

# Hutt River Trail User Survey

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**Kennedy Good to Ewen Bridges**

## **FINAL REPORT**

**March 2010**

**Prepared for  
Greater Wellington Regional Council**

**Prepared by**



**Tourism Resource Consultants**



## EXECUTIVE SUMMARY

This project surveyed users on the Kennedy Good Bridge (KGB) to Ewen Bridge section of the Hutt River Trail over a 5-week period from November to December 2009. This resulted in 638 completed surveys over the study period, which provides a robust sample for analysis with a margin for error of around +/- 4% at a 95% confidence interval.

The project has provided insight into user patterns, activities, frequency and demographics. The survey has also enabled Greater Wellington Regional Council (GWRC) to gauge views on proposed flood management options in this stretch of the Hutt River.

Survey highlights include:

- ▶ Option A presented a 20m wide vegetation buffer and was the preferred flood management option of the users surveyed
- ▶ Option B (20-metre strengthened vegetation buffer), followed by C (rock groynes) and D (rock lining) were the next most favoured options
- ▶ The Hutt River Trail between KGB and Ewen Bridge attracts a high number of frequent users with 29% of users visiting daily and a further 38% visiting 2-3 times per week
- ▶ This section of the river trail caters to a number of activities. The most popular primary activities are walking (33%), dog walking (26%), cycling (23%) and running (11%)
- ▶ The vast majority (86%) of users undertake two or more activities on the area
- ▶ The main reasons for using this section of the river trail were: easy access (59%), close to home (51%), for exercise (43%), dog exercise area (41%) and safety (31%)
- ▶ The majority (29%) of respondents surveyed were 40-49 years old, evenly split by gender, and lived close by (Lower Hutt City 19%, Belmont 15%, and Kelson 8%).



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# 1. OVERALL RESULTS

This section presents the overall results of the survey using the valid sample of 638 completed surveys. This section has been arranged into the following sub-categories: flood protection options, characteristics of Hutt River Trail use and user demographics.

## 1.1. Flood Protection Options

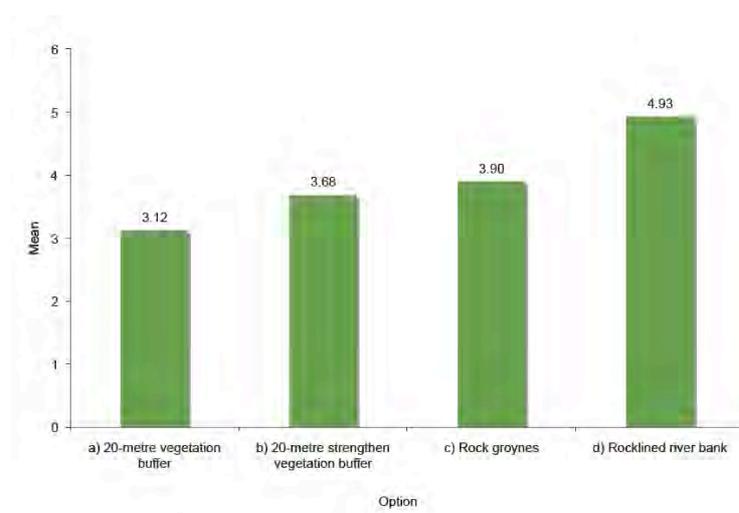
One of the key purposes for undertaking a survey of users on the trail was to obtain their views on proposed flood management options for the Kennedy Good Bridge (KGB) to Melling Bridge section of the river. There were 4 options presented to respondents and it was noted that Option A was Greater Wellington Regional Council's (GWRC) preferred choice at the time<sup>2</sup>.

### 1.1.1. Favoured option - 20-metre vegetation buffer

The overall analysis concludes that Option A, the 20-metre vegetation buffer is the most "liked" of the four flood protection options.

- ▶ Option A has the lowest mean score of 3.12.
- ▶ Option A also has the highest percentage (63%) of positive responses (i.e. users selecting 1, 2, or 3). The next most liked option was B with 49%, followed by Option C (39%) and Option D (24%).

Figure 1: Overall option preferences



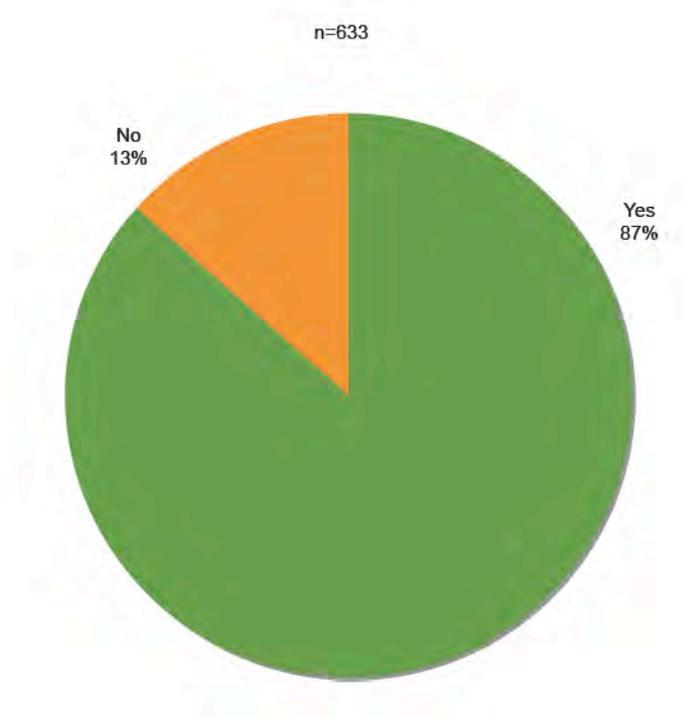
<sup>2</sup> This had been communicated through a GWRC coordinated public meeting and published in a Hutt News article (22/09/09)

### 1.1.2. General Awareness of Flood Protection

The survey also provided an opportunity to gauge Hutt River Trail users' general awareness of flood protection on the Hutt River.

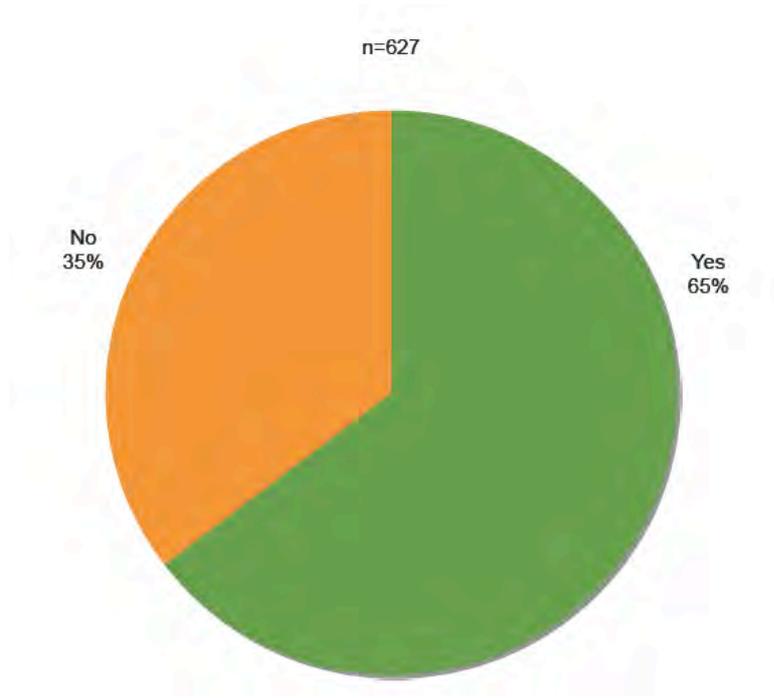
- ▶ The majority (87%) of respondents are aware that there is a flood protection scheme on the Hutt River that protects Hutt City from flooding.

Figure 2: General awareness of flood protection on Hutt River



- ▶ Almost two-thirds (65%) of respondents are aware that GWRC has proposed flood management work on the KGB to Melling Bridge section of the Hutt River.

**Figure 3: Awareness of proposed flood protection on this section of the Hutt River**

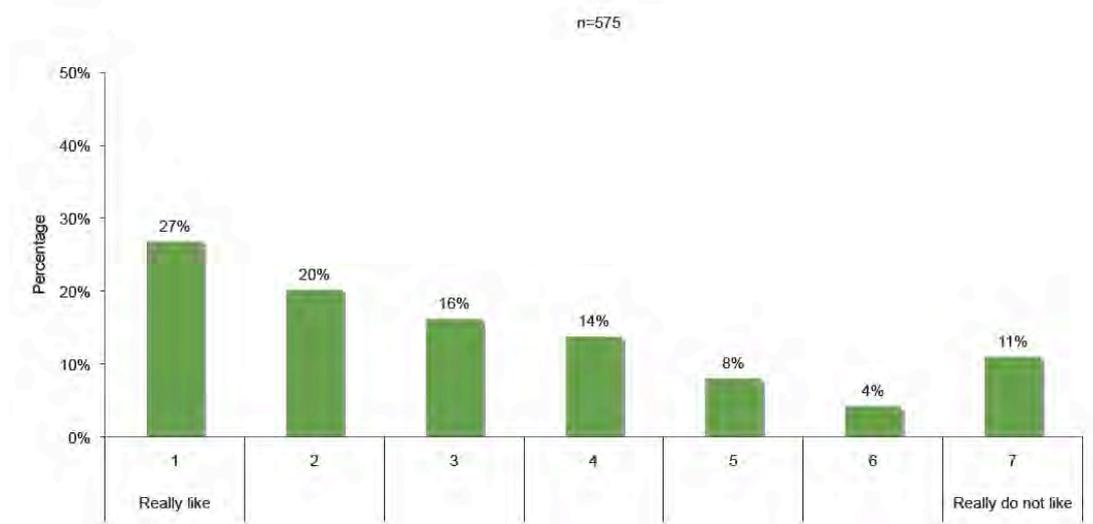


### **1.1.3. The Flood Management Options Results**

The respondents were asked to rank each of the four flood protection options on a scale from 1 to 7 - number 1 being 'really like' and 7 being 'really do not like'. For analytical purposes selections 1, 2 and 3 have been grouped into the "like" category, and 5,6 and 7 as "do not like". The following results have been concluded from the overall data.

