



# SHARED SPACES

## Understanding Perceptions of the Te Awa Kairangi Hutt River Corridor Abridged Version

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March 2024



SHARED SPACES:

Understanding Perceptions of the  
Te Awa Kairangi Hutt River Corridor  
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March 1st, 2024

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Hutt River in Melling, Lower Hutt

# ABSTRACT

The Hutt River Corridor is a densely populated floodplain in New Zealand that serves as a recreational space. Currently, there are tensions between users and pressure has been put on the Greater Wellington Regional Council (GWRC) to consider the Corridor as a commuter route. We conducted public surveys and interviews with key informants to develop an understanding of visitor perceptions. We recommend the GWRC launch an educational campaign about trail etiquette, upgrade and improve their signage, and cluster hardscaped infrastructure.



# OBJECTIVES AND METHODS

For this project, our goal was to understand evolving perceptions of Te Awa Kairangi Hutt River Corridor to help the Greater Wellington Regional Council manage this shared space. To attain this goal, the following objectives were established:

1. Understand how the Hutt River Corridor functions as both a floodplain and recreational zone.



2. Evaluate perceptions of the Corridor's usage and the potential increased use by commuters.



3. Identify and employ frameworks that address visitor use management in shared spaces.



To accomplish this, we conducted a site assessment, conducted 276 in-person surveys, conducted 18 interviews with key informants, and created an evaluation framework for the GWRC. The site assessment was performed by biking, walking, and driving through the Corridor; it allowed our team to better understand the space in which we worked and the different user groups.

During assessments, we stopped and took pictures to attain photographic documentation of the environment and the people using it. The largest component of our project was developing our survey, River Reflections: Hutt River Corridor Experience Survey (Figure 3). We conducted two different iterations of this survey; the first version was utilized on the trail to ask users about their current perceptions and opinions about the Corridor, and gauge if an increase in commuter cyclists would impact their experience.

The other survey was executed off-trail at the Harvey Norman Mall in Melling, Lower Hutt, to capture and understand non-user's perceptions of the Corridor and why they don't frequent it. Both surveys were adapted from the GWRC Hutt River Corridor User Survey 2016 so the results could be compared. We conducted surveys in high traffic locations along the trail for 11 days and used convenience sampling by attempting to stop everyone who passed to obtain the most responses possible given our limited research timeframe.



Figure 3. Aileen, Bettina, and Lexi at the Riverbank Car Park conducting user experience surveys.

To further our knowledge of visitor experiences in the Corridor, we arranged interviews with user group advocates, GWRC employees, and other government officials. We employed an open-ended structure for our interviews with the different user group advocates and semi-structured interviews for all other key informants. The list of individuals we spoke with was acquired through snowball sampling referrals provided by our sponsors Ross Jackson, a former landscape architect for the GWRC, and Joby Mills, Senior River Ranger.

We then developed a framework used to analyze the quantitative and qualitative data collected from our research. To do this, we referenced visitor experience management frameworks, such as Clark and Stankley's Recreational Opportunity Spectrum (1979), that are used in national parks across the world. Our team adapted the thematic concepts from these structures using Goldsmiths's guide (2021) to develop frames that were applicable to the Hutt River Corridor. The organizational system we created is composed of three overarching categories (Figure 4): Human-Human Interactions, Human-Nature Interactions, and Human-Infrastructure Interactions. We then applied these three themes to our data to best analyze all the information collected from our surveys and interviews.

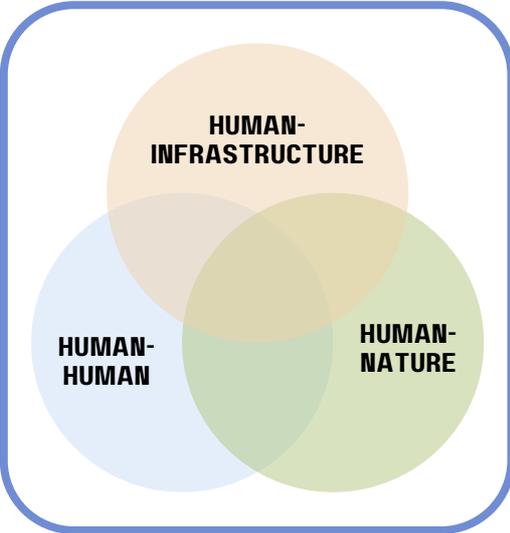


Figure 4. Graphic depicting the framework our team developed.

# FINDINGS

## The Value of Nature was Contradicted by the Desire for Increasing the Corridor's Built Environment.

While conducting our face-to-face surveys, we found that many users said the Corridor's natural environment was their favorite aspect of the space. Responses ranged from people describing the native greenery, the river itself, and the peaceful nature of being outdoors (Figure 5). This connection to nature was contradicted by users who said increasing infrastructure in the Corridor would improve their experience. The most common suggestions were to add bins, signage, lighting, and bathrooms; all components of the built environment that can distract from the natural landscape.

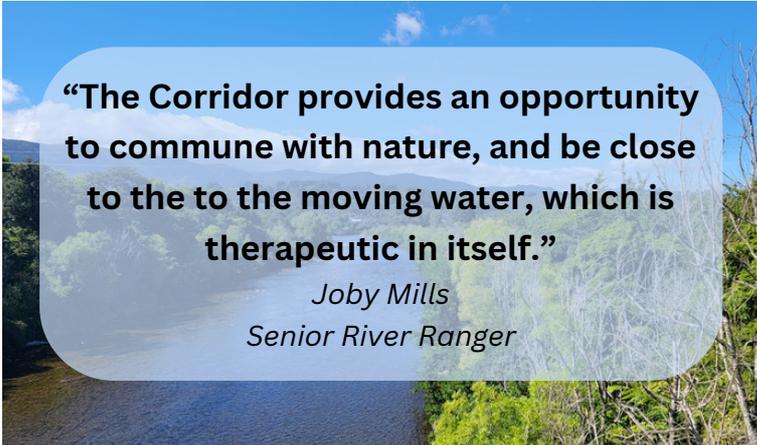


Figure 5. Quote from River Ranger Joby Mills about the Corridor's natural environment.

## Commuters are not the Only Type of Users that Believed an Increase in Commuter Use of the Corridor Would be Positive.

Many non-commuter respondents believed increased commuter use of the Corridor would enhance their experience. Some visitors said it would be positive because they knew of individuals that commuted in the Corridor and enjoyed it (Figure 6).



Figure 6. Commuter cyclist passing a recreational cyclist with their dog running next to their bike.

Additionally, one user believed that heightened commuter use would supply more resources and maintenance to the area which incentivized their support. It was even surprising that some dog-walkers, a group that traditionally has spatial conflicts with commuters and cyclists, expressed their willingness to welcome more commuters.

## Some Commuters and Cyclists Believed Additional Commuter Use Would Negatively Impact their Experience.

We found that several commuters and cyclists (Figure 7), groups that we expected to support more commuter use, were opposed to this potential change. Respondents expressed their concern that more commuters would take up room and cause the Corridor to feel overcrowded. There were also a few users who believed that an increase in people distracts from the natural quality of the space. Visitors also emphasized the importance of human-environment interactions by stating that more commuters would shift their focus from the scenery towards paying better attention on the trail.



Figure 7. Aileen interviewing a cyclist about their experiences in the Corridor.

## Trail Capacity and Etiquette Were the Most Common Concerns from Users that Would be Affected by Increased Commuter Use.

Out of the respondents who said, “it depends” if increased commuters would affect their experience or it would be

“negative”, most were concerned about trail etiquette and capacity. This was also reflected in our interviews with user group advocates. Many responses were related to cyclists not keeping left, travelling at high speeds when others were nearby, and not using a bell to make surrounding users more aware. In terms of trail capacity, many users and key informants stated that the trail was too narrow to support more commuters and that a separate path or widening could be a viable solution.

## There are Conflicting Opinions on if the Trail Should be Gravel or Sealed.

Several survey respondents appreciated the gravel portion of the trail, but this was contradicted by others who preferred the ease of a sealed surface. For those who enjoy the gravel, it was surprising that many were cyclists, as we expected this user group to prefer the sealed paths for efficient travel. Additionally, visitors expressed that the rugged, natural surface of the gravel added more to their experience (Figure 8).



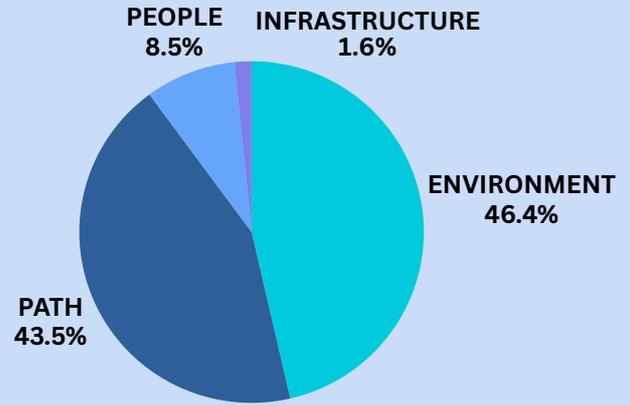
Figure 8. Segment of the Corridor where the path splits into gravel and sealed surfaces.

## Comparison of 2016 and 2024 Survey Results.

Our survey data had many similarities to the 2016 survey results, but also provided our team with new insights. One of the similarities were what users believed were the best aspects of the Corridor (Figure 9).

The biggest difference in perceptions between 2016 and 2024 was regarding what improvements could be made to the Corridor. In 2016 “improving water quality was the top issue by a wide margin... it was identified as a priority... by over 80% of all respondents” (Greenaway, 2016, p. 26). However, in our survey, only 1.4% of respondents mentioned that improvements were needed regarding water quality. It was important to note we did phrase the question differently; the 2016 survey gave options for the user to pick from and we curated an open-ended question. Still, we wanted to highlight this drastic change in responses.

### 2016 Best Aspects of the Corridor



### 2024 Best Aspects of the Corridor

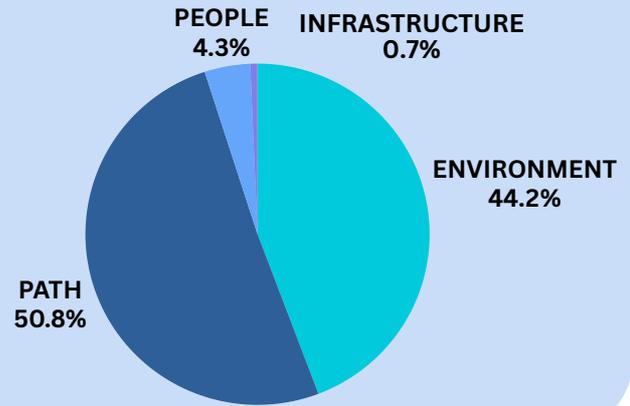


Figure 9. Graphs depicting user’s “best aspects” of the Corridor from the 2016 and 2024 surveys.

## Recommendations

### Increase Signage and Cluster Hardscape Infrastructure Throughout the Hutt River Corridor.

We recommend increasing (Figure 10) and upgrading (Figure 11) signs throughout the Corridor which are aimed at user etiquette and natural history. This additional signage, and other built structures, should attempt to blend the infrastructure into the existing environment so as not to distract from the Corridor's highly valued natural beauty nor be a flood control hazard. As for the addition of hardscape infrastructure, we recommend clustering built components in locations where they already exist, such as near car parks or parks.



Figure 10. Potential signs for the Corridor created by Frankie.



Figure 11. “Keep Left” sign on the trail North of Melling Bridge on the East side of the river.

## Increase Education for Shared Space Use

We suggest that the GWRC launch a media campaign on their already existing platforms to promote trail etiquette and shared space education. This campaign could include videos of the Hutt River Rangers recreating different situations that may occur on the trail and address how to properly act or respond. Additionally, we developed AI-generated cartoons of the two River Rangers, Joby Mills (Figure 12) and Brad Bulman (Figure 13), holding “keep left” and “slow down” signs. Both campaign ideas incorporate humor to educate users about proper etiquette and would familiarize the public with the Rangers who maintain the Corridor daily.

