

1 July 2011

Greymouth Town Development Strategy

Summary of submissions received:

The

Pedestrian Linkages

Project

The submissions will be considered by both planning staff and the consultant contracted for this project and a draft report of finding will be released in August 2011

1. Overview

The Grey District Council partnered with the Grey District Business and Promotion Association to produce a Strategy for the development of the core commercial area of Greymouth.

The **Pedestrian Linkages** project is the first of the ten priority “actions” in the Strategy that is underway.

ViaStrada Consultants have been employed to help the Council undertake this project. The lead agencies and other stakeholders that are identified in the Strategy have been consulted. A very useful ‘walkshop’ was held recently with lead agency representatives. Then a public information session was held that same evening. A great range of ideas and technical information were provided by participants.

A period of time was provided for those that have participated in the project, and the general public, to lodge submissions with the Council (up until end Monday 27 June). This document is a summary of all of the information that has received. Copies of the notes from the walkshop, the public meeting and the written submissions are available on request.

A Report of Findings will be prepared by Via Strada in August 2011.

2. Comments from the WALK SHOP participants

Tony Bowe (NZTA/Opus)

South route: Traffic coming into town from the SH and a balance is needed between addressing pedestrian safety and access and catering for the vehicles. Drivers find the conflict between the two difficult as well. Tony said he wasn't aware how many people utilised the linkage from the SH past KFC down to town – and that SH crossings need to be carefully considered*.

* A discussion was had and it was decided that Rosie would monitor numbers and also preferred crossing points

Rosie McGrath (Community Public Health)

South route: Non-compliant shop owners who put signs and obstacles on footpaths are a big issue. She thinks there is good infrastructure elements in the town but improvement needed. Parking is required in the town but in strategic locations.

Paul Schramm (Key submitter to the Greymouth Town Development Strategy & Tourism Business operator)

North route: Connectivity is poor. At intersections it is not clear where to go next. Some car parks are looking good and working well. Pedestrian routes (footpaths and walkways) are required to and from the carpark areas though. Shared crossing points between pedestrians and cars required. Ramp and/or crossings required to the floodwall.

South route: No information for people about how to get to the wharf or further around to the sea.

Tony Woolletts (Chairperson Blind Foundation)

South route: The Albert Mall/road linkage right through to KFC is bad and needs a lot of work. The Petrie Avenue grassed area is lovely and should have a pathway across it to link businesses to the new carpark and to encourage this green space to be used. Also chairs or furniture and/or other features would look nice along the grassed area. Entrance sign to town could be installed at the corner of Lord Street and Tainui Streets in the small area where a table is currently located (as this is currently a bad hang out for youth).

Margaret Woolletts (Member Blind Foundation and visually impaired herself)

South route: Uneven footpaths throughout town, questions the steep slope on some footpaths. Poorly defined safe crossing areas. No tactile plates*. Chains between bollards are a hazard and the bollards themselves are misleading – as the end points of the line of bollards is not necessarily the best place to cross – which is what you would assume.

* John L commented that “consistency” is important when a town decides whether to install tactile plates or use another method. Margaret agreed.

Linda Van Schreven (Railway Station, i-Site)

South route: The clock tower stood out as an extremely bad situation – there is no safe place to cross to it, or back.

Claire L'hermitte (member Grey Heritage Trust and Manager of the YHA Greymouth)

South route: Need to use the same surfaces to distinguish where tracks and footpaths go. Consistency provides a lead to the user and indicates potential linkages well. Need more guidance (signs and symbols), kerbs, indicators such as edging, same cobblestones, and same feature points or patterns in footpaths. The loading space that is painted on cobblestones in

the Albert Mall/road area needs to be removed as any vehicle parked there is in the way of pedestrians and in front of a public seat, dangerous to have vehicles driving up curb and onto the cobblestones.

Adam Stanford (KiwiRail)

South route: He noticed some positive elements such as some wide footpaths with good surfaces e.g. Area along Guinness Street where Blanchies bakery and café is. Some abrupt endings to footpaths which gives a lack of flow. Lack of consistency in style and surfacing around town. Need new linkages to emphasise the south end of town and the wharf. The clock tower is hazardous!

Lomiga Vaaelua (GDC Transport Engineer)

Inconsistency in materials and width of footpaths. Clock tower issue is outstanding. Funding issue for the Council.* Suggested that people submit to the Annual Plan about the Clock tower.**

* Tony Bowe suggested that the Council consider applying to the NZTA “minor improvement” fund more often as if safety issues are identified through exercises such as this one just done then funding is likely to be obtained.