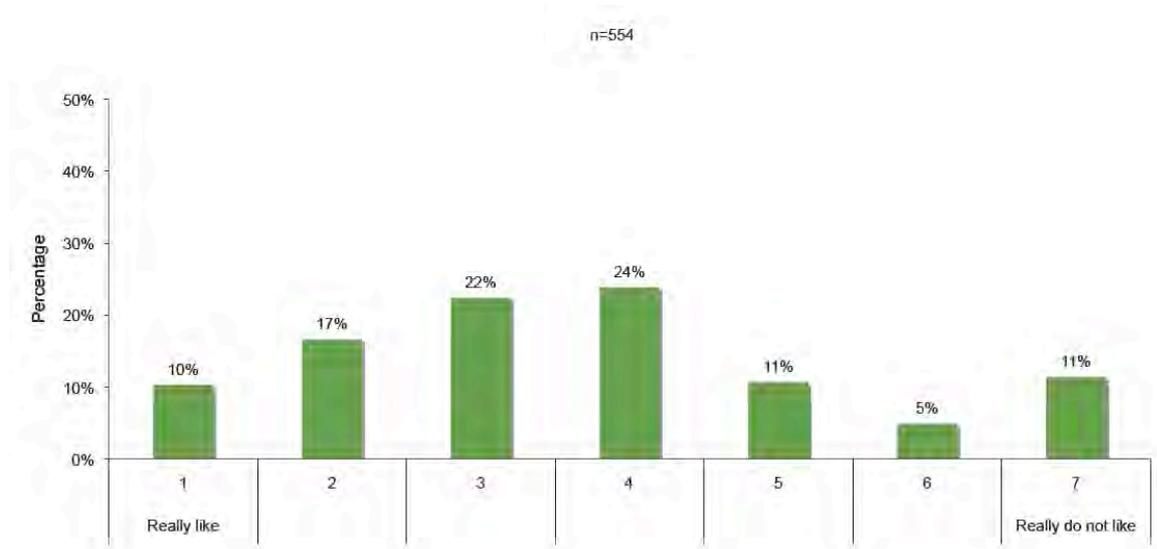
- ▶ Respondents have a more polarised view about Options A and D and tend to fall more clearly into the like or do not like categories at each end of the 7 point scale.
- ▶ Options B and C resulted in more people selecting 3,4 and 5 on the scale, which indicates a more moderate view on these proposed options compared to A and D.

Figure 4: Option A, 20-metre vegetation buffer



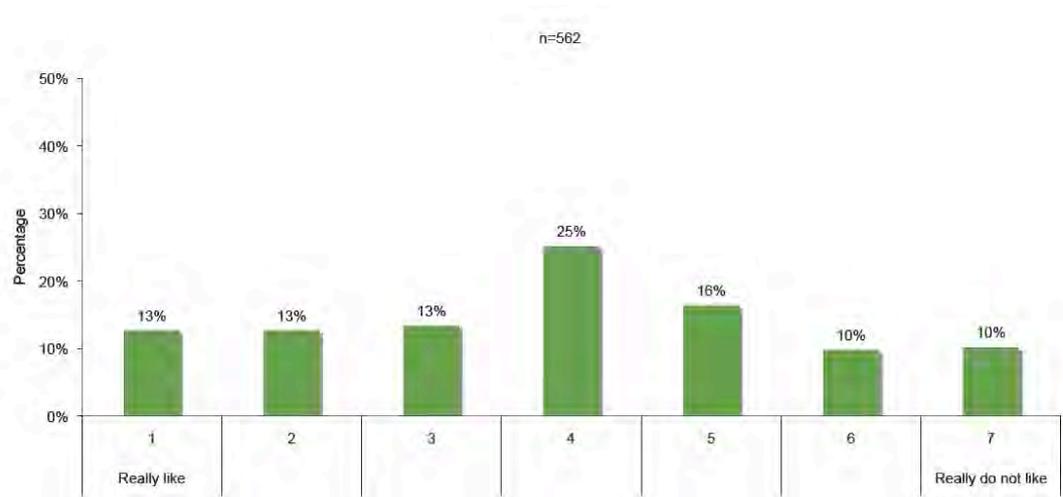
- ▶ Option A, the 20-metre vegetation buffer is the most “liked” option from the overall results, with the largest percentage (63%) of respondents indicating that they like this option. Option A has a mean score of 3.12.

Figure 5: Option B, 20-metre strengthened vegetation buffer



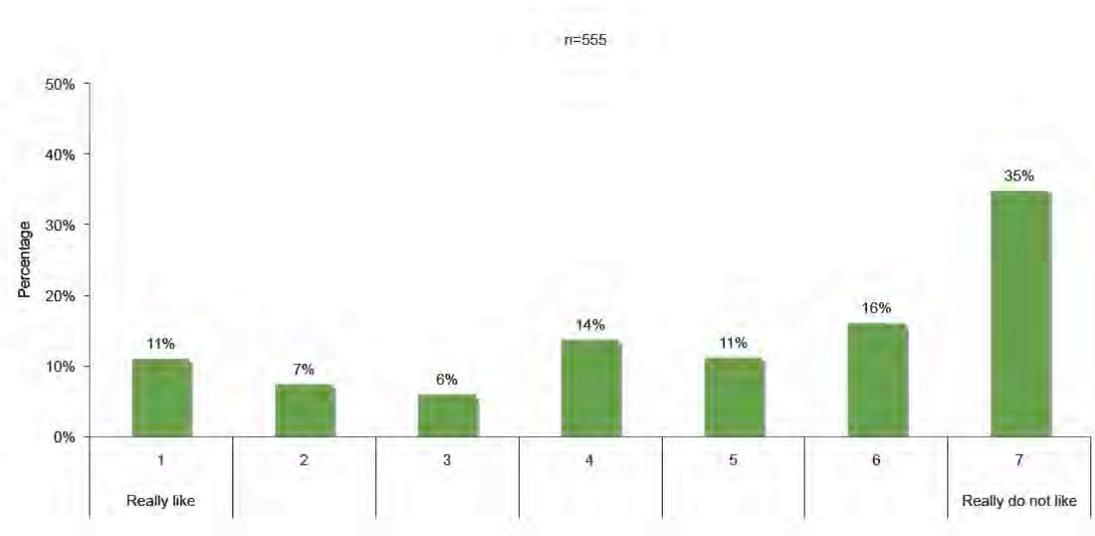
- ▶ Close to half of the respondents (49%) also like Option B, the strengthened vegetation buffer. However, this option saw an increased number of respondents choosing a score of 4 in the middle of the 7 point scale. The mean score for Option B is 3.68.

**Figure 6: Option C, Rock groynes with 10-metre vegetation buffer**



- ▶ Option C – the rock groynes, had the most variable range of ratings creating a more even split between those that liked and disliked this option. 39% of respondents liked this option and 36% disliked this option. The mean score for Option C is 3.90.

**Figure 7: Option D, Rock lined riverbank with no vegetation**



- ▶ Option D – the rock lined riverbank, had a mean score of 4.93. 62% of respondents did not like this option, showing respondents had a more polarised view of Option D.

#### 1.1.4. Key themes

Key themes that were evident in the comments regarding preferred option choice at each end of the spectrum are:

- ▶ **Option A** – comments by users in favour of this option focused on vegetation/trees being preferable to rocks, more natural environment and cheaper cost
- ▶ **Option D** – comments by users in favour of this option focused on retention of open space, safety and visibility of users, and maximising river views

See Appendix 1 for a list of responses to Question 12b - 'Please explain the choice of your favoured option.'

### 1.1.5. Option Choice by Primary User Type

Each of the four options have also been analysed by the top four primary user types on the Hutt River Trail, walkers, dog walkers, cyclists and runners to determine if each group hold similar views regarding the four flood protection options.