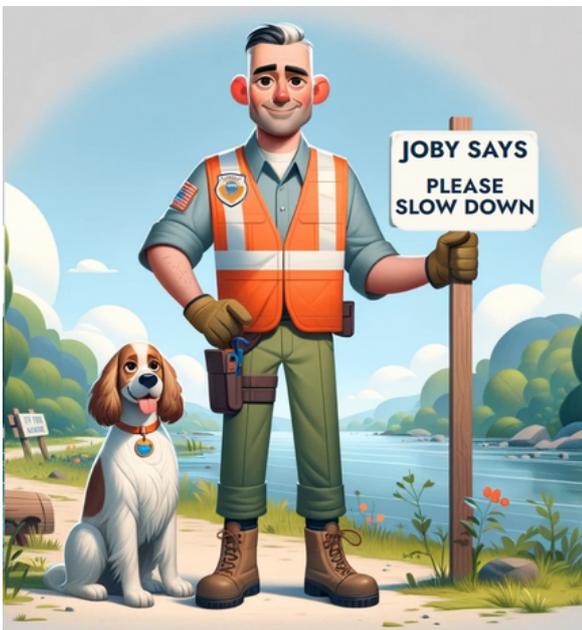


Figure 12. Joby Mills, GWRC River Ranger, and dog Charlie, cartoon made by ChatGPT.



Figure 13. Brad Bulman, GWRC River Ranger, and dog Leo, cartoon made by ChatGPT.

## Widen/Separate Paths to Mediate Conflicts

When considering an increase in commuter cyclists we recommend examining separate paths as the best-case scenario. There are already areas of the Corridor that have two separate paths (Figure 14).



Figure 14. Two paths, gravel and paved, in the Hutt River Corridor.

We recommend continuing those separate paths throughout the entire Corridor, where it allows. This will create an opportunity for one of the paths to be used as a commuter lane during peak hours. In parts of the corridor that lack the space for separate paths, we suggest widening the trail to be 2.5 meters. If there are areas of the Corridor where widening is not possible or there is a blind turn, we suggest adding convex mirrors (Figure 15) to increase visibility.



Figure 15. Proposed convex mirror to be added in the Corridor (Amazon, n.d.).

# TABLE OF CONTENTS

Section	Page
<b>Abstract</b>	i
<b>Executive Summary</b>	ii
<b>Analysis and Findings</b>	1
The Value of Nature was Contradicted by the Desire for Increasing the Corridor’s Built Environment	3
The Majority of Survey Respondents Perceived no Negative Effect from Increased Commuter Use	4
Commuters are not the Only Type of User that Believed an Increase in Commuter Use of the Corridor Would be Positive	5
Some Commuters and Cyclists Believed Additional Commuter Use Would Negatively Impact their Experience	5
Trail Capacity and Etiquette Were the Most Common Concerns from Users that Would be Affected by Increased Commuter Use	6
There are Conflicting Opinion on if the Trail Should be Gravel or Sealed	8
Comparison of 2016 and 2024 Survey Results	9
<b>Recommendations and Conclusion</b>	11
Increase Signage and Cluster Hardscape Infrastructure Throughout the Corridor	12
Increase Education for Shared Space Use	14
Widen/Separate Paths to Mediate Conflicts	15
Limitations	15
Conclusion	16
<b>References</b>	17
<b>Appendix A. Greater Wellington Regional Council User Survey 2016</b>	18
<b>Appendix B. River Reflections: Hutt River Corridor Experience Survey</b>	21
<b>Appendix C. River Reflections: Hutt River Corridor Non-User Survey</b>	24
<b>Appendix D. Interviewee’s List</b>	25
<b>Appendix E. River Reflections Responses</b>	27

# ANALYSIS AND FINDINGS



# Findings and Analysis

By analyzing the data collected through the River Reflections: Hutt River Corridor Experience Survey (Figure 16) and key informant interviews, our group produced several findings regarding people’s perceptions of the Corridor. Over a four-week period, our group conducted 276 face-to-face surveys with visitors that varied by age (Figure 17) and user group (Figure 18). We performed 221 on-site surveys at locations throughout the Hutt River Corridor and 55 alternative-site surveys at the Harvey Norman Mall in Lower Hutt. Additionally, we conducted 18 key informant interviews with user group advocates, representatives from external organizations, and GWRC employees.

Our assessment of the data was aided by the application of frameworks used in National Parks across the world. We applied Goldsmith’s guide (2021) and Clark and Stankey’s (1979) ROS to produce a framework with three overarching criteria that impacted Corridor user’s experiences: Human-Human Interactions, Human-Nature Interactions, and Human Infrastructure interactions. The quantitative data generated from our surveys coupled with the application of these frames for qualitative analysis allowed us to identify findings about visitor experience in the Corridor.



## River Reflections: Hutt River Corridor Experience Survey

Figure 16. Title of River Reflections: Hutt River Corridor Experience Survey

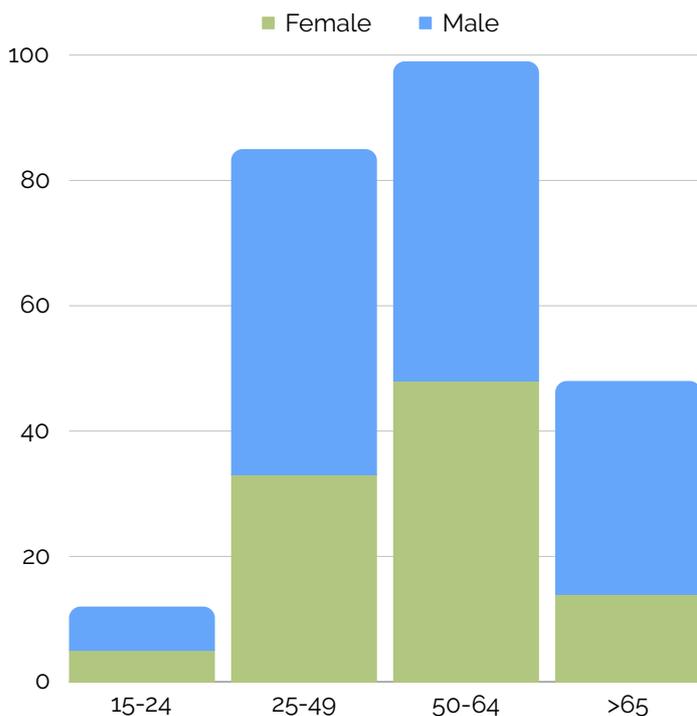


Figure 17. Bar graph breakdown of the age and gender distribution of users surveyed.

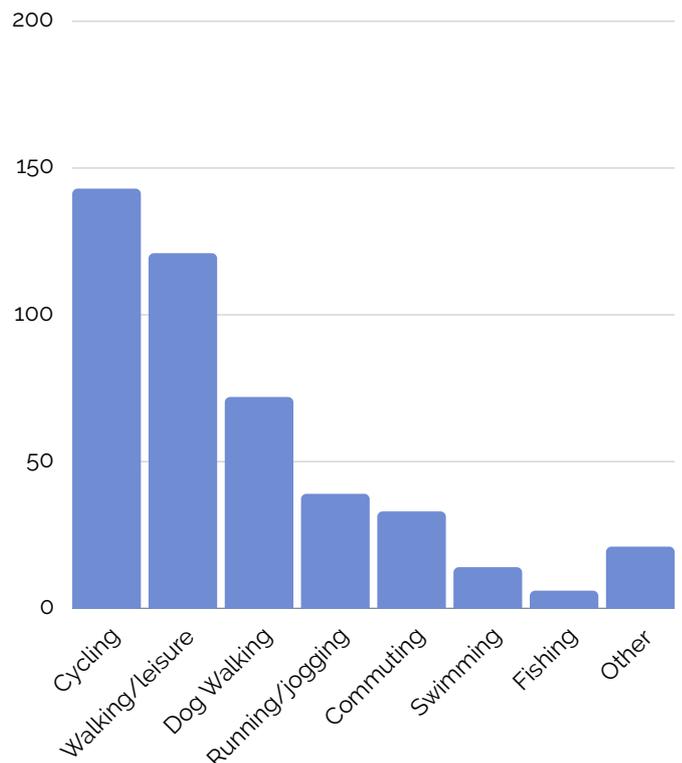


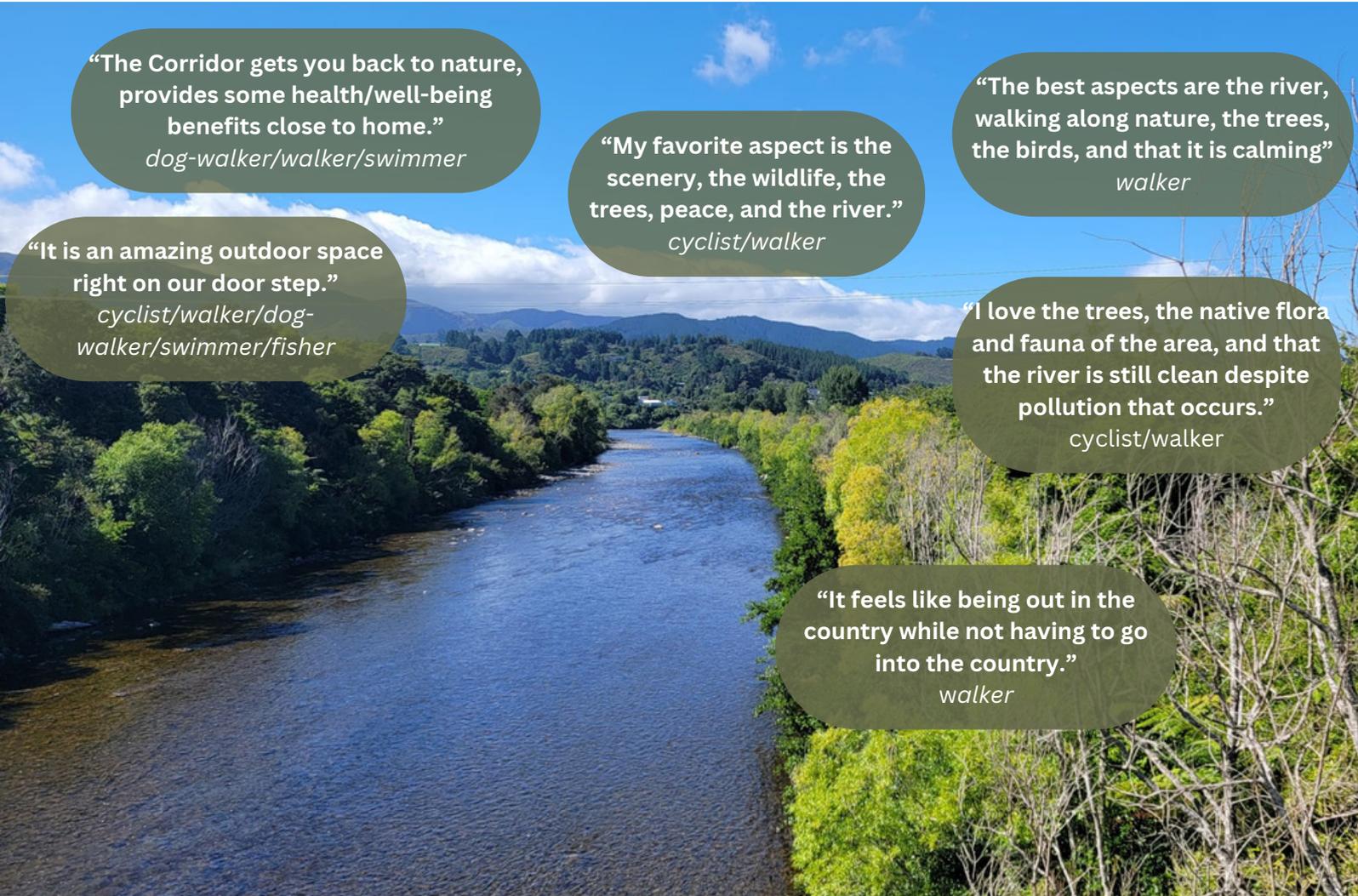
Figure 18. Bar graph breakdown of the user groups surveyed.

