope

Short term car park/reduce traffic/better flow/calmer		3		8	11	7.5
The poutama, light carving, Te Ao Māori elements		4	2	3	9	6.1
Process to get to this stage		6		1	7	4.8
Attention to aesthetics and heritage	2			4	6	4.1
Keeping Cass St entry "bump" in brick		1	2		3	2.0
Ensuring restaurant access by vehicle			3		3	2.0
Keeping gardens		2			2	1.4
No campervans		2			2	1.4
Totals	4	91	17	34	147	100.1

"I really like the overall design of The Strand. My favourite part is the open space, it feels much more spacious and relaxed, great for walking around. I also love the Māori designs that are included, it adds such a nice local touch. The layout looks natural and easy to move through too."

"The open feeling, no narrowing of Cass Street at the entrance or midpoint, no clutter like planter boxes. The simplicity. The additional disability car park. The drop off area by the old man's seat. I also like that the loading zone by the fuel tanker spot will be marked out. I like that cars can go in both directions on Cass Street. I like that authorised vehicles can use the Southern Strand. I like the additional parallel park outside Wood2water.."

"The poutama is welcoming."

Suggested minor changes

Many people who are supportive of the proposal, also offer suggestions for minor changes (118 comments). Thoughts on minor changes ranged widely, with several strongly-worded responses by individuals, and most suggestions parking and traffic related, as shown in Table 2. When grouped together, these make up 46.2% of all the suggested minor changes and include some requests for further reductions in parking and more pedestrian facilities:

Table 2. Suggested minor changes for car parking and traffic flow.

	Emails	Direct	Drop in	Surveys	Totals	% of 119

Aesthetics & amenity to enhance heritage, retain/share histories, add seating, shading, rubbish bins & art, ensure durability & indicate no parking	2	5	3	6	16	13.4
Remove planter/shorten gardens so bus stop is closer to footpath & to improve parking		6	5	4	15	12.6
Seasonal Shared Zone	1	2	11		14	11.8
Ensuring changes are adhered to		11	2		13	10.9
Various signage suggestions: lower speed limits, parking times, 'no entry'; double- sided, heritage-style and in specific locations	1	2	7		10	8.4
Add cycle racks	1		6		7	5.9
Remove/shift The Strand disability park		1	2	3	6	5.0
Add to Google Maps/include direction to public toilets		6			6	5.0
Mark delivery and drop-off zone into parallel carparks		3	2		5	4.2
Retain same number of car parks	2				3	2.5
More parking/no bollards outside Jiffy or Wood2Water				3	3	2.5
Ensure refuelling zone is 14m long		1	1	1	3	2.5
Provide less parking				3	3	2.5
Create poutama in lighter colourway, reduce light carving, check historic bricks		2		1	3	2.5
Delivery/drop-off zone stay as angle parking	1			1	2	1.7
Slow speed on all Cass and add a speed bump on The Strand North			2		2	1.7
Allow parking in loading zones 6pm- 6am		1		1	2	1.7
Permanent residents making decisions				2	2	1.7
Ensuring practicality				2	2	1.7
Completely block cars				1	1	0.8
Remove motorcycle car parks				1	1	0.8
Totals	8	40	41	29	118	99.8

"If there has to be another mobility parking space, it should be located at the entry to Cass Street from York Street rather than on The Strand. I do not want to see cars parked there, as it takes away from the amenity, and I don't see the need for mobility parking specifically there, if sufficient other options are provided on Cass Street. It

would be better if the whole of Cass Street had a colour other than asphalt; if pavers throughout are too expensive, terracotta colour could be used to signal that this is not a car dominated space."

"No car parking. Instead, more shaded seating. A drinking outlet/fountain. More trees. Planter boxes."

"I like that The Strand is an environment for walking and playing. I would reduce parking spaces in Cass Street further, e.g. have them only on one side. I applaud the re-designed mobility parking on Cass Street but find the new mobility parking on The Strand misplaced."

Concerns and opposition

68 comments expressed strong criticism or opposition to the proposal, including sixteen people (4.7%) who are concerned that changes will be removed by disgruntled locals and wish to see them enforced. Concerns and opposition are recorded in Table 3.

Table 3. Community concerns about and opposition to particular elements of the proposed plan.