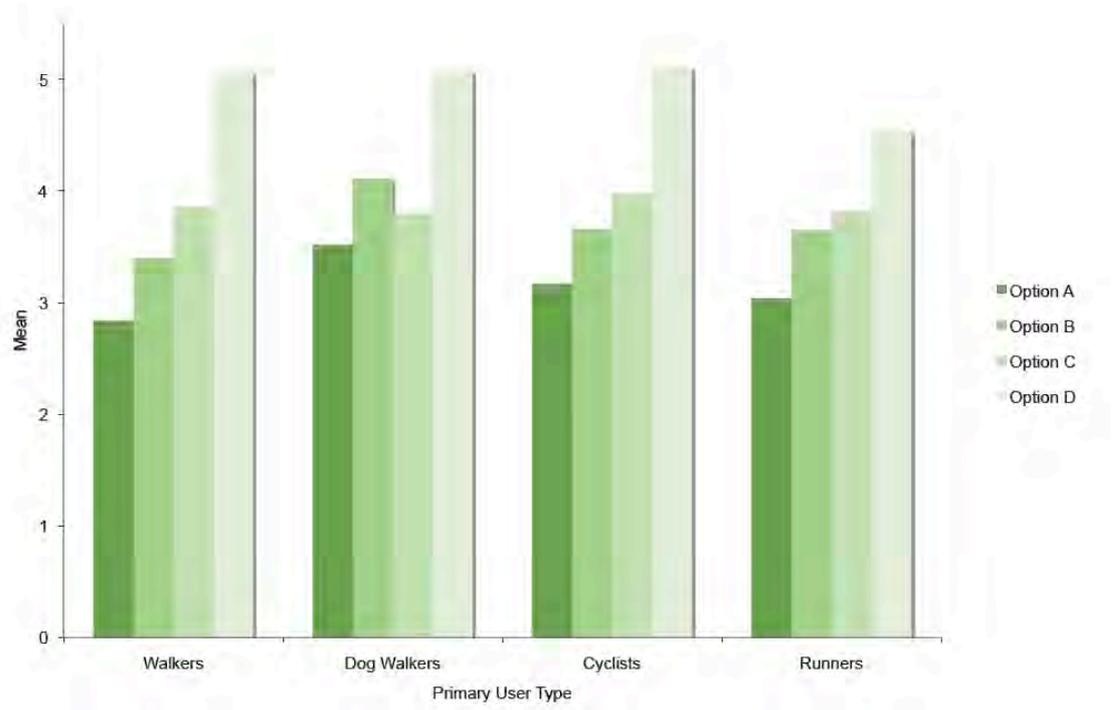
**Table 1: Mean score by primary user type**

	Walkers	Dog Walkers	Cyclists	Runners
<b>Option A</b>	2.84	3.52	3.17	3.04
<b>Option B</b>	3.40	4.11	3.66	3.65
<b>Option C</b>	3.86	3.80	3.98	3.82
<b>Option D</b>	5.07	5.08	5.12	4.54

In general, the user groups followed the overall trend in option preference, although there were some subtle differences such as:

- ▶ Dog walkers favouring Option C (rock groynes) as their second preference after Option A
- ▶ Walkers had the most polarised views between options with the lowest mean score for Option A and one of the higher scores for Option D.

Figure 8: Options by Primary User Type

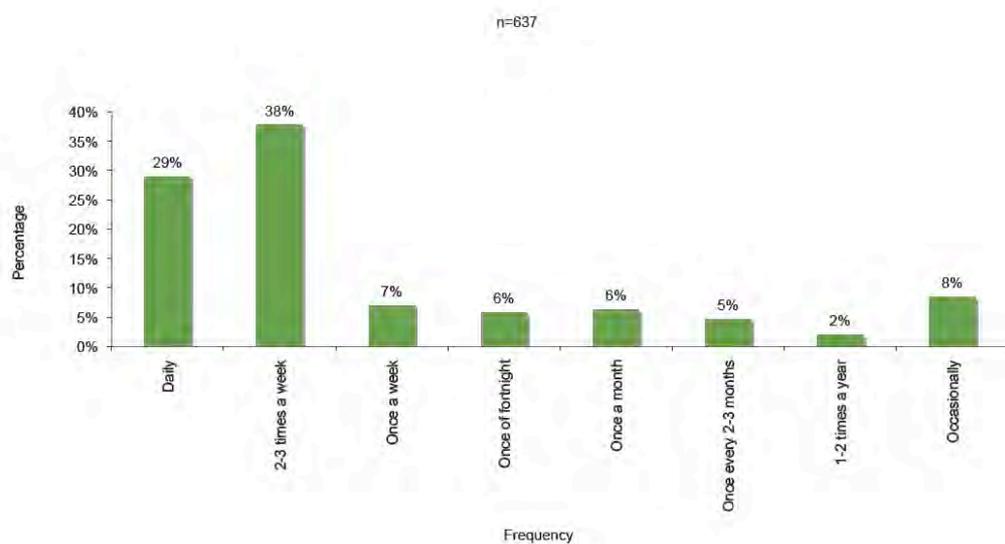


## 1.2. Characteristics of Hutt River Trail Use

### 1.2.1. Frequency of use

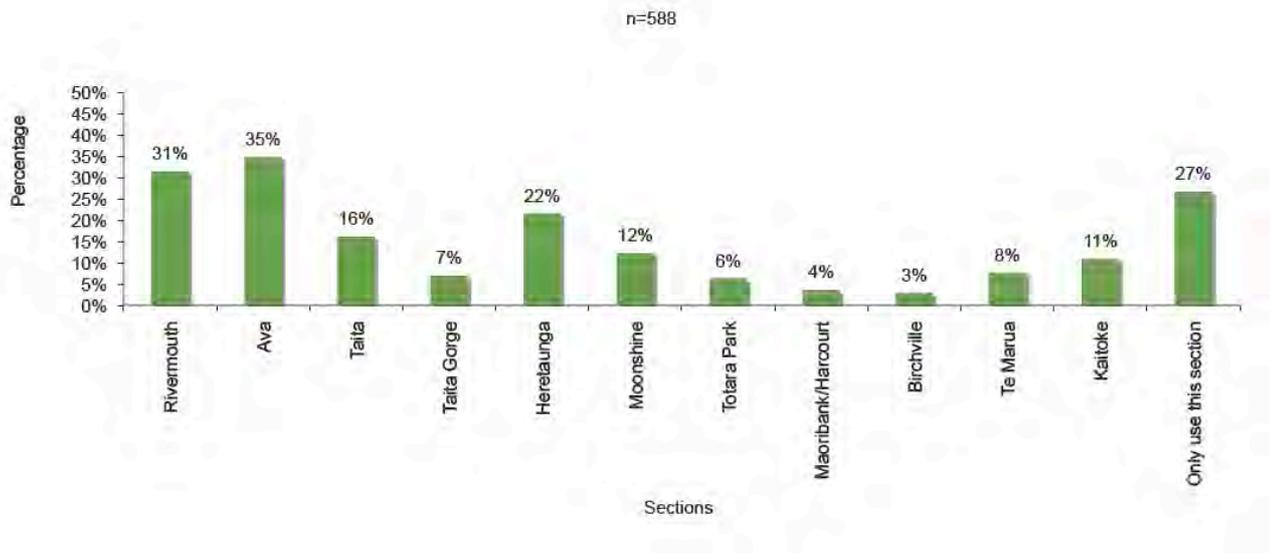
- ▶ The majority (67%) of respondents use the Hutt River Trail regularly. This figure includes 38% who use the trail more than twice a week and 29% who use it daily.

Figure 9: Frequency of use



- ▶ The KGB to Ewen Bridge section of the Hutt River Trail is the section used most frequently by the majority of respondents surveyed (86%).
- ▶ Other popular sections of the Hutt River Trail include Ava (35%), the Rivermouth (31%) and Heretaunga (22%). Approximately 27% of respondents use only the Kennedy Good Bridge to Ewen Bridge section.

**Figure 10: Other sections used by respondents**

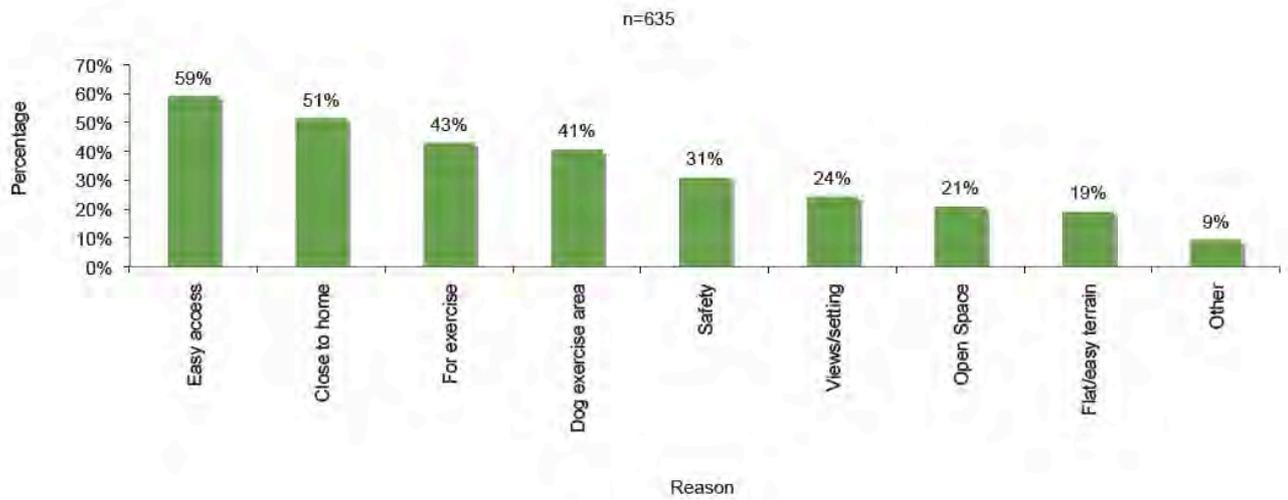


- ▶ Just under half of all surveyed trail users visited the Hutt River Trail alone (44%).

### 1.2.2. Reason for visit

- ▶ The primary reasons for visiting the KGB to Ewen Bridge section of the river were easy access (59%) and close to home (51%)
- ▶ This section of the trail is very popular as an exercise area (43%)
- ▶ 41% used the dog exercise area.