# The Value of Nature was Contradicted by the Desire for Increasing the Corridor’s Built Environment

Out of the 276 survey responses, 43% of participants described a component of the natural landscape as being the “best aspect” of the Corridor. These depictions included users noting their appreciation for Te Awa Kairangi/Hutt River, the greenery, and the overall tranquility of the space. This connection to the biophysical setting of the Corridor was echoed in several key informant interviews across different user group advocates (Figure 19). Graeme Campbell, Head of the GWRC Flood Resilliance Team, stated that the area is “such a valuable ecological

corridor” as it pertains to the flood resilience of the natural environment provides. Whereas Joby Mills, Senior River Ranger, who works with both flood protection and trail users, said that the Corridor is important because “it provides an opportunity to commune with nature, and be close to the to the moving water, which is therapeutic in itself.” The differences in people’s responsibilities and experiences allow them to appreciate the Corridor’s natural environment for different reasons but remain connected to the space.

Figure 19. Quotes from different visitors of the Corridor that express their appreciation for nature.



**“The Corridor gets you back to nature, provides some health/well-being benefits close to home.”**  
*dog-walker/walker/swimmer*

**“My favorite aspect is the scenery, the wildlife, the trees, peace, and the river.”**  
*cyclist/walker*

**“The best aspects are the river, walking along nature, the trees, the birds, and that it is calming”**  
*walker*

**“It is an amazing outdoor space right on our door step.”**  
*cyclist/walker/dog-walker/swimmer/fisher*

**“I love the trees, the native flora and fauna of the area, and that the river is still clean despite pollution that occurs.”**  
*cyclist/walker*

**“It feels like being out in the country while not having to go into the country.”**  
*walker*

However, the appreciation for nature was contradicted by the significant number of users that wanted to increase the built environment of the space. For improvements that would create better experiences in the Corridor, 46% of respondents had answers related to infrastructure other than the trail itself (Figure 20). The most common suggestions were for increasing the amount of signage, water fountains, bins, and lighting. A desire for increased lighting was heard from several users including a walker/cyclist that stated: “Since there is no lighting, it makes it hard to see pedestrians in the dark.” Infrastructure serves an important function in recreational spaces, but for some visitors, it can distract from the natural environment, such as the bathroom at Moonshine Bridge Park in the middle of a meadow (Figure 21). This disparity highlights how built components can increase or decrease the value of a space, depending on a user’s desired experience.

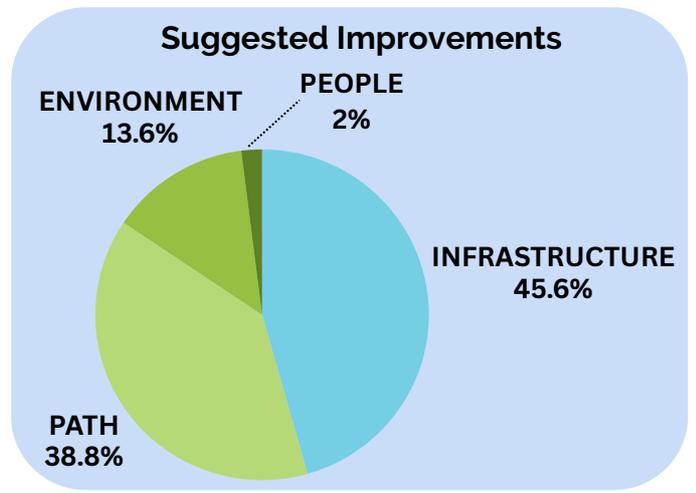


Figure 20. General Improvements user responses distribution.



Figure 21. Bathroom at Moonshine Bridge Park

## The Majority of Survey Respondents Perceived no Negative Effect from Increased Commuter Use

It was surprising to find that most of the users surveyed would not be affected by increased commuter use in the Corridor. When asked if their experience would be impacted by more commuters, 66% of respondents said it would have either “no effect” or a “positive effect” on their use (Figure 22). It was interesting that the majority were walkers and dog-walkers considering that these two groups described the highest number of negative interactions with cyclists in our survey.

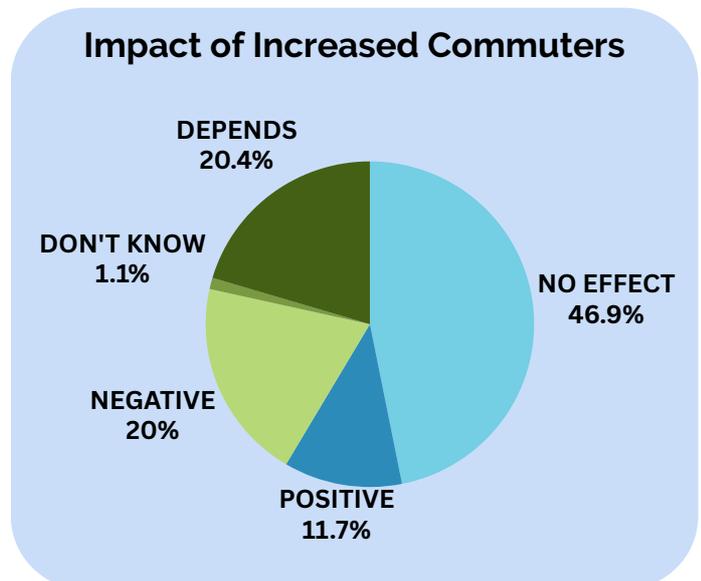


Figure 22. Distribution of how users would be impacted by increased commuter use in the Corridor.

# Commuters are not the Only Type of Users who Believed an Increase in Commuter Use of the Corridor Would be Positive

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Out of those who said more commuters would enhance their experience, 12% were commuters themselves and 63% were non-commuter cyclists. However, some users had different reasons than expected. A cyclist/walker stated, “I don't use it for commuting, but I know people who do, and I encourage it.” This highlights how some improvements can positively impact altruistic individuals that enjoy seeing others have positive experiences. The addition of a route was also perceived to be useful by providing benefits to the space as a whole: a cyclist said “more commuters are good and would add

value to the trail, it would potentially mean the corridor is looked after better.” Although this visitor was not a commuter themselves, the idea of more resources and maintenance being brought to the space incentivizes their support for increased commuter use. Additionally, 15% of those who said increased commuter use would have a positive effect were non-commuters and non-cyclists. A dog-walker/kayaker said, “The more the merrier” which is interesting given that dog-walkers and cyclists had the most negative interactions with one another.

## Some Commuters and Cyclists Believed Additional Commuter Use Would Negatively Impact their Experience

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These are groups we expected to be positively affected, as additional commuters would be using the Corridor for the same or similar activities. A cyclist/walker said that the Corridor is “more natural when there's less people.” This was echoed by a cyclist/walker/swimmer who stated, “I would have to pay more attention and couldn't look at the scenery as much.” These statements reinforce the importance of human-nature interactions which are highly valued by Corridor users. Additionally, one commuter cyclist claimed that “it would be a lot more cluttered and force me to slow down.” This highlights that more commuters (Figure 23) could increase the travel time for this user

group, which is an essential aspect of that activity. This claim also introduces a new element for consideration: Corridor and trail capacity.



Figure 23. Commuter cyclist passing a recreational cyclist.

# Trail Capacity and Etiquette Were the Most Common Concerns from Users that Would be Affected by Increased Commuter Use

Out of those we surveyed who stated “it depends” if additional commuters would impact them or it would have a “negative” effect on their experience, 14% attributed this to the trail being too narrow and 10% believed it would be too busy (Figure 24).

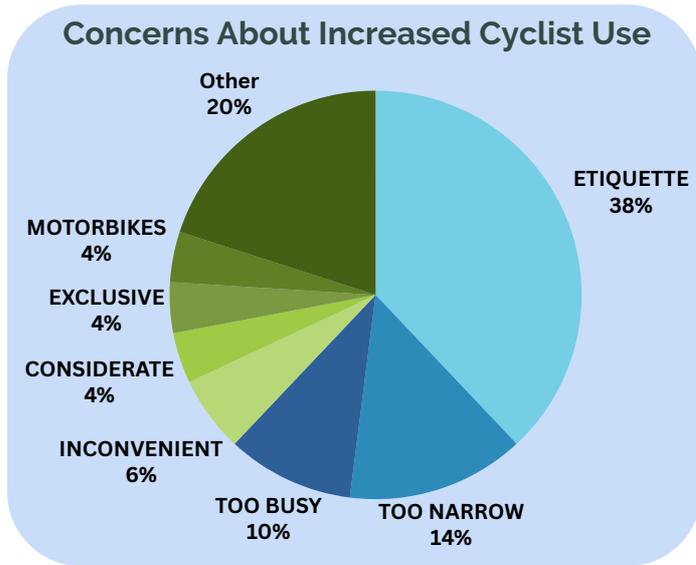


Figure 24. Distribution of user’s concerns towards commuter cyclists.

Trail width connects to the built landscape being able to support the level of “business” or the number of users that visit the Corridor, which is why both “too narrow” and “too busy” are involved in trail capacity. This concern was expressed by a cyclist/runner/dog-walker: “the Corridor is already at capacity and a lot of changes would need to be made to accommodate more cyclists and improve.” This was echoed by a walker who said “it [the Corridor] would be a bit crowded” and a commuter cyclist/runner that claimed “it [the Corridor] is already too small.”

These concerns were also echoed by some of our key informants. Joby Mills stated, “it’s hard to share a narrow path.” The nature of a multiuse trail is having a variety of different

user groups (Figure 25) and many people expressed that when those groups are confined to a limited amount of space, there can be difficulty sharing. This concept was addressed by Paul Gruschow, a mobility scooter advocate, who said “the river trail is quite narrow in parts, so you really have to show courtesy to each other.”



Figure 25. Runner and mobility scooter user passing each other on the Hutt River Trail.

Like all user groups, commuter cyclists require their own spatial needs. Many users believed creating a separate path was a viable option for reducing these concerns. Cyclist Marco Ranelli stated that “the best situation would be separated paths” (Figure 26).



Figure 26. Separate paved path in the Corridor.

However, Graeme Campbell, GWRC Flood Protection and Resilience Engineer, brought up a concern regarding the feasibility of separate paths in the Corridor: “there’s not enough space in some areas to separate users” (Figure 27). But in this case, many users proposed trail widening as a solution that would address their concern for increased cyclist use or just as an improvement that would enhance their overall experience in the Corridor.



Figure 27. Walker trying to pass a cyclist on Melling Bridge.

Additionally, out of those who said increased commuters would negatively impact them or “it depends”, 38% said it was because of etiquette. Many users brought up that an important aspect of shared space etiquette is not putting others at risk with the activity you’re performing. This concern was highlighted by a cyclist/walker/dog-walker who said that “e-bikes have their speed too fast in areas with kids or dogs.” Walking advocate Ellen Blake shared a similar view: “older people and people with disabilities have issues with e-bikes and scooters whizzing past them, it’s unsafe.” Several visitors believed the amount of space commuters take up and their inability

to keep left could negatively impact them. This was expressed by a cyclist/walker who said, “they [commuters] tend to hog the trail” and another cyclist who stated that “cyclists tend not to keep left.” Another component of etiquette that users discussed was having general consideration for others in the Corridor. One walker/dog-walker said that “cyclists can be rude with the lack of consideration for walkers.” However, many believed this concern was mostly dependent on “if they are considerate of other users” as described by a walker/swimmer. Lastly, an important part of etiquette in many survey responses was commuters/cyclists lacking the ability to make others aware of their presence and their use of bells. This was captured by a dog-walker who stated, “it would have a negative effect because of my dogs, you can’t hear them [cyclists] because they rarely ring their bell.”

We found that there are contradictory views as to whether cyclists should ring their bells or not. These beliefs were described in our interview with Simon Kennett, a cycling advocate, who stated that “many pedestrians do not appreciate being belled at, therefore I don’t use it and opt to call out and wave.” Some users perceive the bell as being disrespectful and leads to negative experiences in the Corridor, which is why some cyclists use their voices instead. However, some users prefer the bell as described by cycling advocate Marco Renalli who said, “I was trying to pass someone, and I yelled ‘keep left’ and they responded saying ‘Ring your bloody bell!’” Not all users were this adverse to cyclists not using their bells but, many believed bell use helped increase their awareness.