** Karen suggested that there is also a process through the Town Development “Advisory group” that has an upcoming meeting to raise issues.

Michael Tinnelly (Police)

North route: Mawhera Quay to Smith Street and the Cobden bridge is ok, but crossing the rail line is a bit uncertain about where to walk. The walkway around to the top of the hill is a bit unsafe looking.

Stewart Nimmo (Chairperson Grey Heritage Trust)

Walking under the main Cobden Bridge and around is not an option as there is no footpath. Confusing when walking down from top of hill past the Shell service station and then towards the “Wild West Adventures” as there is no footpath at all. Then very difficult to cross over the road as no pedestrian crossings, perhaps that is because this is not a safe option but signage should indicate where it IS safe to cross so people head for those points instead of just ‘winging it’. Warehouse access issue – no footbridge across. Would like a car free pedestrian space/area somewhere along Mackay Street, maybe partially covered. Needs to be pocket parks and a feel like there is a heart to the town, green areas.

3. Notes taken from the EVENING PUBLIC INFORMATION SESSION

- Need to consider changing the references in the TDS to “active linkages” or “active transport”
- Vision: Consider the element of “and live in”
- Other benefits from creating walkable spaces are adding to the amenity of open space, increasing people activity, these things add a layer of enjoyment and attractiveness for visitors
- In the District Plan look at ways to encourage businesses to share driveway crossings so not as many are created across footpaths, look at ways to zone to manage types of business and mix use
- Daniel Lowe explained his idea of making the floodwall more attractive as a walking space by adding planting
- John L explained that a good goal for a small town to have is to aim to be *sufficiently differentiated* so that our town centre attracts other big retailers who want to come here ... we should view big retailers not as a threat but a way to grow our town.
- Bob Smithem commented that he, like most people, wanted to park near shops but then be able to wander around for a while, shop then have a coffee and not get a parking ticket for being in one place too long! John L talked about managing this expectation by having parking facilities that matched needs. *The Parking strategy action in the TDS was seen as an important thing to have happen soon.*
- John L commented that the difficulty for pedestrians getting between town and the Warehouse/Countdown complex cuts both ways – it’s not good for the big shops to not have that link either. *So we need to bring them in on the issue.*
- Gap teeth and large gaps between building frontages e.g. large parking areas or other diversions: Important to continue a building frontage so people continue to explore the street with a retail focus. We’ve all experienced that feeling where we evaluate if there is enough ‘reason’ to bother continuing to walk towards distant shops because there is not a great incentive ahead of us. Attractive and walkable surfaces that link the ‘gaps’ can help the situation.
- Gary Hopkinson asked about whether we have considered resting place nodes, places to pause and have a chat, open spaces and meeting spaces – as Greymouth lacks these and it means people only focus on getting somewhere instead of *being* in the town. *KJ commented that she hoped that the Report of Findings will give some approximate alignments of pedestrian linkages that will indicate good areas to develop as public spaces. John commented that the Greymouth Town does need a distinguishable public space.*
- *Dual spaces* were discussed by John L e.g. parking areas that are not the obvious tarseal with painted lines, but cobblestones with discreet parking layout indicators – so then the space can be closed from parking at times and utilised for other purposes such as just open space on a Sunday or for an open air event, etc.
- Paul Schramm was interested in the part of the presentation about how far people will walk in indoor malls e.g. Westfield type shopping centres. The issue with outdoor streets esp. Greymouth is that they are cold and it matters to people – so they end up driving, parking, rushing into a shop and then jumping in the car again and going. He suggested we should consider which sides of the roads we develop attractive features on, such as wider footpaths, seating etc – as some directions are more attractive climate wise.
- Alex Wood discussed how difficult it is to get across the main road (SH) and that this affects movement in town.