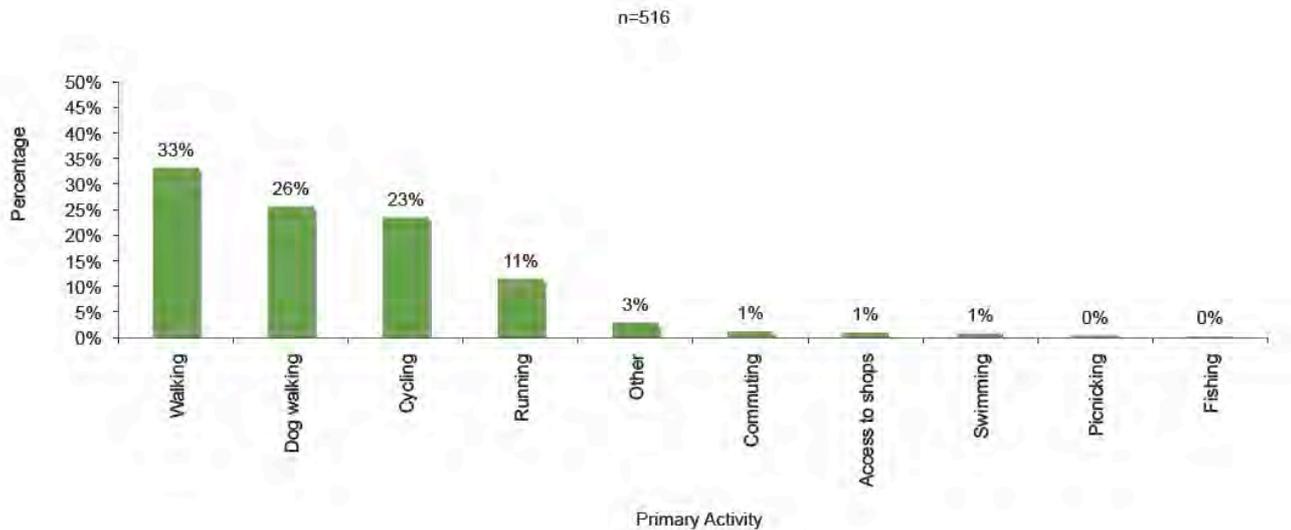
Figure 11: Reason for use of this section



### 1.2.3. Types of activities

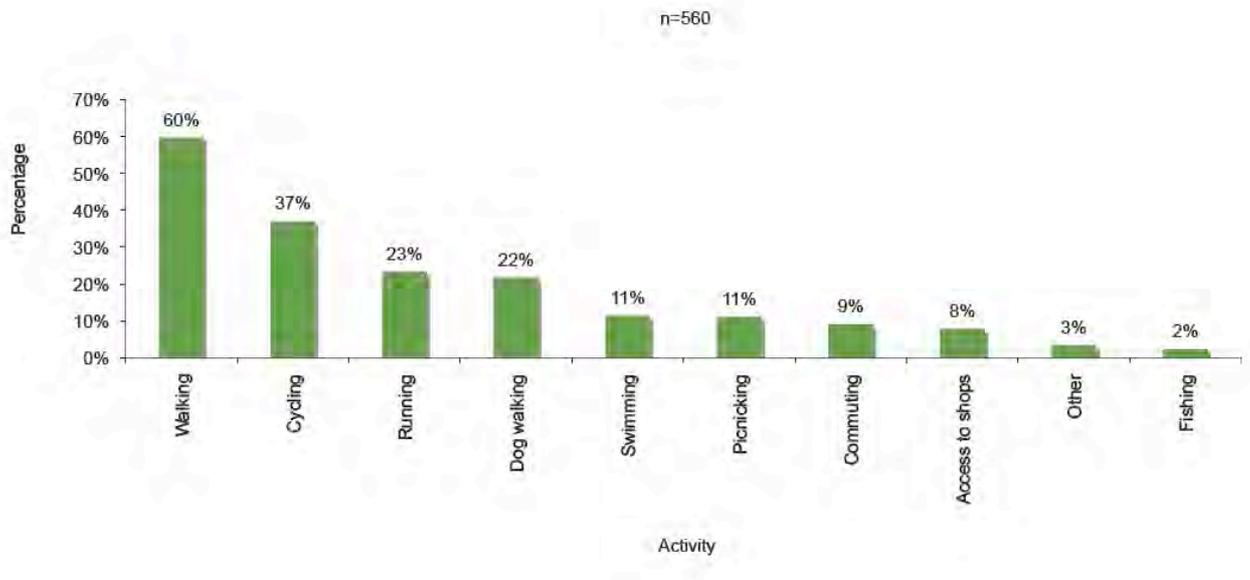
- ▶ Walking was the most popular primary activity for a third of respondents on the Hutt River Trail (33%) followed by dog walking (26%), cycling (23%) and running (11%).

Figure 12: Primary activity in this section



- ▶ Walking, cycling, dog walking and running were the most popular activities across the board as both primary and additional activity choices.

**Figure 13: Other activities undertaken in this section**

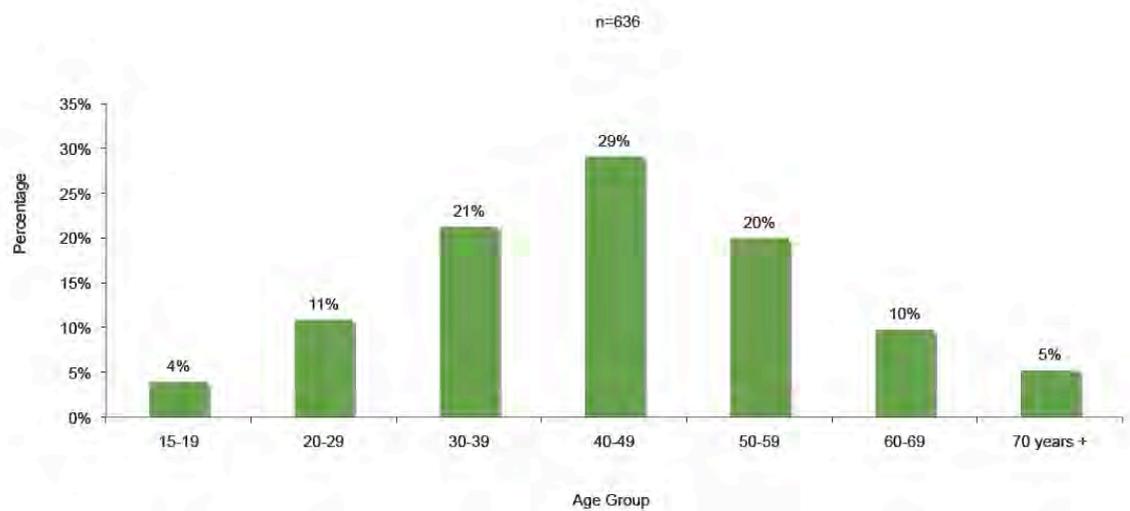


- ▶ The majority of respondents use the Hutt River Trail for multiple activities, with 86% using the trail for two or more activities.

### 1.3. Hutt River Trail User Demographics

- ▶ Nearly three-quarters of respondents (70%) were aged between 30- 60 years of age.

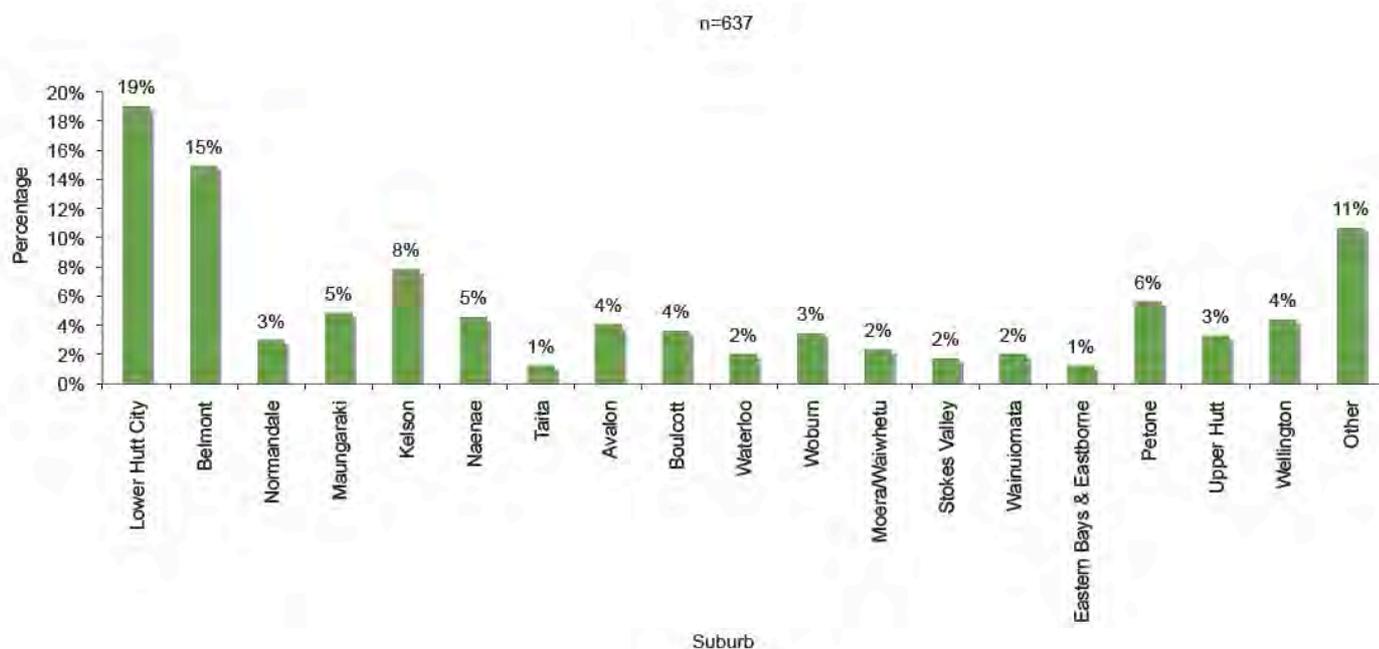
**Figure 14: Age Group**



- ▶ The largest age group was the 40-49 year bracket, who accounted for 29% of respondents.

- ▶ Younger Trail users (29 years and under) comprised only 15% of respondents - the same proportion as the 60 plus age group.
- ▶ The gender split for respondents was evenly distributed between males (51%) and females (49%).