Beth Rielle, a horseback riding advocate, stated “horses need to hear them [cyclists] coming as well; if your horse isn’t up to it, they shouldn’t be brought out here. Voice is the best thing, but bell is fine as well”. A dog-walker stated, “it's better when the cyclists have a bell, so I know when to move off the trail”. This was echoed in our interview with Jane Schuitema, a Lower Hutt Animal Control Officer, who said “cyclists using bells is good, especially if they are approaching from behind.”

Additionally, we found that several cyclists were concerned by users of the trail who wear headphones or have limited hearing ability. Cyclist advocate Marco Ranelli stated, “walkers with headphones are a problem because they can’t hear the bell or our call”. Additionally, several users made similar statements, one cyclist said they have had negative experiences with “ringing the bell and people wearing headphones who can't hear.”

## There are Conflicting Opinions on if the Trail Should be Gravel or Sealed

We found that there were conflicting opinions on whether the trail surface should be sealed or gravel. Some users believed that having the path sealed would be an improvement; a walker/runner claimed, “there may be some parts on the gravel that are harder to use so paving more areas would be good.” For several commuters and cyclists, the sealed paths enhance their ability to ride throughout the Corridor. This was reflected in one response from a commuter cyclist/dog-walker that said, “I enjoy the upgraded surface for commuting”. Conversely, some users enjoy the graveled surface (Figure 28). A survey respondent said, “I like the gravel to run or walk on.” It was also surprising that several cyclists expressed their enjoyment of the gravel surface. One cyclist/runner stated, “I like the ruggedness of having some parts paved and some with gravel so there's not too much pavement.” Another cyclist said their favorite aspect of the Corridor was “the bumps and stuff, I like how it’s uneven.” One cyclist/walker even claimed it would be an improvement if there was “less gravel or concrete with the addition of more

native track and wildlife.” This response touches on the importance of human-nature interactions in the Hutt River Corridor and furthers this conflict between the natural and built environment.



Figure 28. Gravel segment of the Hutt River Trail.

# Comparison of 2016 and 2024 Survey Results

While our survey results had many similarities to the GWRC Hutt River Corridor User Survey 2016, as can be seen in Figure 29 which compares the best aspects of the trail, there were new insights regarding needed improvements.

The biggest change in responses from 2016 to now revolved around the improvements that could be made to the Corridor. In 2016 “improving water quality was the top issue by a wide margin... it was identified as a priority (1, 2 or 3) by over 80% of all respondents” (Greenaway, 2016, p. 26). In the survey we conducted, only 1.4% of the respondents mentioned water quality needing to be improved, which is a significant drop in user concerns. However, it is important to note that we asked this question slightly differently than in the 2016 Survey, as can be seen when comparing Figure 30 to Figure 31.

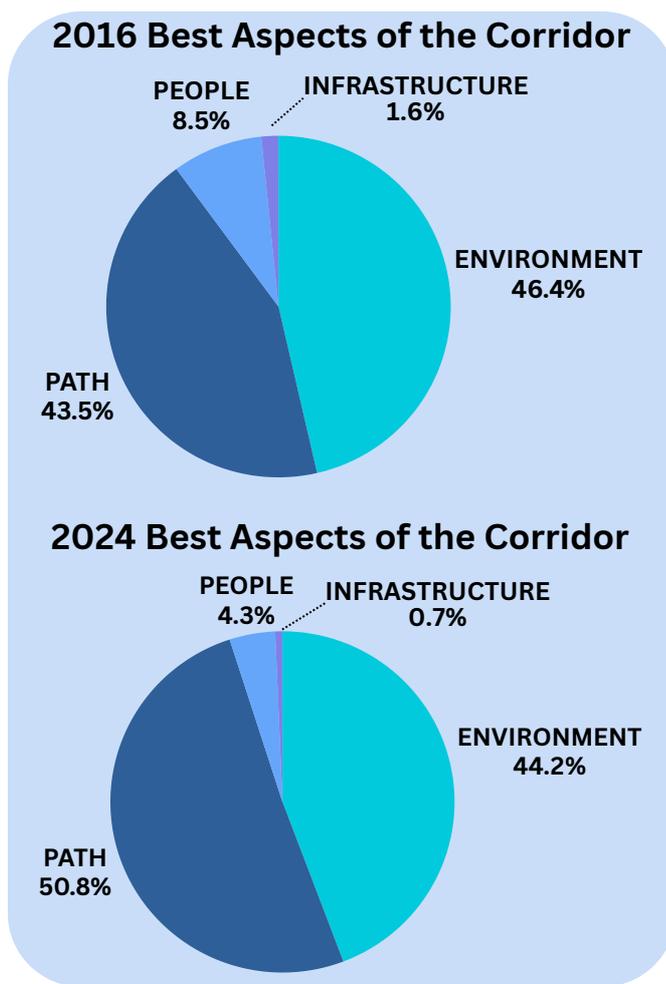


Figure 29. Graphs depicting user’s “best aspects” of the Corridor from the 2016 and 2024 surveys.

**Q13. What priorities should be placed on improving the Hutt River Corridor? Identify your first, second and third priority activities from the following list: (SHOW LIST ON CARD, ENTER NUMBERS – 1, 2 and 3)**

- 1  Reducing the risk of flooding houses and businesses
- 2  Making the river a more fish-friendly environment
- 3  Protecting and enhancing cultural and historic values
- 4  Making the river margins better for native birds, insects and lizards
- 5  Improving water quality by better controlling algae, and bacteria and other pollution
- 6  Improving the river corridor for recreation activities
- 7  Improving the landscape and visual quality of the river corridor
- 8  Other: .....

Figure 30. GWRC Hutt River Corridor User Survey 2016.

**Q14. What improvements, if any, could be made to enhance your experience using the Hutt River Corridor?**

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Figure 31. River Reflections: Hutt River Corridor Experience Survey 2024.

In the 2016 survey they prompted users by showing them a list and asking them to pick their three top priorities for improvement. However, our survey asked the users an open-ended question to obtain the responses at the forefront of their minds. While we did ask this question differently, there was a significant disparity in responses that we believed was important to include.

Another change that we found between the 2016 survey data and our data was in the worst aspects of the Corridor question. While

the general themes of people, path, environment, and infrastructure remained the same, there were some changes in the top-rated worst aspects of the trail. In 2016 the top five worst aspects were rubbish (Figure 32 and Figure 33), dog poo, algae (Figure 34), safety, and motorbikes. All these aspects, other than motorbikes users, have decreased since the first time this survey was completed. Compared to our survey, rubbish decreased from 13.7% to 3.2%, dog poo went from 9.5% to 6.5%, algae went from 7.5% to 1.4%, safety went from 7.8% to 1.2%, and motorbikes increased from 5.7% up to 7.8%.



Figure 32. Dog poo bag bin with rubbish next to it.



Figure 34. Toxic algae information sign in the Corridor.



Figure 33. Tarp with wood and gravel dumped on the trail.



# **RECOMMENDATIONS & CONCLUSION**



# Recommendations and Conclusion

The Hutt River Corridor is the most densely populated floodplain in New Zealand and contains a 29 km trail that serves as a recreational zone. Our project goal to inform the Greater Wellington Council about the evolving perceptions of the Corridor to help them manage the space. We gathered

responses from the users to understand their opinions and conducted various key informant interviews that provided crucial information to understand the Corridor's nature and purpose. Our recommendations to the council aim to improve all user's experience in the space.

## Increase Signage and Cluster Hardscape Infrastructure Throughout the Corridor

The Hutt River Corridor currently has a variety of signs that address different topics; we recommend that the GWRC increases and/or upgrades signage to improve user experience and address concerns. The first type of sign that we suggest relates to visitor etiquette. The existing shared space signage is inconsistent throughout the trail and is significantly faded in some areas (Figure 35). We suggest repainting and adding more of these signs in segments of the path that have either high traffic, low visibility, or are narrow. We propose these signs could include text that says, "shared space", "slow down", or "stay alert" (Figure 36).



Figure 35. Faded "Share with care" sign on the trail North of Melling Bridge on the East side of the river.



Figure 36. Potential Signs for the Corridor created by Frankie.

“Keep left” signs are also important to have along the trail. Some users visit the Corridor from other countries where people walk and drive on the right side, whereas New Zealand uses the left. We believe increased “keep left” signs will provide users with a friendly reminder of how to use the trail in a way that hopefully reduces any conflicts that could arise from the confusion. Painting these signs on the paved sections of the trail is a great way to inform the users without disrupting the natural environment (Figure 37). Moreover, painted signs are not a safety hazard in terms of a potential flood, which was a concern brought to us by Graeme Campbell. These signs would not be an addition to the Corridor's vertical infrastructure and therefore would be easier to maintain. We believe this recommendation would establish a balance between addressing concerns of users not keeping left while preserving the scenery.



Figure 37. “Keep Left” sign on the trail North of Melling Bridge on the East side of the Hutt River.

To further address the natural aspects of this space, we recommend adding signs that detail the Corridor’s history or native species of trees and birds. We believe these signs will add to the users’ experience and provide context for the visitors of the trail.

Another idea brought to our attention by respondents, which we recommend, is exit signs. These would be signs letting users know where the access points are along the Corridor and the distance between each one.

If there were to be an increase in hardscape infrastructure, as requested by the public, we recommend clustering it. By doing this you can give people the improvements that they want while keeping nature undisturbed throughout most of the corridor. We suggest doing this near car parks and places where hardscape infrastructure already exists, such as Moonshine Park (Figure 38) or the County Lane entrance.



Figure 38. Moonshine Bridge Park where there is existing hard-scaped infrastructure such as this swing set.

An example of a request for more infrastructure is a fenced dog park. We suggest adding one in both Upper and Lower Hutt. This would allow people to let their dogs run free while not having to worry about any issues with other users along the trail. Moreover, the Lower Hutt section of the trail is a leashed area, so this could provide dogs an opportunity to exercise freely.

# Increase Education for Shared Space use

To address the high volume of user concerns regarding trail etiquette, we propose GWRC utilizes its existing online platforms to showcase cartoon images or videos that educate the public. Example of these cartoons can be seen in Figure 39, where Brad Bulman, a current River Ranger, is shown holding a “Keep Left” sign with his dog Leo, and Figure 40 that contains Senior River Ranger Joby Mills holding a “Please Slow Down” sign with his dog Charlie. We believe these cartoons are a great way to inform the public in a fun and entertaining way. They also establish a connection between visitors of the Corridor and those who maintain the space on a daily basis. These images or videos can be displayed in brochures of the trail or in the different platforms the GWRC already has such as Instagram, Facebook, YouTube and their online web page.

In addition, we suggest that the GWRC create an online campaign that promotes education about the Corridor. This could be a

compilation of short videos containing the “do's and don'ts” of the trail or helpful infographics about shared spaces. Similarly to the cartoons, these could be shared on existing online platforms. These clips be a great tool to educate the public about trail etiquette and could also attract more users. This campaign could also make trail users feel safer in the space. In the past, videos have been created by River Rangers which is why we believe they should be the main figures involved with this component of the campaign. The Rangers could recreate common scenarios of user interactions that occur on the trail, followed by clear instructions of how to handle the situation. An example of this would be reenacting a cyclist and a dog walker that are trying to pass one another. This example, and additional situations, could be replicated for all types of user groups and age demographics. This media campaign could be sent to the different user advocacy groups to help spread awareness and reach a wider audience.



Figure 39. Brad Bulman, GWRC River Ranger, and Leo, cartoon made by ChatGPT.

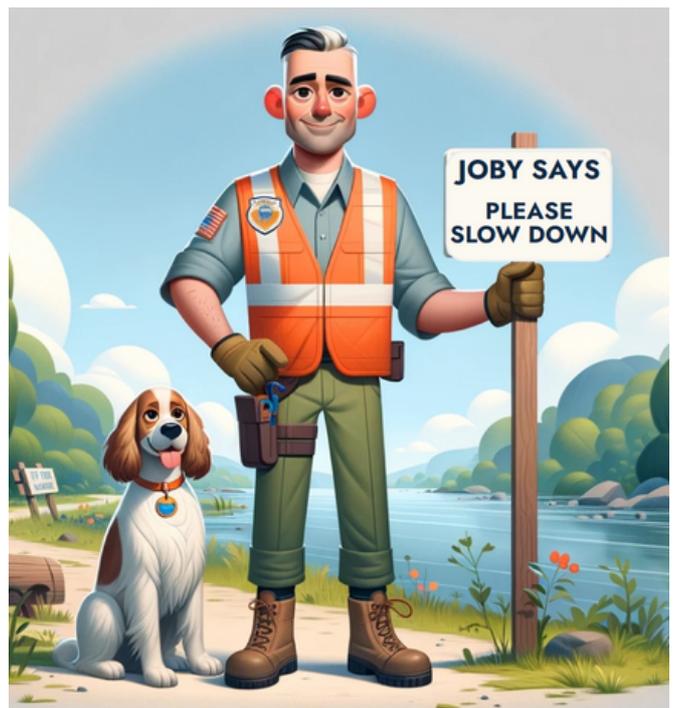


Figure 40. Joby Mills, GWRC River Ranger, and Charlie, cartoon made by ChatGPT.