4. Summary of written submissions received

No.	Submitter	Summary of Submission
1	Fran Cohen	<ul style="list-style-type: none"> • Tidy up and design/landscape the Petrie Avenue green space area • Request for a footpath to be installed in the Green space opposite Lord Street to provide a direct link for workers who are parking in the new car park (map supplied) • Include a covered sheltered walkway (from wind and rain)
2	No name provided	<ul style="list-style-type: none"> • Crossing Mawhera Quay to get to the clock tower is difficult • Request for pedestrian bridge across rail line to Countdown • Request for seating on floodwall • Need directions about how to get to the beach from town (signs) • Request for pathing stones (or better footpath) along edge of the access on Albert street from KFC through to the Library – as have to walk on and off the road • Idea of turning the old Courthouse into an art gallery – or another building as the existing art gallery is very small. • Need safe cycle lanes from Greymouth to Punakaiki as increase in tourists doing cycle holidays
3	Alex Wood	<ul style="list-style-type: none"> • A selection of town development articles provided
4	Tony and Margaret Woollett	<ul style="list-style-type: none"> • Pavers better option than concrete (reasons provided) • Suggest that bicycle stand behind the dentists in Albert Mall be re-located to a better place where it can be utilised more • Request that the Council re-visit policy on signage and display tables on footpaths as still an issue for pedestrians (information supplied) • Suggest that chains hanging between the bollards be removed for safety reasons • Suggest that Council use tactile plates (across all of town – or none) • Crossing to the clock tower is dangerous, and no ramp • Map provided which indicates suggested improvements to link between Tainui Street, beside KFC, through to the Albert Mall (explanation provided in the submission)
5	Jack Grinsted	<ul style="list-style-type: none"> • Pedestrian crossing needed at Whall Street • Sign needed to explain how to get to Mount Street and Kings Park (great walk) • Pedestrian crossing required across Mawhera Quay – with signage that directs people to safe places to cross to the floodwall • Suggest that the old sign beneath Cobden Bridge be replaced with a new sign “Welcome to Greymouth / Mawheranui” • Map provided with illustrations of above suggestions
6	Kerri Miedema	<ul style="list-style-type: none"> • Detailed analysis of features along the walkabout route provided – refer to the sheet for technical information • General comment: More shops need to have verandas e.g. Steamers

7	Linda van Schreven	<ul style="list-style-type: none"> • Detailed analysis of features along the walkabout route provided – refer to the sheet for technical information • General comments: No seats on the floodwall, Albert Mall should be a mall again without car access, suggested improvements for public space outside the Just Incredible shop, safe access to and from floodwall, turn the small parking area where there are cars parked at the corner of Lord Street and SH into a grassed area with seats and tables, install a roundabout in the middle of Tainui and Mackay streets instead of the existing pedestrian crossings
8	No name provided	<ul style="list-style-type: none"> • The corner opposite the Jade Boulder gallery/café has coloured road markings which are extremely dangerous (slippery) when wet. Accidents have occurred. • The Countdown carpark is rough and dangerous and too much paint on surfaces can be slippery
9	No name provided	<ul style="list-style-type: none"> • McDonalds roundabout is unsafe for pedestrians to use to cross however it is a highly utilised area • Town needs some visual (but not signs) cues to direct people to where they should be crossing
10	Paul Schramm	<ul style="list-style-type: none"> • Should be a dedicated map showing pedestrian linkages to and between the walkways, the walkways need to be in reasonable repair e.g. Grand Jean walk, Dr William Mackay walkway in Coronation reserve, Kowhai Walkway, King park, plus others such as the floodwall
11	No name provided	<ul style="list-style-type: none"> • Old Courthouse; would like to see cobblestones right around this heritage building • Boundary Street to Preston road dog pound; seal this new footpath
12	Hadley Mills	<ul style="list-style-type: none"> • Map provided with suggested green space with endemic amenity planting, a possible pedestrian over pass/bridge, a possible covered pedestrian walkway, possible pocket parks and feature pedestrian spaces, and prioritised pedestrian crossings over roads • These suggestions are outlined in more detail in the submission

5. Overview of common issues raised

<p>Existing Green Spaces in town</p> <ul style="list-style-type: none">- design and landscaping- create a pedestrian tree-lined walkway- create park land space- turn the small area where there are cars parked at the corner of Lord street and SH into a green area with seats and tables- Petrie Avenue green belt needs improving- seats on the grassed parts of the floodwall- Provide better identification about existing walkways near to town (maps, signage, information at each walkway about other walkways that are nearby), and maintain the tracks better
<p>Install various new footpath linkages</p> <ul style="list-style-type: none">- locations suggested- surface and type of material for footpaths- coloured concrete paths to weave through pocket parks- pedestrian overpasses
<p>Mawhera Quay</p> <ul style="list-style-type: none">- difficult to access the floodwall and the clock tower
<p>Pedestrian Bridge across rail line to Warehouse/Countdown</p>
<p>Floodwall</p> <ul style="list-style-type: none">- seating- design features- landscaping
<p>Signage and display tables on footpaths</p>
<p>Linkage between Tainui Street, beside KFC, through to the Albert Mall</p>
<p>Improvements to public space</p> <ul style="list-style-type: none">- sail cloth covers- covered walkways
<p>Albert Mall</p> <ul style="list-style-type: none">- convert back to a public mall- relocate existing bike rack- kids playground not used at that location- link the Albert mall up better with the lanes around it- etc
<p>McDonald's roundabout</p>