Figure 15: Where users live



- ▶ The majority of users live very close to this section of the Hutt River Trail. Lower Hutt City is home to the largest percentage of respondents (19%) followed by Belmont (15%) and Kelson (8%). Other notable areas include Petone, Maungaraki and Naenae. In general a wide range of central Hutt suburbs are represented in the survey sample.

## 1.4. Feedback on the Hutt River Trail (likes and dislikes)

Trail users were asked two open-ended questions about what they liked or disliked about the Hutt River Trail (see Appendix 2).

- ▶ Noticeable themes in the qualitative comments on what visitors “liked” about the KGB to Ewen Bridge section of the Hutt River Trail include:
  - Easy access
  - Close to home

- Good dog exercise area
  - Open space
  - Feeling safe within the area.
- ▶ Themes in the qualitative comments on what visitors “disliked” included:
- Rubbish and lack of rubbish bins
  - Unleashed dogs and dog droppings
  - Car park security
  - Closeness to motorway
  - Algae in the river.

## **2. PROJECT BACKGROUND**

This study was commissioned by GWRC and undertaken by Tourism Resource Consultants. It is the first comprehensive study of users on the Hutt River Trail for a number of years (since the 1980s), and should not only assist GWRC in selecting the flood management options for this section of the river, but also help with planning and managing recreational use on the Hutt River Trail.

The GWRC manages a network of regional parks within the greater Wellington region and although the Hutt River Trail is used as a recreational resource it is managed by the Flood Protection division of the Council.

The project has been designed to find out more about the use and users of the Hutt River Trail, in the section between KGB and Ewen Bridge and how valuable this area is to trail users. It also aims to gather input and gauge the level of support for the proposed flood management options in this section of the river.

The report format, information and contents have been designed to aid GWRC in the decision making process regarding flood protection options on this section of the Hutt River.

### 3. THE METHOD

Tourism Resource Consultants (TRC) designed the questionnaire in consultation with GWRC. TRC then piloted the survey at the Block Road site on the 15<sup>th</sup> October to test the question format. Only minor changes were made to the questionnaire and as a result these surveys were included in the overall analysis.

There were a total of five surveyors involved in administering surveys on the Hutt River Trail over the survey period. Two of the surveyors worked all the shifts over the 5-week survey period a total of approximately 80 hours each. The other three surveyors worked weekends only, to accommodate for the increased user numbers on the Hutt River Trail.

The surveyors undertook a familiarisation session with Jacky Cox and Thane Walls from GWRC on Friday 6<sup>th</sup> of November, during which all six survey sites were visited and the surveyors also viewed existing flood management initiatives (e.g. rock groynes and debris fences) on the Hutt River.

The initial aim was to collect 400 surveys over a four-week period from Friday 6<sup>th</sup> November to 29<sup>th</sup> November by incepting users and asking them to complete a self-administered survey while they were visiting the area. Due to wet weather on consecutive Saturdays the surveying period was extended to include Saturday 5<sup>th</sup> December.

The surveys on average took approximately 5-10 minutes to complete. Respondents aged 15 years or over were asked to complete the survey on a next to pass basis. If they approached in a group of two or more the person with the next birthday was asked to complete the questionnaire.

The surveyors collected surveys at all six sites throughout the surveying period. The TRC project manager was responsible, in consultation with GWRC, for developing the sampling plan and deciding which sites to position the surveyor's at daily (see Appendix 3). Generally, weekday surveying consisted of two two-hour shifts and weekend surveying consisted of two three-hour shifts. The time of day and site was constantly varied to gain a fair sample of respondents.

However, surveying was focused mainly around the sites within the actual area where flood protection works are proposed to take place, namely between Kennedy Good and Melling Bridges.

For the first four days of the surveying period surveyors worked individually, staying in contact regularly via cell phone and meeting up during and at the end of each shift. Two respondents expressed their concern for the surveyors' safety to the surveyors directly and to GWRC during the first few days of surveying. As a result, surveyors began to work in pairs. Working in pairs does not appear to have hindered response rates and during busy weekend sessions proved to be very efficient.

### 3.1. The Sample

The large number of completed surveys (638) achieved for this project reflects a very robust sample. The margin for error is +/- 4% at a 95% confidence interval (i.e. we can be confident that the results will fall within 4% (+/-) of the figures used in this report 95% of the time.

The robustness of the survey results is also a combination of:

- ▶ Careful site selection, well trained surveyors and daily management of the surveying. TRC has extensive experience in designing and conducting user surveys in the outdoors
- ▶ A well designed sample plan that randomly surveyed users on a next to pass basis on different days and times of the week, with a focus on peak times
- ▶ Clear explanation of the flood management options if needed. Care was also taken by surveyors to impartially explain the four different flood management options with respondents on a one-to-one basis if needed. Respondents also had the use of diagrams and pictures to illustrate the various options.

### 3.2. Study Area

The study area for the survey included both the Eastern and Western sides of the Hutt River from Kennedy Good Bridge to Ewen Bridge. Six survey sites were chosen with three on each side of the Hutt River (see Appendix 4 - Hutt River Survey Site Locations). These sites were selected due to:

- ▶ High use;
- ▶ Open space; and
- ▶ Location near a trail starting point (e.g. near car park).

They were also selected with the personal safety of the surveyors in mind.

The six locations for surveying were:

- ▶ **Site 1.** Block Road car park area by Melling Bridge (western side)
- ▶ **Site 2.** Car park area by croquet club, by Melling Bridge (eastern side)
- ▶ **Site 3.** On stopbank near King Toyota, city side (eastern side)

- ▶ **Site 4.** On stopbank by kiosk, Ewen Bridge, city side (eastern side)
- ▶ **Site 5.** On stopbank by Hutt River Trail sign, Ewen Bridge (western side)
- ▶ **Site 6.** South of KGB at car park (western side)

### 3.3. The Survey

The surveyors supervised a two page self-administered questionnaire (see Appendix 5) that was handed out to Hutt River Trail users at the six different locations. Question 12 required a double-sided A3 sheet that displayed the four proposed flood management options (see Appendix 6). GWRC proposed four flood protection options, all of which have various implications on the recreational space on both banks of the Hutt River and the location of the current Hutt River Trail, particularly between KGB and Melling Bridge.

The four options were:

- a. 20 metre wide vegetation buffer (GWRC's preferred option)
- b. 20 metre vegetation buffer with debris fences and rock heads
- c. 10 metre vegetation buffer with rock groynes
- d. Full rock lining

As highlighted on the A3 options maps there are different costs and implications associated with the four options. The surveyors were familiar with the diagrams and gave a brief and impartial explanation of the different options to the respondents if needed.

Some respondents commented that there was a lot of new information to digest in a short time and appreciated the brief explanations found in the fact boxes and the photographs on the A3 sheets particularly helpful.

### 3.4. The Responses

The final sample collected consisted of 638 completed surveys. 56 of these surveys were collected at the Belmont Festival on Saturday the 31<sup>st</sup> October at the GWRC tent. The results from the Festival were compared to the subsequent on-site surveys and displayed similar results enabling them to be included in the overall analysis, as opposed to being analysed as a separate group.

TRC also recorded observational data during the survey period as well as the number of repeats and refusals (see table 2).

## Surveying at Belmont Festival



The following table provides a summary of the completed surveys, refusals and repeats encountered at each site.

**Table 2: Summary of responses**

Location	Refusals	Repeats	Completed Surveys
<b>Belmont Festival</b>	-	-	56
<b>Site 1</b>	127	77	180
<b>Site 2</b>	77	39	83
<b>Site 3</b>	237	11	62
<b>Site 4</b>	172	23	111
<b>Site 5</b>	41	14	38
<b>Site 6</b>	58	68	108
<b>TOTAL</b>	<b>712</b>	<b>232</b>	<b>638</b>

The main reasons given by respondents for not completing the survey were:

1. Time restrictions
2. Currently exercising
3. First time visit to the area/ not local
4. Not interested in flood protection

## **Repeats**

The Hutt River Trail users who were noted as having already completed the questionnaire during the surveying period included users that were asked twice as well as users that the surveyors recognised and did not approach again. The high number of repeats is a reflection of the high daily and weekly use of the Hutt River Trail by nearby residents.

### **3.4.1. Site differences**

Increased refusal rates occurred at sites 3, 4 and 5 (63% of all refusals), which can be attributed to the type of users passing through those sites. Site 3 (33% of all refusals) was surveyed for one Saturday (Market Day) at the stopbank sites between the main Lower Hutt riverbank car park (behind King Toyota) and downtown. There were a lot of people at this site going to the market and doing shopping in general. These people were generally in a hurry and indicated they did not have time to complete the survey. Similarly the two sites either side of the river by Ewen Bridge yielded a high refusal rate as many of the people passing through this section of the trail were commuters going to and from work in Lower Hutt.

### **3.4.2. User Groups**

Runners and cyclists were thought to be underrepresented in the survey sample due to the nature of their activities. It was more difficult for the surveyors to approach and stop these users. Block Road car park and KGB car park areas (sites 1 and 6) were better for surveying cyclists and runners due to the surveyors locations near the road barriers, where users had to slow down and manoeuvre their way around the gates.

However, the surveyors' observations and user count estimates while on the trail indicate that the ratio of runners and cyclists they observed were very similar to the survey sample percentages for primary use of 11% runners and 23% cyclists.

### **3.4.3. Other issues raised**

Respondents often expressed concern over separate issues related to flood protection, in particular the flood protection work near Mill Street. The surveyors explained that this survey was not related to the Mill Street flood protection work. If technical questions were raised the surveyors provided GWRC contact details.