# Widen/Separate Paths to Mediate Conflicts

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We suggest setting up a plan for creating separate paths when considering the increase in commuter cyclists. Many commuters may begin utilizing the Corridor after the new cycle way from Wellington to Petone is installed. Therefore, if the multiuse aspect of the Corridor wants to be maintained, a path that separates the commuters from the recreational users may be the best way to mediate current concerns. There are segments of the trail that have separate pathways along the corridor (Figure 41). We recommend that the GWRC continue to develop a uniform separate path, where it is spatially feasible, for commuters during peak hours.

In areas where there is not enough room to accommodate two paths we suggest widening the trail to at least 2.5 meters. Simon Kennett discussed that “the minimum for a multiuse trail is usually 2.5 meters, [and] 3 meters in general.” This additional space in the areas where it is too narrow could decrease user tension and minimize sources of conflict. However, in the sections where widening is not a possibility, adding a convex mirror (Figure 42) would provide users more visibility in areas where there are sharp turns or blind corners.



Figure 41. Two Paths, gravel and paved, in the Hutt River Corridor.



Figure 42. Convex mirror (Amazon, n.d.).

## Limitations

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During the survey period, we were limited to only speaking with users who were willing to stop. Although we received 276 responses, surveying additional visitors would have provided us with larger sample sizes from different ages or user groups, leading to a more diverse range of answers. Moreover, there were inherent differences in surveying technique due to a lack of inter-rater

reliability. Naturally, each member conducted both surveys and interviews slightly different depending on personal style. Also, no one on our team had prior experience conducting surveys or interviews, resulting in a learning curve throughout this research.



Photo of Te Awa Kairangi at Manor Park

## Conclusion

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Whether its to exercise, travel to work, or just enjoy the beautiful Te Awa Kairangi, the Corridor appeals to many different types of people in the Hutt Valley community. This space is highly complex because it serves as both a controlled floodplain and multiuse recreational zone. By conducting surveys with a variety of users and speaking with several key informants, our group was able to gather people’s perceptions of the Corridor. Analysis of the data we collected allowed our group to

highlight several key findings about visitor experience and people’s opinions of the potential increase in commuter use. From this, we developed several suggestions for the Greater Wellington Regional Council to help them manage this shared space. We hope our team’s project will be useful in any future research related to the Hutt River Corridor and its users.



Photo of Frankie, Lexi, Aileen, and Bettina in the GWRC Cuba Street office.

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# Appendix A. Greater Wellington Regional Council User Survey 2016



greater WELLINGTON  
REGIONAL COUNCIL  
Te Pane Matua Taiao

## Hutt River Corridor user survey

Site	Interviewer	Date	Time	
Notes:				

**Hello, I am doing a survey for the Greater Wellington Regional Council about the use and values of the Hutt River Corridor. Do you have a few minutes to answer some simple questions?**

**Q1.** Have you been surveyed about your use of this site in the past month?  
 1  No (CONTINUE)    2  Yes ..... →

**THANKS FOR STOPPING BUT WE WON'T BOTHER YOU AGAIN**

**Q2.** What age group are you in? **(INSTRUCTION: show categories)**  
 1  Under 15 (CLOSE WITH THANKS) ..... →  
 2  15-24  
 3  25-49  
 4  50-64  
 5  65 years and over

**THANKS FOR STOPPING BUT WE'RE JUST TALKING TO PEOPLE WHO ARE 15 YEARS OR OLDER TODAY**

**Q3.** Where do you normally live? **(RECORD HUTT VALLEY SUBURB, NZ CITY, OR COUNTRY)**

**Q4a.** What activities have you used the Hutt River Corridor for, today and in the past?  
**(PROMPT FOR ALL ACTIVITIES – NOT JUST TODAY'S)**

**Q4b.** What is your **main activity** here today? **(TICK ONE ACTIVITY)**


**Q5.** Which parts of the Hutt River are you using today? **(SHOW MAP AND TICK SECTIONS)**

1    2    3    4    5    6    7    8    9    10    11    12    13

**Q6.** For how many years have you been doing <say main activity> in the Hutt River Corridor? \_\_\_\_\_

**IF "FIRST TIME" GO TO Q8 AND ENTER '1'. ASK Q9**

First time

**Q7a.** In your opinion do you think the Hutt River Corridor is better, worse or the same as the first time you visited for <say main activity>?

1  Better    2  Worse    3  Same **(IF SAME GO TO Q8)**

**Q7b.** How do you think the Hutt River Corridor has changed since you first visited?


# Appendix A. Continued

**Q8.** How many days have you <say main activity> in the Hutt River Corridor in the past 12 months? \_\_\_\_\_

**Q9.** How many days have you been <say main activity> anywhere in the past 12 months? \_\_\_\_\_

**Note:** includes visits to the Hutt River (enter same answer as Q8 if respondent only uses the Hutt River)

**Q10.** Can you describe the **BEST ASPECTS** of the Hutt River Corridor and **WHY** you think that?

Best aspects	Reasons

**Q11.** Can you describe the **WORST ASPECTS** of Hutt River Corridor and **WHY** you think that?

Worst aspects	Reasons

**Q12.** Do you see or interact with other visitors to the Hutt River Corridor on this or other visits? [probe for, at least, other people doing same activity]  No (**go to Q13**)

- What activity are the other people doing (list)?
- Are those interactions positive, neutral or negative (circle)?
- And describe what makes those interactions positive, neutral or negative?

Activity	Circle one	What makes those interactions positive, neutral or negative?
	+ Neut —	

# Appendix A. Continued

**Q13.** What priorities should be placed on improving the Hutt River Corridor? **Identify your first, second and third priority activities** from the following list: **(SHOW LIST ON CARD, ENTER NUMBERS – 1, 2 and 3)**

- 1  Reducing the risk of flooding houses and businesses
- 2  Making the river a more fish-friendly environment
- 3  Protecting and enhancing cultural and historic values
- 4  Making the river margins better for native birds, insects and lizards
- 5  Improving water quality by better controlling algae, and bacteria and other pollution
- 6  Improving the river corridor for recreation activities
- 7  Improving the landscape and visual quality of the river corridor
- 8  Other: .....

**Q13a.** For your top priority, what specific activities do you think should be carried out?


**Q14.** Have you any other comments to make about the Hutt River Corridor and its use or management, and the facilities provided?


**Q15. (RECORD GENDER)**

- 1  Male      2  Female

**Thank you very much.** (Give contact card to anyone who asks further questions)

# Appendix B. River Reflections: Hutt River Corridor Experience Survey 2024



## River Reflections: Hutt River Corridor Experience Survey

SITE: \_\_\_\_\_ INTERVIEWER: \_\_\_\_\_ DATE: \_\_\_\_\_ TIME: \_\_\_\_\_

**Q1.** Have you been surveyed about your use of the site recently?

- No       Yes

**Q2.** What age group are you in?

- 15-24     25-49     50-64     > 65

**Q3.** What is your gender?

- Male     Female     Other: \_\_\_\_\_

**Q4.** Where are you from? **(RECORD HUTT VALLEY SUBURB, NZ CITY, OR COUNTRY)**

\_\_\_\_\_

**Q5.** What activities do you usually come to the Hutt River corridor for?

- |  |                                       |
|--|---------------------------------------|
| <input type="checkbox"/> Cycling         | <input type="checkbox"/> Dog Walking  |
| <input type="checkbox"/> Commuting       | <input type="checkbox"/> Swimming     |
| <input type="checkbox"/> Walking/leisure | <input type="checkbox"/> Fishing      |
| <input type="checkbox"/> Running/Jogging | <input type="checkbox"/> Other: _____ |

**Q6.** Which Parts of the Hutt River Corridor do you use most often? **(SHOW MAP AND TICK SECTIONS)**

1    2    3    4    5    6    7    8    9    10    11    12    13

**Q7a.** How many times a week do you use the Hutt River Corridor? \_\_\_\_\_

**Q7b.** How many years have you been using the Hutt River Corridor? \_\_\_\_\_

**Q8.** Do you think the Hutt River Corridor has changed since you first visited it, if so, how?

\_\_\_\_\_  
\_\_\_\_\_

**Q9.** Can you describe the **BEST ASPECTS** of the **Hutt River Corridor** and **WHY** you think that?

\_\_\_\_\_  
\_\_\_\_\_

# Appendix B. Continued

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**Q10.** Can you describe your **LEAST FAVORITE ASPECTS** of the **Hutt River Corridor** and **WHY** you think that?

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**Q11.** Can you describe any positive, negative, or neutral experiences you've had with other users of the Corridor, if any?

User group	Experience	Circle one based on answer
		+ Neut —
		+ Neut —
		+ Neut —

**Q12.** Do you think your experience would be impacted if the corridor had increased commuter cyclists, if so, how?

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**Q13.** Do you have any solutions that would address these concerns with increased commuter cyclist use?

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**Q14.** What improvements, if any, could be made to enhance your experience using the Hutt River Corridor?

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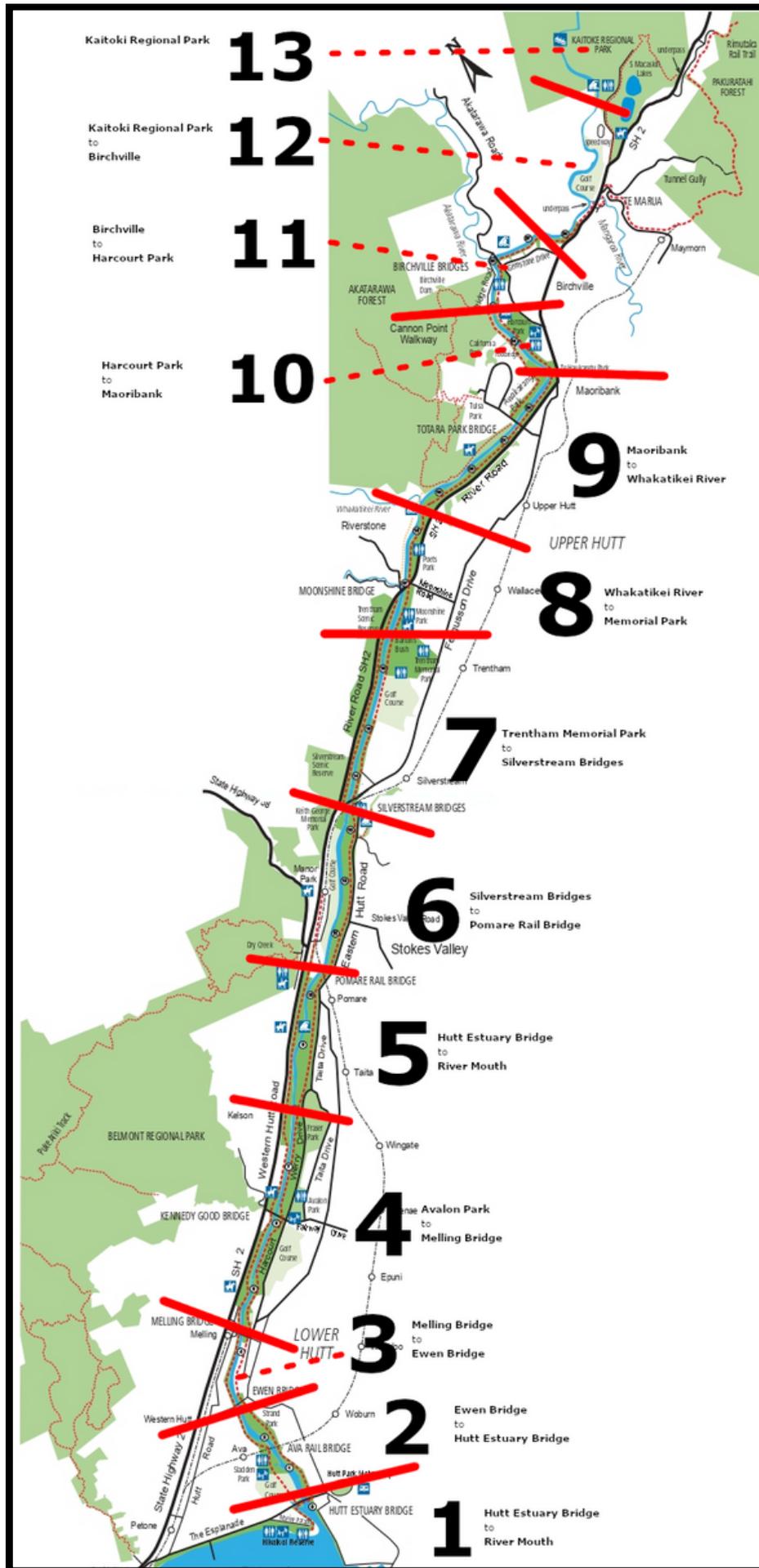
**Q15.** Do you have any additional comments to make about the Hutt River, the facilities provided, and its use or management?