	Emails	Direct	Drop in	Surveys	Totals	% of 68
Totally opposed: "works well as is"		2		15	15	22.1
Changing car parks - keep as is (number & position) improve usability by reducing gardens	1	9		2	11	16.2
No poutama or carving		2	5	4	11	16.2
More short term parking (instead of loading zone or disability park on The Strand)	1	2		3	7	10.3
No bollards at Cass and York	1	3		3	7	10.3
No disability park on The Strand		6	1		7	10.3
Not pedestrian-friendly enough				3	3	4.4
Remove bollards along drop off and delivery zone		2			2	2.9
Better signage				1	1	1.5
No Motorbike parking		1			1	1.5
Upgrade toilets		1			1	1.5
Inadequate lighting				1	1	1.5
Loss of historic feel (colour, style)				1	1	1.5
Totals	3	28	6	31	68	100.2

"Check whether the bricks in the Sydney Square are historic - they may come from the Brick Factory (NZ's first) in Waihihi Bay. If they are from there then they probably should be acknowledged as such."

"The bollards are not in keeping with the historic nature of the town. A simple concrete kerb would work to enforce the footpath. Spend the funds on upgrading the public bathrooms instead."

"I don't want the fuel loading zone to be made smaller. Vehicles need to be able to park there to unload and you need space to fit 2 cars or an 11 metres long fuel truck. Keep this loading zone 14 metres. I prefer aged uncarved wood for the bollards by the Old Man's Seat, they will match the style of the wharf."

Facebook comments and reactions

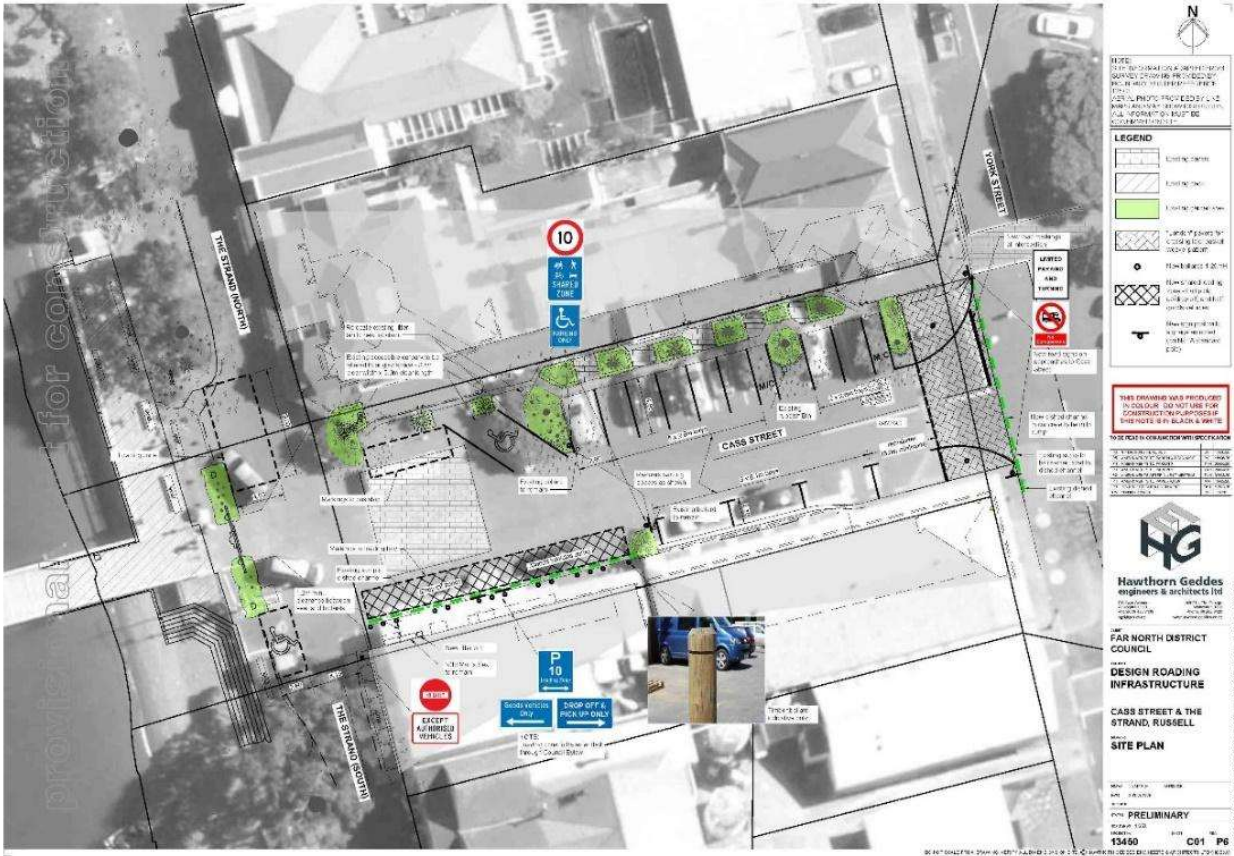
Responses to a post by Jane Russell on 22 June were analysed on 12 July. The post invited group members to engage with the formal process and included an image of the Hawthorne Geddes plan (Appendix 1).