# APPENDICES

## Appendix 1: List of open-ended responses to Question 12b – ‘Explain the choice of your favoured option’.

### 12b. Please explain the choice of your favoured flood management option

1. Like some vegetation, 2. Like some river views	precious as Hutt population expands.
20m is still wide enough and reasonable cost of construction.	Best option
20m vegetation	Better access
20m vegetation but please no willows.	Better access to river than other option.
A is green. D is good for swimming.	Better engineering
A latest report has biodiversity as the number one issue. Ensure you have trees that attract threatened species, you have my vote.	Better for fishing, no vegetative barrier.
A walkway with a vege buffer. Do not want walk way too close to the road.	Better views
Ability to see the river.	Blend into the surroundings better.
Aesthetics (x 3)	Both are more natural looking.
Allows most open space for everyone to share, esp id Transit take land for extra lane?	Both C and D because that takes the least amount of land from walkway and exercise area.
All-rounder, balance	Both choices are cost effective and still easily accessible to walkers and swimmers and dogs.
Appearance	Budget and price
Balance of money, vegetation and aesthetics.	Buffer allows more protection of habitat for fauna. Rocky outcrops provide differential habitat.
Barrier on road if path is closer to motorway.	C - Mixture of rockwork and vegetation.
Based on expense and the environment	C and D don't look natural, first two are better.
Beauty	C and D leave the most amount of recreation area for us all and for future generations. Think of the future.
Because many many times I have seen the Hutt river flooded, and seen the river flow onto the car park and nearly up over the bank into Countdown.	Can see river when walking and takes up less recreational ground.
Because of the amount of land lost.	Cause I like the look of the pictures shown to me.
Because once the 20m vegetation is planted and future speculation of extending the motorway it leaves very little space for dog walking etc.	Causes the least damage/change.
Best cost option, good engineering, retention of views and water access.	Cheap, does job, is not offensive.
Best fit overall.	Cheaper/Cheapest (x 7)
Best long term solution, open space for recreation will become more	Cheaper but appropriate compromise between access/visibility and protection.
	Cheaper option, less disruption
	Cheaper, leaves recreation open.

Cheapest and its not going to look unnatural.

Cheapest and still looks good.

Cheapest, good vegetation on both sides.

Choice A seems the best option.

Continuation of vegetation for long term avoidance of soil erosion.

Rocks to hold on. Preferably rocks in tripod formations have proven to be very flood effective.

Cost

Cost and aesthetics

Cost and look

Cost and seems practical.

Cost and should work

Cost as taxpayer, still get most of what I already get.

Cost as we are all paying for it

Cost effectiveness

Cost to rate payers

Cost to ratepayers and regional council.

Cost vs ease of access and green areas. Open areas stop rubbish dumping and improve security

Cost, accessibility, visual ambience.

Creates preservation of current recreational facilities.

D is too man made. C is ok but ugly from SH2. B is good access. A is a compromise.

D, best for living, worst for cost. A best for cost worst for living.

Disagree with 20m and vegetation on left bank of river, losing picnic area, lots of groups use this area, north of the croquet.

Do not know enough to make a informed decision.

Do not like rock groynes and prefer lower cost option.

Do not want path to be right next to the motorway, will not be nice to walk.

Do not want to loose cement walking path and open space.

Do not want to loose for walking purposes. Trees are beautiful but do like to view river as I walk.

Do what needs to be done as long as public has walk/cycleways.

Does its job and is the cheapest and least intrusive option.

Does the job, but cheapest.

Doesn't alter area that we enjoy the most.

Don't like any option

Don't like the trees spoiling the view.

Don't like willow planting.

Don't really care.

Don't really have a preference at this stage.

Don't really know enough

Don't really mind at all. None of the options impact on how I use the area.

Don't really mind which option is selected. As long as best option is selected at time.

Don't want the reduction of dog walking area and the reduction of vegetation.

Don't want to be closer to the motorway.

Each option takes people away from river and close to motorway, more planting along motorway to increase rather than decrease recreational area.

Ease of access without disrupting the vegetation and river as much.

Easier access to the river with least impact to current set up and more vegetation.

Easier on the eye.

Easy walking and good for dogs.

Effect and visual

Either b or C, the rocks make it less accessible to the water.

Enough space to walk dogs. Need space to move away from potentially dangerous situations.

Enough width and vegetation, good compromise on price.

Expert opinion, least expensive

Fisherman, so don't really want any changes as already buggered a good fishing spot. But scenically, C best preference.

Given space but views of the river.

Going with council and cost. Cheapest.

Good compromise while still being able to see the river.

Good to have lots of trees. And cheaper too.

Good to increase vegetation.

Good to keep it green for recreational walkers.

Green and good access to water and less rocks.

Green is good

Greener the better.

Greenery being depleted.

Greenery, no groynes.

Groynes maybe more beneficial to trout sporing.

Happy to loose some grassed area to keep cost down.

Have real concerns about the loss of the berms and open space for people.

Having seen some river cities, I think Lower Hutt needs to develop ours, not just for walking on stop banks, but aesthetically.

I am very much in favour of plantings both sides of the river and maximum effectiveness for the flood protection work.

I believe C would look the best.

I don't particularly favour any of the options. I think the river should be left alone. There is a danger the scenery will be ruined.

I don't really know enough about them and option D is my least favourite due to cost.

I enjoy plant life. Rocks aren't so pretty.

I feel that of the least impact from humanity is best that of which shows more scenery is cool.

I like all the vegetation rather than the rocks.

I like more vegetation

I like plants and trees, keeps the place beautiful.

I like the idea of a lot of greenery.

I like the mixture, mainly aesthetically. Greater contrast and different things to look at.

I like the naturalness of the first option, although the willows are quite high and can make some areas a bit too secluded.

I like the way it is now.

I like trees (x 2)

I like vegetation

I like vegetation but should use native plants instead of willows. You will need to provide alternative market site.

I like vegetation. Not really sure why it has to be done. No doubt there is concrete slabs under the grass.

Electricity substation needs to be moved. It has always amazed me that the river has not flooded it. Why not put stopbanks around it. Not sure how this fits in with the current new stopbank on the left bank.

I personally would rather see rockery perhaps with a dash of shrubs.

I prefer the above for both aesthetics and public access reasons, consider the river a jewel recreation area in the Hutt which is publicly enjoyed and used by many.

I prefer the choice which provides the most green area.

I prefer the least intrusive, the river is as natural as possible. As long as least intrusive and cheapest are congruent with works well,

I prefer to have vegetation as well as walking track

I really feel that the wide grassed area is the only good area for dog exercise.

I think the 20m options are overkill for the risk associated with the river flooding.

I want to amalgamate the golf course and leave the river tracks alone.

I want to be able to walk serenely along the edge of the water on the true right at least. Give dog decent area to run.

I want to retain as much as possible of the grass area for dogs, walking and running.

I would like to still see the river for safety for the people who use this area.

I would prefer the cheapest option.

If it is going to stop flooding and protect property, I am for it.

If they can achieve the same effect for a lower cost then that's good.

Important to have vegetation for ecological and visual amenity reasons.

Important to keep vegetation and protection

In keeping with what exists currently.

Introduction of riparian vegetation.

It keeps the existing rec space on right bank as large as possible with open river views.

It looks better (x 2)

It looks like a good balance of cost and access, also good to enhance the vegetation in the area.

It looks natural and pleasing on the eye

It will be great for global warming to have more plantation.

It would be best for bird life and look the best.

Keep with the environment

Keeping the vegetation, still access to river

Keeps a green belt, line the vegetation.

Keeps the land for recreation.

Keeps the recreation area but enhances flood protection

Keeps track away from motorway.

Large vegetation buffer, bigger dog walking area.

Largest open space area for god walking.

Lease change

Least amount of vegetation.

Least change to area, leaving the river to build up a ecosystem once more

Least costly and seems adequate.

Least disruption to dog walk area.

Least disturbance of river is best.

Least disturbance west bank.

Least visible interference

Leave [it] alone (x 2)

Leave open, would like more feedback on all options and risk management on options.

Leave the bed alone, it messes with the trout

Leave the trees

Leaves more room

Leaves more room on motorway side of river, still hopefully gives easy river access.

Leaves some additional land

Less council spending

Less expensive.

Less impact on river and usage options.

Less interruption to river flow

Less intrusive and does cover the requirements.

Less man made aspects of each option.

Less of exercise area taken away and this is one of the few areas available to let dogs run.

Less vegetation for safety. Too much vegetation with large access to river, open to unsafe hiding places.

Less vegetation more room for the dogs.

Less vegetation, more space, vegetation is asking for rubbish to get caught.

Like as much room as possible to avoid other dogs.

Like how it is now, green and private.

Like how it is, so as little change as possible is good. Need access to river, but without walkway too close to roadway

Like maximum vegetation on both sides of the river.

Like river with the trees. Looks fantastic compared to many cities around the world.

Like that it will be exposed on the right bank, safer. Ok with willows on left bank as it is a busier side, so safety shouldn't be an issue.

Like that less grass area will be taken away by planting, don't think open spaces down to river access needs to be wider than 5m

Like the grass, like trees and the river

Like the greenery (x2)

Like the idea of vegetation along the tracks.

Like the idea of vegetation but don't like to lose too much of the grassed area

Like the mixture of river rocks and vegetation.

Like the more natural option, cheaper too. If just as effective I think it is the best.

Like the river bank to look natural.

Like the spacing of trees and view.

Like the stones

Like the vegetation

Like the vegetation and the natural look.

Like the vegetation options on both sides and not changing the view as much in A and B.

Like the vegetation; prefer option C to option A but don't like the look of rockheads and debris fences.

Like to be able to see through the trees to feel safe.