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**Thank you very much. (Give contact card to anyone who asks further questions)**

# Appendix B. Continued



# Appendix C. River Reflections: Hutt River Corridor Non-User Survey



## River Reflections: Hutt River Corridor Non-User Survey

SITE: \_\_\_\_\_ INTERVIEWER: \_\_\_\_\_ DATE: \_\_\_\_\_ TIME: \_\_\_\_\_

**Q1.** Have you recently completed a Survey on your use of the Hutt River Corridor recently?

- No       Yes

**Q2.** What age group are you in?

- 15-24     25-49     50-64     > 65

**Q3.** What is your gender?

- Male     Female     Other: \_\_\_\_\_

**Q4.** Where are you from? **(RECORD HUTT VALLEY SUBURB, NZ CITY, OR COUNTRY)**

\_\_\_\_\_

**Q5.** Are you a user of the Hutt River Corridor?

- No (go to **Q6a** then stop at **Q6b**)     Yes (go to **Q7**)

**Q6a.** If no, could you explain why don't use the Hutt River Corridor and trail system?

\_\_\_\_\_  
\_\_\_\_\_

**Q6b.** Are there any suggestions that address the reason why you do not use the River Corridor?

\_\_\_\_\_  
\_\_\_\_\_

**Q7.** If yes, what activities do you usually go to the Hutt River Corridor for?

- |  |                                       |
|--|---------------------------------------|
| <input type="checkbox"/> Cycling         | <input type="checkbox"/> Dog Walking  |
| <input type="checkbox"/> Commuting       | <input type="checkbox"/> Swimming     |
| <input type="checkbox"/> Walking/leisure | <input type="checkbox"/> Fishing      |
| <input type="checkbox"/> Running/Jogging | <input type="checkbox"/> Other: _____ |

**Q8.** Which Parts of the Hutt River Corridor do you use most often? **(SHOW MAP AND TICK SECTIONS)**

- 1    2    3    4    5    6    7    8    9    10    11    12    13

**Q9a.** How many times a week do you use the Hutt River Corridor? \_\_\_\_\_

**Q9b.** How many years have you been using the Hutt River Corridor? \_\_\_\_\_

# Appendix C. Continued

**Q10.** Do you think the Hutt River Corridor has changed since you first visited it, if so, how?

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**Q11.** Can you describe the **BEST ASPECTS** of the **Hutt River Corridor** and **WHY** you think that?

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**Q12.** Can you describe your **LEAST FAVORITE ASPECTS** of the **Hutt River Corridor** and **WHY** you think that?

---

---

**Q13.** Can you describe any positive, negative, or neutral experiences you've had with other users of the Corridor, if any?

User group	Experience	Circle one based on answer
		+ Neut —
		+ Neut —
		+ Neut —

**Q14.** Do you think your experience would be impacted if the corridor had increased commuter cyclists, if so, how?

---

---

**Q15.** Do you have any solutions that would address these concerns with increased commuter cyclist use?

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---

**Q16.** What improvements, if any, could be made to enhance your experience using the Hutt River Corridor?

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**Q17.** Can you think of a reason why wouldn't use the trail, if so, why?

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**Q18.** Do you have any additional comments to make about the Hutt River, the facilities provided, and its use or management?

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**Thank you very much. (Give contact card to anyone who asks further questions)**

# Appendix D. Interviewee's List

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## User group advocates:

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- **Ellen Blake**, *Walker advocate*
- **Beth Reille**, *Horseback rider advocate*
- **Marco Renalli**, *Cyclist advocate*
- **Paul Gruschow**, *Mobility scooter advocate*
- **Simon Kennett**, *Cyclist advocate*
- **Bryce Johnson**, *Angler advocate*

## External organizations:

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- **Enisha Kilkelly, Quintin Pepler, and Michelle Baker**, *Upper Hutt Animal Control Officers and Compliance Manager*
- **Jane Schuitema and Keri Kawa**, *Lower Hutt Animal Control Officers*
- **Linton Adams and Andy Soper**, *President of Rotary and Former Chair of Rotary*
- **Tui Lewis**, *Deputy Mayor of Hutt City Council*
- **Rob Greenaway**, *2016 survey consultant*

## GWRC:

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- **Myfanwy Hill**, *Environmental operations manager*
- **Graeme Campbell**, *Principal Flood and Resilience*
- **Jessica Herewini**, *Corporate Services Senior Coordinator*
- **Joby Mills**, *Senior River Ranger*
- **Brad Bulman**, *River Ranger*
- **Ross Jackson**, *Landscape Architect*
- **Steve Kamo**, *Flood Protection Engineer*

# Appendix E. River Reflections Responses

Q2. What age group are you in?

Q3. What is your gender?

Table 1. Count of Gender by Age Group.			
	Female	Male	TOTAL
15-24	5	7	12
25-49	33	52	85
50-64	48	51	99
>65	14	34	48
<b>TOTAL</b>	<b>100</b>	<b>144</b>	<b>244</b>

Q5. What activities you usually come to the Hutt River Corridor for?

Q6. Which parts of the Hutt River Corridor do you use most often?

Table 2. Trail Section use by User Group.							
Part	Cycling	Walking/leisure	Dog Walking	Fishing	Commuting	Running/jogging	TOTAL
1	80	53	23	3	17	17	193
2	94	65	26	0	19	21	225
3	105	76	30	0	24	24	259
4	101	67	30	0	25	23	246
5	90	56	22	0	17	20	205
6	95	57	35	0	16	21	224
7	89	59	45	3	10	21	227
8	88	49	39	0	8	19	203
9	78	51	30	0	8	19	186
10	71	45	21	0	6	14	157
11	67	37	19	0	4	12	139
12	62	36	17	0	4	13	132
13	56	27	15	0	0	10	108
<b>TOTAL</b>	<b>1076</b>	<b>678</b>	<b>352</b>	<b>6</b>	<b>158</b>	<b>234</b>	<b>2504</b>

# Appendix E. Continued

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Q5. What activities you usually come to the Hutt River Corridor for?

Table 3. User Groups Surveyed.	
User Group	Count
Cycling	143
Walking/leisure	121
Dog Walking	72
Running/jogging	39
Commuting	33
Swimming	14
Fishing	6
Berry Picking	4
Kayaking	3
Exercise	2
Skateboarding	2
Cruising on Motorbike	2
work as a river ranger	1
Roller skating	1
Mountain Biking	1
E-skateboard	1
reading/relaxing	1
Golf	1
backpacking	1
Feeding ducks	1
<b>Total</b>	<b>449</b>

# Appendix E. Continued

**Table 4. Non-Responders from on the Hutt River Corridor.**

Date	Day	Location	Weather	Users	Not Interested	No Time	Doesn't speak English	Already Surveyed	TOTAL
1/18/2024	Thursday	River Bank Car Park / Ewen Bridge	Sunny and Cloudy	Cyclists		4			4
				Walkers	8	2	2		12
				Dog Walkers		2			2
				Commuters		1			1
				Runners		1			1
1/20/2024	Saturday	County Lane	Cloudy and misty	Cyclists	2	2			4
				Walkers	1				1
				Dog Walkers		1			1
				Commuters					0
				Runners		2			2
1/20/2024	Saturday	Manor Park	Cloudy and misty	Cyclists					0
				Walkers					0
				Dog Walkers					0
				Commuters					0
				Runners					0
1/21/2024	Sunday	Te Haukenutu Park	Sunny	Cyclists	3	2			5
				Walkers	2			1	3
				Dog Walkers	5	1			6
				Commuters					0
				Runners					0
1/22/2024	Monday	Melling Bridge	Rainy and sunny	Cyclists	10	6		5	21
				Walkers	1	1			2
				Dog Walkers					0
				Commuters					0
				Runners	1	3			4
1/22/2024	Monday	Melling Bridge Station Side	Rainy and sunny	Cyclists				1	1
				Walkers	1				1
				Dog Walkers		1			1
				Commuters					0
				Runners	1				1
1/24/2024	Wednesday	Moonshine Bridge	Cloudy and Sunny	Cyclists	1	6		1	8
				Walkers	1	2	2		5
				Dog Walkers		1			1
				Commuters					0
				Runners		7			7
1/24/2024	Wednesday	County Lane	Cloudy and Sunny	Cyclists		7	1	1	9
				Walkers	2				2
				Dog Walkers					0
				Commuters					0
				Runners					0
1/25/2024	Thursday	River Bank Car Park	Sunny	Cyclists	8	2			10
				Walkers	1	4			5
				Dog Walkers					0
				Commuters					0
				Runners		2			2
1/30/2024	Tuesday	Melling Bridge	Sunny	Cyclists	1	1		1	3
				Walkers	1				1
				Dog Walkers		1			1
				Commuters					0
				Runners	1				1
<b>TOTAL</b>					51	62	5	10	<b>128</b>

**Table 5. Non-Responders from the Harvey Norman Mall.**

Date	Day	Location	Weather	Not Interested	No Time	Not From Here	TOTAL
1/27/2024	Saturday	Harvey Norman Mall	Raining	105	11	1	117

# Appendix E. Continued

**Q7b. How many years have you been using the Hutt River Corridor?**

**Table 6. Change Over Time (SAME, DIFFERENT, BETTER, WORSE) by Experience (years).**

YEARS USING TRAIL	SAME	DIFFERENT	BETTER	WORSE	TOTAL
<1	18	0	5	0	23
1 - 5	37	5	38	8	88
6 - 10	12	10	62	4	88
11 - 20	7	11	53	8	79
21 - 40	0	3	30	4	37
41+	1	0	11	1	13
<b>TOTAL</b>	<b>75</b>	<b>29</b>	<b>199</b>	<b>25</b>	<b>328</b>

**Q8a. Do you think the Hutt River Corridor has changed since you first visited?**

**Table 7: Change Over Time by User Group.**

USER GROUP	SAME	DIFFERENT	BETTER	WORSE
Commuting	16.7%	9.5%	59.5%	14.3%
Dog Walking	18.8%	9.9%	57.4%	13.9%
Cycling	17.1%	8.0%	67.8%	7.0%
Walking/leisure	24.8%	7.5%	62.7%	5.0%
Running/jogging	19.6%	9.8%	66.7%	3.9%