The post received 29 thumbs up reactions, and 36 comments from 25 individuals:

- 12 comments and replies are critical about the proposed changes with regard to the losses to the total number of car parks, ignoring locals opinion, the costs involved to make the proposed changes and perceived losses of heritage and aesthetics.
 - 4 comments criticising the loading zone received 13 thumbs up from 11 people.
 - 3 comments about ignoring local feedback received 7 thumbs up from 6 people.
 - 3 comments about costs received 10 thumbs up from 10 people.
 - 2 comments about loss of heritage and aesthetics received
- 10 comments and replies focused on helping people engage with the consultation process, such as asking about meeting logistics, providing information on how to participate, or encouraging attendance.
 - These comments received 8 thumbs up or heart reactions from 8 people.
- 7 comments and replies offered suggestions, or proposed alternative ideas about design and traffic control, the need for more information online, keeping things as-is or allocating the money elsewhere.
 - These comments received 16 thumbs up or heart reactions from 15 people.
- 5 comments are explicitly supportive or positive about the project, the working group's efforts to find "a compromise", or specific elements of the new design, such as supporting the "working wharf".
 - These comments received 10 thumbs up or heart reactions from 10 people.

- 2 minor changes were suggested. These focused on making the shared zone seasonal and using “wireless activated bollards” to block The Strand to vehicles.
 - These comments received no reactions.

Appendix 1: Plan view of proposed changes to Cass Street and the Strand.



Appendix 2. Artist impressions





Appendix 3. Online and printed survey

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Final roading designs
for Cass St and The Strand

Survey form June 2026

You can also share your feedback online at www.fndc.govt.nz/yoursay. Sharing your feedback online saves cost and time. If you need more space than is provided on this form, please feel free to write on extra pages. If you have extra information you would like council to consider, please attach it to your feedback.

About you

First name (required) _____
Last name (required) _____
Organisation and position in organisation (if applicable) _____
Your email (required) _____ Phone _____

Which community board area do you live in?	Would you like to be informed about future consultations via email?
☐ Te Hiku (North) ☐ Bay of Islands-Whangaroa (East)	☐ Yes ☐ No
☐ Kaikohe-Hokianga (West) ☐ Outside Far North	

PRIVACY STATEMENT
Anyone is invited to submit feedback on this consultation, whether as an individual or on behalf of an organisation, however, any submissions that are out of scope, offensive, inappropriate, or late may not be accepted by the council. You will be notified if your decision is not accepted and, where appropriate, invited to resubmit. Any submissions made become part of the public consultation process. The collection and use of personal information by the Far North District Council is regulated by the Privacy Act 2020. Please note that your submission or a summary of your submission will be treated as public information and may be published on the council's website and made available to elected members and members of the public as part of the consultation process. Your name and contact details (phone number, email) will only be used for administrative purposes – such as the council contacting you to update you on the outcome of this consultation and letting you know about future consultations.

☐ I have read the terms of this public consultation (required)

CONFIDENTIALITY
If you also wish your name to be treated as confidential, please confirm by ticking the box below.

☐ Please keep my name confidential

Please complete the questions on the back

1. How would you describe your connection to Kororāreka–Russell?
(required)

Tick all that apply

☐	I whakapapa to Kororāreka–Russell
☐	I am a resident of Kororāreka–Russell
☐	I am a regular visitor to Kororāreka–Russell (e.g. I work in the area, have a holiday home, visit often, or have close ties)
☐	I am an occasional visitor to Kororāreka–Russell (e.g. holidays or day trips)
☐	I don't live in or visit Kororāreka–Russell but have an interest in the area

2. What do you like most about the designs for Cass St and The Strand?
(required)

3. Are there any minor improvements you'd like to suggest? (required)

Tick one option

☐	Yes
☐	No

If yes, please explain

4. Are there any aspects of the plans you have strong concerns about or could not support? (required)

Tick one option

☐	Yes
☐	No

If yes, please explain

5. Please share any other thoughts or feedback

FEEDBACK CLOSES ON DATE MONTH YEAR

**By post:**
Submissions
Far North District Council
Private Bag 752
Kaitiaki 9540

**In person:**
hand it in to any council
service centre, library or
iSite / information centre.

**Scan it:**
Scan and email to
submissions@fndc.govt.nz