Like to have access to the river

Like to have trees along the river.  
 Like to see river.  
 Like to see vegetation.  
 Like trees  
 Like vegetation on both sides but still having access to river. Also like the price.  
 Lived here for 20+ years, have not seen major flooding.  
 Looks better (x 6)  
 Looks better and keeps with the natural look of the river.  
 Looks better and retains better access.  
 Looks more appealing, better access to the river.  
 Looks more attractive.  
 Looks neat and tidy.  
 Looks the best of a bad bunch.  
 Looks the best, plant native trees.  
 Looks the nicest  
 Lots of vegetation, keep the views.  
 Love the area as is - happy to pay more rates to keep it this way  
 Lower cost does the job. I think the river needs to be dredged. When do we stop widening it and raising stop banks when more fill comes in all the time.  
 Lowest cost, rates are too high already.  
 Mainly cost  
 Maintain access to river and takes less of present space available.  
 Maintain open space and distance from road  
 Maintain vegetation on right hand side. As much of bank as possible.  
 Measure of control without interfering with nature of the river.  
 Minimal impact, retain visual appeal of river. Other options are ugly.  
 Minimum intervention and cost. Keep as natural as possible. Public access and use is most important.  
 Money  
 Money and costs  
 Money and looks  
 More aesthetic.  
 More area for walking and trees for protection.  
 More dog walking area  
 More easier to get to river

More even more vegetation area to use.  
 More green space and walking space.  
 More greenery  
 More land  
 More natural (x 2)  
 More natural options preferred  
 More open  
 More open and safe.  
 More open, better for swimming.  
 More room for views, better access.  
 More space for dogs and people.  
 More space for walking and running is better.  
 More vegetation is appealing.  
 More vegetation, more appealing on the eye.  
 More vegetation.  
 Most natural vegetation and look.  
 Most similar to what is there at the moment.  
 Much prefer natural plant stuff and money option.  
 Must have strengthening as well as some vegetation.  
 Native trees, cheapest option, less big rocks (ugly)  
 Natural look with the trees  
 Natural, green and unspoiled.  
 Need more time to look at the options.  
 Need open space to feel safe as a woman. Need to be able to see river for safety of children.  
 Need shelter from sun and wind.  
 Need to keep vegetation. Don't think the river needs widening, how often does it flood other than under Melling bridge. These proposals wont help that, it may make it worse as water flow will likely be increased under the bridge.  
 Need vegetation and trees.  
 Neutral, not fussed.  
 Nice place to relax on the weekend.  
 Nice to keep it green.  
 No barriers between walkway and water, more vegetation makes it more interesting for the dog.  
 No comment  
 No room for dogs to walk freely  
 None of the options excite.

Not bothered. Just like a good track. Safety is important. Important to see river. Not feel isolated.

Not having to extend the river but a lower cost than the rocklined river banks.

Not putting rocks in, keeping vegetation.

Not really any change to cycleway/walkway. Trees etc still in place.

Not so much disruption.

Not so much land lost

Not sure about the 20m gaps in vegetation. I know users on the western side, would prefer vegetation that side.

Not too much blocking river but some for dogs to play in.

Not too much vegetation.

Open access and security.

Open and natural

Open sections of gaps.

Open space

Open space is good.

Opinion is that, river should be allowed to be cleaned and not charged for.

Option B is more open access to the river, which is safer, being a female. Also able to sit on the rock bed by the river.

Option C gives the best of both worlds.

Option C seems like a good option to provide safety and still good views.

Option D ensures spaces remain for dog walking and other leisure activities, really important for safety reasons that dogs/children are not too close to motorway or walking in high density areas with other dog walkers and cyclists.

Options A and C take away open space. D though is very expensive is it really justified?

Plant life is needed to maintain the natural beauty.

Plant native vegetation, not Willows.

Planting of natives and trees.

Please keep path as close to existing river as this section gets all day sun including winter.

Pleased to go with whatever helps flood protection on river.

Prefer aesthetic surroundings.

Prefer larger sight openings.

Prefer more green vegetation and habitat for bird and other wildlife.

Prefer more natural look.

Prefer natural method of protection.

Prefer nature to WW2 style vistas.

Prefer open view of water

Prefer river to be kept natural looking. Don't like rock lined river bank.

Prefer space from motorway.

Prefer the 5m openings and fewer groynes.

Prefer to be left where it is

Prefer to keep large distance between walkway and fumes from road.

Prefer to keep natural and also not inhibit use too much for bikes, dogs etc.

Prefer to keep the space we have.

Prefer to retain a non urban aspect.

Prefer to see trees and greenery when using trails.

Prefer trees

Prefer vegetation

Prefer vegetation for looks and wildlife. Add some Pukaka's too.

Prefer vegetation, minimal rock intrusions.

Prefer vegetation, natural

Preserve space and trees, but do what you must.

Prettier

Prevents 'jeeps' ripping up turf, won't lose trees and a lot of free green flat space.

Price

Price of implementation

Private from noisy traffic, makes it pleasant to walk.

Provides vegetation as well as strength.

Put a path through the trees would be nice.

Reduced vegetation means greater visibility so that I would feel safer walking alone.

Remains closest to what exists and cost.

Retain as much open area as is possible.

Retain views of the river

Retained space in walkway on motorway side of river.

Retains more open space and allows access to the river.

River needs to be accessible/visible to enjoy

River will eat into the rock lining of option D.

Rock drift from hills would cover vegetation, and rubbish dumped in the bushes. Open clean tidy looking for farming in the future when water is scarce.

Rock groynes would improve/maintain fishing.

Rock lined makes it more open space so you can see river, looks nicer.

Rocks harsh looking, prefer vegetation, provides shade in summer.

Safe and efficient choice.

Safer and less expensive

Safety reasons.

Seems a better looking option and cheaper.

Solid

Some rock to break up vegetation.

Space between the road and walkway

Space on both sides, many trees.

Still gives heaps of area to walk the dog.

Still has easy access to water and plantation.

Still is vegetation but less likely that people may dump there as exposed.

Still vegetation

Stop wasting money, the river will flood if it wants to and revert to its original path.

Strengthened vegetation, like vegetation with access, keeping the view.

Suggest you consider a asymmetric option for river so users of the path have river views and water access on at least one side. Preferably the side away from the highway.

Supplies area with plenty of vegetation while still allowing access.

takes least area of green space and less expensive

The easy access to the river and trees.

The first two options seem to be not too expensive, safe and even quite natural options.

The more plants the better.

The more trees the better. As long as the public have access, that's great.

The piles of rocks are ugly

The rocklined banks are somewhat nice and allows for more width on my preferred side of the river.

The rocklining looks safer; the other one looks good.

The vegetation looks more inviting, better for kids to play around.

The walking track sites by the river gets sun in the afternoon. The sealed track loses about two hours earlier in winter.

There are so few open spaces where dogs can run I would not favour further restrictions.

This gives me the most area to let my dog run free in.

This is at Moonshine and I quite like it, still gives users access to river.

To expensive

To have an open view of river would be great but if there is going to be trees then spend the least.

Too close to the motorway for safety.

Trees

Trees and rock groynes create unsafe obstacles for river users. I.e. see Ruamahanga hazards and work being done to remove them.

Trees look nice.

Unnecessary and it seems like a project just to keep engineers in a job.

Uses less space, does the job and you still have easy access to the water.

Vegetation buffer and wide trees provide excellent walking and dog walking place.

Vegetation is good as well as open space.

Vegetation is good so would like.

Vegetation looks much better than rock and is more cost effective.

Vegetation plus debris catcher.

Vegetation preferred

Vegetation preferred over rocks. Cost seems more favourable to ratepayers also.

Vegetation softens area

Vegetation softens the "look" while affording good protection at 20m. Like access to the river bed.

Vegetation usually a plus, especially native vegetation. Do not want excessive expense if vegetation buffer works adequately.

Vegetation will enhance river life. Provide insect food for trout.

Vegetation would look better with not as many gaps. Maintains the natural setting better.

Vegetation, lack of it suits females walking alone.

Vegetation, more scenic.

Vegetation, trees, open land.

Vegetation, visual and safety.

View spaces on both sides of river

Visibly better.

Visually more pleasing.

Walkway further from road

Want easy access, visual beauty maintained.

Want strength of keeping river non flooding but still retain vegetation, aesthetics and leisure way.

Want to be connected to river on track, not blocked off by trees, therefore no trees or big gaps are preferred.

Wasn't too expensive and was economical.

We come from Wellington to just get away from the city. We enjoy the air, the space and the scenery. Don't change it.

We don't want it widened at all. Just leave it as it is.

We like the shelter of the vegetation.

We need to retain as much area for recreation.

What best would protect from flooding but still allow access.

Whatever helps

Which ever option works best.

Wide space is more important.

Wide walking area. Would not use this facility if 20 metres imposed.

Widening river mouths looks ugly.

Wider vegetation strip.

Will look better with trees

Would prefer vegetation on both sides.

Would like to be able to see the river, some vegetation is good, don't want motorway to be the feature of my exercise.

Would like to maintain grassed area option as this is a busy social scene for dogs and families.

Would like to see it left with just small problem areas flood protected.

Would like vegetation on both sides.

Would prefer to leave choice to the experts.

Would provide a better long term solution.

Would rather not lose walkway track by river, which would be covered by vegetation. Can you plant along motorway so you cant see it?

You can still get down to the river.