# Appendix E. Continued

**Q8a. Do you think the Hutt River Corridor has changed since you first visited?  
Q8b. If so, how?**

**Table 8. REASONS FOR BETTER, DIFFERENT, OR WORSE.**

REASONS FOR BETTER	COUNT	REASONS FOR DIFFERENT	COUNT	REASONS FOR WORSE	COUNT
GENERALLY BETTER	48	DEVELOPMENT OF CORRIDOR/TRAIL	6	MOWED GRASS ON TRAIL/MESSY	4
EXTENSION OF TRAIL	21	PATH	4	EROSION AND FLOODING	3
SMOOTHER TRACK	20	SEALED	5	SEATING REMOVED	2
PLANTING TREES/NATURE	16	MORE CYCLISTS	2	SURFACE OF TRAIL	2
MAINTENANCE	16	MORE GRAVEL	2	CONCRETE FACTORY WITH NO ACCESS	1
ACCESSIBILITY	15	COMMUTER FRIENDLY	1	LESS ACCESSIBLE	1
FLOOD PROTECTION	13	FLOOD PROTECTION	1	LESS RUBBISH BINS	1
EASIER TRACK	11	GENERALLY DIFFERENT	1	LESS TRACKS	1
HIGHER USE	8	GOLF COURSE	1	MORE HOMELESS PEOPLE	1
USER FRIENDLY	5	LESS HORSEBACK RIDERS	1	MORE TREES BLOCK RIVER	1
INFRASTRUCTURE	4	LESS TREES	1	NARROW PARTS	1
SIGNAGE	4	LEVEL	1	NOT AS GOOD FOR SWIMMING	1
SAFETY	3	MORE RABBITS	1	OVER DEVELOPED	1
WIDER	3	PLANTING TREES/NATURE	1	PLANTINGS	1
ALL OFF ROAD	1	RIVER	1	RIVER	1
BIGGER CAR PARKS	1	RIVER MORE SHALLOW	1	RIVERBEND CHANGE	1
CAMERAS	1			TOXIC ALGAE	1
FINISHED ROAD WORK	1				
FIXED PUDDLES	1				
LESS RUBBISH	1				
LESS WINDY	1				
MORE OPEN	1				
ORGANIZED RUNS	1				
REMADE IT	1				
RIVER	1				
<b>TOTAL</b>	<b>198</b>	<b>TOTAL</b>	<b>30</b>	<b>TOTAL</b>	<b>24</b>

# Appendix E. Continued

**Q9. Can you describe the BEST ASPECTS of the Hutt River Corridor and WHY you think that?**

Table 9. BEST ASPECTS OF THE TRAIL.		
Theme	Favorite Aspect	COUNT
PATH	OFF THE ROAD	48
	USABILITY	48
	ACCESSIBILITY	21
	MAINTENANCE	14
	SAFETY	13
	SURFACE	13
	FLAT	11
	WIDTH	9
	OPENESS	8
	LENGTH	7
	SPACE	7
	VARIETY	7
	CYCLING	6
	SECTION	3
	MULTIUSE	2
	CONNECTIVITY	1
	DOGS OFF LEAD	1
	ENVIRONMENT	1
	MORE PEOPLE	1
	MOTORWAY	1
	OFF LEAD AREA	1
	RECREATION	1
	RIVER	1
	<b>TOTAL</b>	<b>225</b>
	ENVIRONMENT	RIVER
NATURE		50
QUIET		36
SCENIC		34
SHADE		9
WIND		2
DUCK POND		1
FREEDOM		1
GOOD FISHING SPOT		1
HEALTH		1
LANDSCAPE		1
OCEAN		1
SWIMMING		1
<b>TOTAL</b>		<b>196</b>

Table 9. BEST ASPECTS OF THE TRAIL.			
PEOPLE	MORE PEOPLE	7	
	MULTIUSE	5	
	FRIENDLY	3	
	CLEAN	1	
	LIKE-MINDED	1	
	NO MOTORBIKES	1	
	STAY OUT OF THE WAY	1	
	<b>TOTAL</b>	<b>19</b>	
	INFRASTRUCTURE	SIGNAGE	2
		FLOOD PROTECTION	1
<b>TOTAL</b>		<b>3</b>	
<b>TOTAL</b>		<b>443</b>	

# Appendix E. Continued

## Q10. Can you describe your LEAST FAVORITE ASPECTS of the Hutt River Corridor and WHY you think that?

Table 10. WORST ASPECTS OF THE TRAIL.		
THEME	ASPECT	COUNT
PATH	MAINTENANCE	19
	NARROW	16
	CLOSE TO ROAD	10
	ACCESSIBILITY	9
	BRIDGE	6
	DANGER	6
	GRAVEL	6
	SURFACE	6
	PUDDLES	3
	CROSSING ROAD	2
	CURVES	2
	CAR PARK	1
	EXPOSED	1
	GOLF COURSE	1
	SLIPPERY	1
	UNDER BRIDGE	1
	<b>TOTAL</b>	<b>90</b>
PEOPLE	MOTORBIKES	14
	DOG POO	10
	CROWDED	9
	LITTER	8
	DOGS OFF LEAD	7
	DOG WALKERS	6
	LACK OF EDUCATION	6
	CYCLISTS	4
	SPEED	4
	CARS	3
	NOT GOOD FOR DOGS OFF LEAD	3
	SAFETY	3
	WALKERS	2
	CYCLIST	1
	DOGS	1
	EARPHONES	1
	GRAFFITI	1
	HEADPHONES	1
	INFASTRUCTURE	1
	RUBBISH	1
<b>TOTAL</b>	<b>86</b>	

Table 10: WORST ASPECTS OF THE TRAIL.		
THEME	ASPECT	COUNT
ENVIRONMENT	WIND	10
	LANDSCAPE	7
	RIVER QUALITY	7
	FLOODING	5
	WEATHER	4
	SMELL	3
	WATER QUALITY	3
	BUGS	2
	SHADE	2
	RABBITS	1
	RIVER	1
	<b>TOTAL</b>	<b>45</b>
	INFRASTRUCTURE	BINS
SEATING		2
TOILETS		2
BIKE STOPS		1
COFFEE CARTS		1
DOG POO BAGS		1
MONEY		1
SIGNAGE	1	
WATER STOPS	1	
<b>TOTAL</b>	<b>14</b>	
<b>TOTAL</b>		<b>235</b>

# Appendix E. Continued

**Q11. Can you describe any positive, negative, or neutral experiences you've had with other users of the Corridor, if any?**

Table 11. Interaction Summary with 'All'.			
USERS WITH POSITIVE EXPERIENCES WITH ALL	COUNT	POSITIVE EXPERIENCES WITH ALL	COUNT
Cycling	58	SAY HI	55
Walking/leisure	47	FRIENDLY	15
Dog Walking	22	GOOD EXPERIENCE	15
Running/jogging	15	FRIEDONLY	3
Commuting	10	RESPECTFUL	3
Swimming	6	DEVELOP RELATIONSHIPS	2
Berry picking	1	ACCEPTING OF DOGS	1
E-skateboard	1	CONSIDERATE	1
Fishing	1	DOGS INTERACT	1
Mountain Biking	1	ENJOY VARIETY OF USERS	1
Roller skating	1	GIVE SPACE	1
backpacking	1	GIVE WAY	1
kayaking	1	GOOD AT SHARING	1
		HELPFUL	1
		INTERACT WITH DOGS	1
		KEEP TO THEMSELVES	1
		PET DOGS	1
		STOP AND CHAT	3
<b>TOTAL</b>	<b>165</b>	<b>TOTAL</b>	<b>107</b>
USERS WITH NEGATIVE EXPERIENCES WITH ALL	COUNT	NEGATIVE EXPERIENCES WITH ALL	COUNT
Cycling	6	WEARING HEADPHONES	3
Dog Walking	4	DON'T SHARE SPACE	2
Commuting	2	CHALLENGING WHEN BUSY	1
Walking/leisure	2	INCONSIDERATE OR RUDE	1
Running/jogging	1		
<b>TOTAL</b>	<b>15</b>	<b>TOTAL</b>	<b>7</b>
USERS WITH NEUTRAL EXPERIENCES WITH ALL	COUNT	NEUTRAL EXPERIENCES WITH ALL	COUNT
Cycling	10	SAY HI	9
Walking/leisure	8	NO PROBLEMS	4
Commuting	3		
Dog Walking	3		
Running/jogging	2		
<b>TOTAL</b>	<b>26</b>	<b>TOTAL</b>	<b>13</b>
<b>Q11. Can you describe any positive, negative, or neutral experiences you've had with other users of the Corridor, if any?</b>	<b>TOTAL</b>	<b>TOTAL</b>	<b>127</b>
	206		127

Table 12. Interaction Summary with 'Cyclists'.			
USERS WITH POSITIVE EXPERIENCES WITH CYCLISTS	COUNT	POSITIVE EXPERIENCES WITH CYCLISTS	COUNT
Cycling	22	SAY HI	12
Walking/leisure	12	HAVE CONVERSATIONS	6
Commuting	5	FRIENDLY	2
Dog Walking	3	DEVELOP RELATIONSHIPS	1
Running/jogging	3	GOOD EXPERIENCE	1
Feeding ducks	1	HELPFUL	1
Golf	1	KEEP TO THEMSELVES	1
Kayak	1	MAKE OTHERS AWARE	1
		NO PROBLEMS	1
		RING BELL	1
<b>TOTAL</b>	<b>48</b>	<b>TOTAL</b>	<b>27</b>
USERS WITH NEGATIVE EXPERIENCES WITH CYCLISTS	COUNT	NEGATIVE EXPERIENCES WITH CYCLISTS	COUNT
Dog Walking	13	INCONSIDERATE OR RUDE	8
Walking/leisure	10	DON'T RING BELL	6
Cycling	9	DON'T SLOW DOWN	6
Commuting	4	DON'T SHARE SPACE	5
Running/jogging	4	LACK ETIQUETTE	2
Fishing	2	BAD EXPERIENCE IN NARROW SPOT	1
Swimming	1	DONT SLOW DOWN	1
		ENTITLED	1
		LIMITED SPACE	1
<b>TOTAL</b>	<b>43</b>	<b>TOTAL</b>	<b>31</b>
USERS WITH NEUTRAL EXPERIENCES WITH ALL	COUNT	NEUTRAL EXPERIENCES WITH CYCLISTS	COUNT
Dog Walking	1	THEY WANT MORE SEALED PARTS	1
Running/jogging	1		
Swimming	1		
Walking/leisure	1		
work as a river ranger	1		
<b>TOTAL</b>	<b>5</b>	<b>TOTAL</b>	<b>1</b>
<b>TOTAL</b>	<b>96</b>	<b>TOTAL</b>	<b>59</b>

Table 13. Interaction Summary with 'Dog Walkers'.			
USERS WITH POSITIVE EXPERIENCES WITH DOG WALKERS	COUNT	POSITIVE EXPERIENCES WITH DOG WALKERS	COUNT
Dog Walking	33	SAY HI	27
Walking/leisure	28	HAVE CONVERSATIONS	11
Cycling	21	DOGS INTERACT	10
Commuting	5	PET DOGS	6
Running/jogging	4	ETIQUETTE	3
Swimming	3	FRIENDLY	3
Fishing	2	FRIEDONLY	2
reading/relaxing	1	DEVELOP RELATIONSHIPS	1
training	1	DOGS CONTROLLED	1
		GIVE WAY	1
		GOOD EXPERIENCE	1
<b>TOTAL</b>	<b>98</b>	<b>TOTAL</b>	<b>66</b>
USERS WITH NEGATIVE EXPERIENCES WITH DOG WALKERS	COUNT	NEGATIVE EXPERIENCES WITH DOG WALKERS	COUNT
Cycling	14	DOGS UNCONTROLLED	9
Walking/leisure	10	DOGS OFF LEAD	8
Commuting	6	DOGS BARK	3
Dog Walking	3	LEASH IN THE WAY	3
Running/jogging	3	LACK AWARENESS	2
E-skateboard	1	CONFLICT WITH OTHERS	1
Roller skating	1	DONT SHARE SPACE	1
Swimming	1	LIMITED SPACE	1
kayaking	1		
work as a river ranger	1		
<b>TOTAL</b>	<b>41</b>	<b>TOTAL</b>	<b>28</b>
USERS WITH NEUTRAL EXPERIENCES WITH DOG WALKERS	COUNT	NEUTRAL EXPERIENCES WITH DOG WALKERS	COUNT
Cycling	2	DOGS FIGHT	1
Commuting	1	SACRE DOG	1
Dog Walking	1	SAY HI	1
Running/jogging	1		
Walking/leisure	1		
<b>TOTAL</b>	<b>6</b>	<b>TOTAL</b>	<b>3</b>
<b>TOTAL</b>	<b>145</b>	<b>TOTAL</b>	<b>97</b>



# Appendix E. Continued

**Q12. Do you think your experience would be impacted if the corridor had increased commuter cyclists, if so, how?**

Table 16. User Distribution by Impact of Increased Commuter Cyclists.		
THEME	User Group	Count
<p><b>NO EFFECT</b></p> <p>Swimming, 2% Running/jogging, 6% Commuting, 9% Dog Walking, 12% Walking/leisure, 27% Cycling, 36% Other, 8%</p>	Cycling	76
	Walking/leisure	56
	Dog Walking	26
	Commuting	19
	Running/jogging	12
	Swimming	4
	Fishing	3
	Berry Picking	2
	Skateboarding	2
	Berry picking	1
	Cruising on Motorbike	1
	E-skateboard	1
	Exercise	1
	Feeding ducks	1
	Kayaking	1
<b>TOTAL</b>	<b>209</b>	
<p><b>DEPENDS</b></p> <p>Swimming, 4% Running/jogging, 15% Dog Walking, 19% Walking/leisure, 30% Cycling, 25%</p>	Walking/leisure	27
	Cycling	23
	Dog Walking	17
	Running/jogging	14
	Swimming	4
	Commuting	3
	Exercise	1
	Golf	1
	reading/relaxing	1
	<b>TOTAL</b>	<b>91</b>
	<p><b>NEGATIVE</b></p> <p>Other, 10% Commuting, 5% Running/jogging, 8% Cycling, 22% Walking/leisure, 26% Dog Walking, 29%</p>	Dog Walking
Walking/leisure		23
Cycling		20
Running/jogging		7
Commuting		5
Swimming		4
Fishing		3
Cruising on Motorbike		1
work as a river ranger		1
<b>TOTAL</b>		<b>90</b>
<p><b>POSITIVE</b></p> <p>Other, 8% Dog Walking, 6% Running/jogging, 12% Commuting, 11% Walking/leisure, 23% Cycling, 40%</p>	Cycling	21
	Walking/leisure	12
	Commuting	6
	Running/jogging	6
	Dog Walking	3
	Kayaking	2
	Berry Picking	1
	Swimming	1
<b>TOTAL</b>	<b>52</b>	
<p><b>DON'T KNOW</b></p>	Cycling	2
	Walking/leisure	2
	Swimming	1
	<b>TOTAL</b>	<b>5</b>
<p><b>Q5. What activities do you usually come to the Hutt River corridor for?</b></p>		
<p><b>Q12. Do you think your experience would be impacted if the corridor had increased commuter cyclists, if so, how?</b></p>		
<b>TOTAL</b>		<b>447</b>

# Appendix E. Continued

**Q12. Do you think your experience would be impacted if the corridor had increased commuter cyclists, if so, how?**

Table 17. IMPACT OF INCREASED CYCLISTS.		
THEME	IMPACT	COUNT
NEGATIVE	INCONVENIENT	10
	WALKING MY DOG	9
	ETIQUETTE	9
	BUSY	8
	DONT WANT	6
	TOO NARROW	6
	REDUCE USE	2
	FUNDING	1
	NERVOUS	1
	SAFETY	1
	<b>TOTAL</b>	<b>53</b>
DEPENDS	ETIQUETTE	19
	TOO NARROW	7
	BUSY	5
	INCONVENIENT	3
	CONSIDERATE	2
	EXCLUSIVE	2
	MOTORBIKES	2
	PATH	2
	SHARED	2
	ENVIRONMENT	1
	HOURS	1
	OFF-LEASH DOGS	1
	SIGNAGE	1
	SITUATIONAL	1
	USER DEPENDEDNT	1
<b>TOTAL</b>	<b>50</b>	
POSITIVE	IMPROVE EXPERIENCE	15
	CONVENIENT	5
	MORE USAGE	4
	CONNECTED	1
	MAINTENANCE	1
<b>TOTAL</b>	<b>26</b>	
NO EFFECT	HOURS	18
	<b>TOTAL</b>	<b>18</b>
<i>Q12. Do you think your experience would be impacted if the corridor had increased commuter cyclists, if so, how?</i>	<b>TOTAL</b>	<b>147</b>

# Appendix E. Continued

**Q13. Do you have any solutions that would address these concerns with increased commuter cyclist use?**

**Table 18. POTENTIAL SOLUTIONS ADDRESSING CONCERNS OF INCREASED COMMUTER CYCLISTS.**

THEME	SUGGESTION	COUNT
INFRASTRUCTURE	WIDEN PATH	28
	SEPARATION	15
	SIGNAGE	12
	SEPARATION	4
	CENTER LINE	2
	NEXT TO ROAD	2
	VISIBILITY	2
	BOLLARDS	1
	CORRIDOR LAYOUT	1
	DOG PARKS	1
	ETIQUETTE	1
	INVEST IN ACCESSIBILITY	1
	LIGHTING	1
	MORE FISHING BAYS ON BRIDGE	1
	PASSING BAY	1
	SEAL PATH	1
<b>TOTAL</b>	<b>74</b>	
NO SUGGESTIONS	NO SUGGESTION	34
	<b>TOTAL</b>	<b>34</b>
ETIQUETTE	ALL	6
	CYCLISTS	6
	KEEP LEFT	5
	BIKE ETIQUETTE	1
	CHILDREN	1
	CONTROL DOG	1
	DOGS ON LEASH	1
	EDUCATION	1
	GIVE WAY	1
	USE BELLS	1
<b>TOTAL</b>	<b>24</b>	
RULES	OFF LEAD DOGS	1
	SEPARATION	1
	SPEED LIMITS	1
	<b>TOTAL</b>	<b>3</b>
USAGE	USE DIFFERENT TIMES	3
	<b>TOTAL</b>	<b>3</b>
MAITENANCE	MOWING	1
	<b>TOTAL</b>	<b>1</b>
<i>Q13. Do you have any solutions that would address these concerns with increased commuter</i>	<b>TOTAL</b>	<b>139</b>

# Appendix E. Continued

**Q14. What improvements, if any, could be made to enhance your experience using the Hutt River Corridor?**

Table 19. GENERAL IMPROVEMENTS THAT COULD BE MADE TO THE TRAIL.		
THEME	IMPROVEMENT	COUNT
INFRASTRUCTURE	BINS	17
	SIGNAGE	17
	WATER FOUNTAINS	15
	LIGHTING	11
	BATHROOMS	7
	SEATING	6
	SEPARATION	6
	BRIDGES	5
	FOOD	4
	DOG BAGS	3
	EXERCISE AREAS	3
	GATES	3
	FENCES	2
	LESS INFRASTRUCTURE	2
	BIKE PARKING	1
	BIKE SHOPS	1
	CAMERAS	1
	CAR PARKS	1
	MORE NATURE	1
	MOTORBIKE PARK	1
	PASSING BAY	1
PHONE	1	
POSTS	1	
ROD HOLDERS ON BRIDGE	1	
SHELTER	1	
TABLES	1	
TRAPS	1	
<b>TOTAL</b>	<b>114</b>	
PATH	MAINTENANCE	26
	SURFACE	24
	WIDER	21
	ACCESSIBILITY	15
	SAFETY	3
	SECTION	3
	USABILITY	2
	VISIBILITY	2
	CROSSING ROAD	1
<b>TOTAL</b>	<b>97</b>	
ENVIRONMENT	MORE NATURE	10
	MAINTENANCE	8
	SHADE	6
	FLOOD PROTECTION	3
	RIVER	3
	ACCESS	1
	CLEAN	1
	SMELL	1
	WIND	1
<b>TOTAL</b>	<b>34</b>	
PEOPLE	ETIQUETTE	2
	BUSY	1
	DUMPING	1
	MOTORBIKES	1
<b>TOTAL</b>	<b>5</b>	
<i>Q14. What improvements, if any, could be made to enhance your experience using the Hutt River Corridor?</i>	<b>TOTAL</b>	<b>250</b>

# Appendix E. Continued

**Q15. Do you have any additional comments to make about the Hutt River, the facilities provided, and its use or management?**

Table 20. FINAL COMMENTS.
There are not enough coffee shops
Keep looking after it
I really like the trail, its quite long which is nice
keep looking after the trail
Think its great
keep maintenance up
it is a very well kept trail
More facilities for cyclists
it's a great trail
I am happy with it
when are they fixing the river algae?
put a coffee shop in the trail
don't over gravel the track
seal the parts that are not sealed
good job
they have done a good job
create a smooth path for roller skating
I am pretty happy
keep up the good work
keep the river free from algae, keep it tidy
put a trash can near the picnic table by the county lane entrance
motor bikes are the absolute worst so try to figure out a way to keep them off the trail
absolutely great whoever up keeps this is doing amazing
it would be nicer to have it paved all the way
appreciate it keep it up
keep an eye on the rabbits
I thoroughly enjoy it
everything's so far so good
everything's so far so good

# Appendix E. Continued

Table 20. FINAL COMMENTS.

there is now less swimming in the river because of poison, un-swimmable in the summer and needs to be addressed
make the shoulder wider on roads
excited for the trail to be funded and see changes made
get Upper Hutt paved
bring it on, make the changes
this is a great area for dog walking
want to see more people cycle. I knocked a 90 year old man down a bank because the path was too narrow and he couldn't see me. I thought I almost killed the man.
it would be nice if there was less wind
this is the best part of my day
I appreciate my opinion being asked
I enjoy the trail but the trash pisses me off, the Belmont School thanks me for picking up the litter on the trail
it's perfect, well done Wellington
great trail, love the focus on cycling
make the river multiuse and add more places to sit
add better access to the river
not really, it's a good asset to the Hutt Valley
overall a very good experience
If there were more commuter cyclists there would be more pressure to keep up facilities, I made a submission to RiverLink about completing the train loop, getting people out of cars would be a good thing, and adding a cyclist bridge
keep making it better
evolve the Remutaka Cycle Trail more and continue development

# Appendix E. Continued

Table 20. FINAL COMMENTS.

they undersell the beauty of this trail

I love using it!

pretty good trail

keep it the way it is

I'm excited about the new path to Wellington being put in

I value the corridor very much, it is very special and central to Hutt City, it's not just a cycling thing it would be better for all if there were more connections

The Corridor is great on a nice day

I really like the trail and appreciate cycling and running on it

it is awesome, there have been nice improvements up north specifically Manor Park

thank you for taking feedback

a lot of money was spent between Petone and Wellington but I believe the money should be put to environmental funds

Generally, I believe the GWRC and local councils do the best they can to keep Te Awa Kairangi accessible, visible for all users, and clean/tidy. They most importantly have made a river corridor that can handle most weather events. I also believe they have got the right balance between willows and native gardens plantings where they use willows and rock which are needed for flood protection. Finally, they understand the public demands the best; a park-like setting and availability in the 99.9% time it is not dealing with flood waters.

it would be good to have a sign to Wellington under the last bridge

they have done a really good job

the trail is always well kept

great job! Trantham is a good entry point

keep up the good work

great, love what they do for cyclists

# Appendix E. Continued

Table 20. FINAL COMMENTS.

I'm glad they are talking to people and asking questions
I like this walk
carry on the good work
good job!
there is a good mix of gravel and seal, they are doing a really good job, cool new initiatives, I constantly use the Petone link so greatly appreciated
look over the trees to make sure they do not fall, check tree's lifespan
good access points
toilet block for the toilet break
more doggy bags, more rubbish bins, saw someone going to the toilet so more toilets would be good
I really feel privileged to have this area
this is a really nice walk
getting rid of the skate park is not a good idea, the council prioritizes cyclists over fishers, and there is a lack of dog parks with fenced in areas. The only time they (the council) really care is when they send fisheries down here. Nothing is going to improve overnight. You'd be shocked how much the leaking water effects fishing.
the trail is pretty good
it is a multituse area, it needs to be maintained, people need to be reminded its for everyone
keep doing what they are doing
it is a lovely trail
it is just a beautiful spot
good initiative! it is great to take cycling off the road, better it they can seal it and maintain it
keep maintaining it, get volunteers to help with pests (I would help)

# Appendix E. Continued

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Table 20. FINAL COMMENTS.
great place for people to access
I support development, make it wider
I want to swim in the river again
the corridor is great to have and a fantastic asset
it's a needed space
make sure to keep it