## Appendix 2: What respondents liked most and least about this section of the Hutt River Trail

### 8. What do you like most about **this** section of the Hutt River?

"Man" To leave it alone, stop constant bulldozing of riverbed, give the trout a break, please!	Beautiful to look at, like the trees.
A deeper channel in the middle for boating.	Beautiful views of river
A good area for dog walking and exercising. If you cut down the area will lead to potential problems between dogs and owners due to overcrowding.	Beauty, picking up rubbish.
A real treasure for Lower Hutt.	Bike track
Ability to share spaces, not intruding on each others activities.	Birdlife
Able to walk alone and exercise.	birds
Able to walk the dog	Blackberries.
Able to walk the dog, but without it being on the leash.	Bush views
Access/Accessibility (x 9)	Busier
Access from home	By the river
Access to residents of Lower Hutt and open space for dogs to run.	By the way the works done already most impressive, we were hardly effected by them, congratulations, quick too.
Access to river (x 2)	Can leave car in riverside park for a return walk.
Access to river and bush	Can let my dog off lead.
Access to river market	Car parks close to work
Access to the city	Clean/clean & tidy/cleanliness (x 6)
Access to the Hutt City centre from Petone.	Clean water
Access to the riverside market	Clear
Access to water but also large open grass for dogs.	Close to home (x 11)
Accessibility and green space.	Close to home, open spaces
All of the above	Close to mall.
Ambience	Close to my residential address.
Ambience, watching; fishing, model boats, walkers, dogs, fishing, birds etc.	Close to shops and market
As above	Close to work
Atmosphere	Coming across looking at pet dogs.
Attractive	Commuting away from traffic (cycling)
Availability	Concrete seal, nothing in particular really.
Away from traffic/ highway/ motorway (x 7)	Convenience (x 2)
Beauty/beautiful (x 4)	Convenience of location
Beautiful setting and river access.	Convenience to the Hutt
	Cool place to sit down.
	Covers all family activities, for pets and parks for kids.
	Different track on the Eastern side for cars
	Distance from road for dog walking.
	Dog allowed without leash.

Dog and family friendly	Environment needs to be protected
Dog area (x 3)	Ewen bridge to Melling bridge.
Dog can run free and we have heaps of fun here.	Excellent access
Dog exercise (x 2)	Fantastic
Dog exercise area/space (x 5)	Fantastic location so close to the city.
Dog facilities, ie dog bags, spacious for the dogs to run in.	Feels safe
Dog friendly (x 5)	Flat (x 11)
Dog walking (x 2)	Flat easy access
Dog walking area. You can exercise them off leash.	Flat peaceful
Dog walking with no leash.	Flat walk
Dogs can run free (under control)	Flat walking
Dogs in water.	Flat wide grassy areas
Dogs off leash, shelter from wind.	Flat, very pretty
Dogs to socialise with	Free
Dogs to swim	Free access for pet/dog walking
Ducks	Free dog running area
Easily accessible	Freedom (unstructured access)
Easily accessible for a variety of activities.	Freedom for dogs
Easy	Freedom for walking dogs (x 2)
Easy access (x 34)	Fresh air
Easy access and flat	Getting close to the water
Easy access from house.	Good access (x 2)
Easy access to all amenities	Good area
Easy access to Lower Hutt via cycle.	Good dog walking
Easy access to market	Good dog walking area
Easy access to river, local walk	Good for buggy
Easy access to the river (x 2)	Good for dog walking.
Easy access to the river bed	Good for the dogs (x 3)
Easy access to town	Good for dogs and kids
Easy access walking down from hills.	Good for walking dogs
Easy access, get away from roading.	Good length
Easy distance to do my walking exercise	Good location for my too-ing and fro-ing.
Easy dog exercise area.	Good open area close to river with good visibility and flat.
Easy exercise	Good parking
Easy for pram	Good paths
Easy going, good walk on a fine day.	Good place to take dogs without leads
Easy on the eye	Good place to walk the dog
Easy ride	Good pushchair access.
Easy terrain (x 2)	Good river view
Easy to get here with my dogs.	Good scenery
Easy to get to.	Good shopping market
Easy to reach	Good sight distance
Easy to use	Good size area for dogs.
Easy to walk/walking (x 5)	Good socialisation for dogs.
	Good space

Good space for dogs to run free, not many exercise areas like this for dogs.  
 Good view(s) (x 2)  
 Good visual  
 Good walk  
 Good walk and ride, well maintained.  
 Good walking area for the dogs  
 Good walking, no traffic  
 Good walkway (x 2)  
 Good way to get to the Hutt from my house.  
 Gorgeous open space by the river.  
 Grass  
 Grasses area  
 Grassy  
 Gravel path, green space, wildness  
 Great area.  
 Great cycleways  
 Great for all that need it.  
 Great for cycling, no traffic.  
 Great for dogs to swim  
 Great for dogs.  
 Great scenery  
 Great to walk dog safely.  
 Great walk on safe ground  
 Green  
 Green areas  
 Greenery  
 greenery  
 Greenery and plants  
 Handy  
 I like the green space.  
 I really enjoy being away from the traffic  
 Ideal exercise area for dogs  
 In the bush, natural setting.  
 Is easily accessible  
 It is a fantastic place to walk the dog.  
 It is easy clear riding away from most traffic.  
 It is nice to be able to meet other dog walkers and meet other people.  
 It is one of the most beautiful, accessible parts of Lower Hutt. Especially near the Melling bridge. Could be 100 years ago and still the same.  
 It is open and well maintained.  
 It is unique to Lower Hutt, I real treasure.

It is very picturesque  
 It's attractive  
 It's close to where I go  
 Its convenience  
 It's flat!  
 It's handy.  
 Its look, tidy  
 Its multi use  
 It's natural  
 It's off the road.  
 Its open space.  
 It's safe for dogs but not safe for vehicles, many car break ins.  
 Its sense of space  
 Just park  
 Keep it as it is  
 Keep the open spaces  
 Large area for dogs  
 Large expanse  
 Large green spaces children can kick a ball on while the dog is walked.  
 Large open space (x 2)  
 Large safe dog exercise area.  
 Links up to other running trails.  
 Lit at night.  
 Lots of different dogs and owners.  
 Lots of open space for the dog.  
 Lots of other dogs to socialise with my dog.  
 Lots of people around  
 Lots of space to ride and park  
 Love that the trees are green.  
 Lovely aspect  
 Lovely open green space  
 Lunch space by the water  
 Mans interference  
 Market (x 3)  
 Market on Saturday  
 Meeting people (x 2)  
 More exposed  
 Nature (x 2)  
 Nature; grass, trees and river.  
 Near home and shops  
 Near the river  
 Needs to stay as it is  
 Nice  
 Nice ambience  
 Nice ambling space  
 Nice atmosphere

Nice dog walking area	Plants, pets, parks, water.
Nice family area	Playground
Nice landscaping	Playing with other dogs.
Nice path	Pleasant (x 2)
Nice river views	Pleasant environment
Nice scenery	Pleasant scenery
Nice scenery	Pleasant surroundings
Nice setting (x 2)	Pleasant walk
Nice to walk by the river	Pleasant walk to Lower Hutt
Nice undulating ride	Plenty of room
Nice view(s) (x 2)	Plenty of space
No road traffic	Pretty much a carefree space
No roads to negotiate.	Pretty (x 4)
No traffic (x 4)	Pretty nice scenery, like seeing changes in the river.
Not as many cars, more relaxed walk.	Privacy
Not hard surface, metal.	Provides bridge and access from Petone to Lower Hutt.
Not intruded on by other users.	Proximity to river
Not too close to the road and dogs can run free.	Question 5 says it all.
Not too close to the roadway	Quick
Nothing except a park	Quiet (x 4)
Offroad track	Quiet, away from car noise.
Only use this part for the market so no real strong opinions.	Quietness
Open (x 10)	Quite pretty
Open and flat	Really nice (doggy) folk and families.
Open and scenic	Relatively safe car park
Open area(s) (x 3)	Relaxed environment (x 2)
Open area and nice part of the river for dogs to swim.	Relaxing and clean.
Open enough for all to enjoy	River (x 2)
Open flat area without buildings	River access (x 2)
Open space (x 15)	River access for dogs.
Open space for dogs	River for dog
Open to viewing from motorway, hence very safe to walk alone.	River view(s) (x 3)
Open wide space	River views, able to cycle off public roads.
Openness	Riverside walk
Outdoors	Room to picnic beside river.
Panoramic view	Run
Park	Safe (x 21)
Parking	Safe area with no traffic and big wide areas.
Path goes continuous with rest of walkway, so don't need to cross busy roads.	Safe cycle commuting
Peace and quiet	Safe cycling away from traffic
Peaceful (x 8)	Safe flat walking/cycling paths
Peaceful open space	Safe for cycling (x 2)
Picturesque	Safe for dogs (x 3)
	Safe for dogs and families.
	Safe for kids
	Safe nice walking views.

Safe open area for dog to exercise and swim (no vehicles).

Safe place to walk

Safe to cycle/run etc

Safe to walk dogs without a lead, good for god socialising and running around.

Safe walkway away from motorway

Safer

Safety (x 5)

Safety for family when biking, not on roads.

Safety, apart from trail bikes.

Safety, no cars and/or motorbikes.

Scenery (x 2)

Scenery, river and nature, bush especially.

Scenic (x 5)

Scenic area

Scenic beauty

Scenic views while travelling to work CBD.

Separate from motorway.

Shade and open area

Sheltered (x 2)

Sheltered and a good sized area for dogs to run around in.

Sheltered sometimes

Shops

Short cut from home to work.

So beautiful over here.

Social and safe area for the dog off the road.

Soft ground, not sealed footpath

Space (x 2)

Spacious

Sparse

Start of the trail for us.

Stop bank, you could make it a full length bicycle track or walkway.

Stop banks good for walking

Straight flat section.

Suits our purpose

Sunny

Sunny close to road not in shadow

Swimming

Take your dog

Takes you away from the main streets

Tennis Court

Terrain

The ability to let my dog off the lead.

The beauty (x 2)

The big open grass area is great for dog running.

The dog can run off his lead.

The easy access to the Hutt.

The easy access to the river.

The flat surface

The friendly dogs

The grass

The greenery

The market

The open space

The open space and scenery.

The river

The river banks for bike jumps.

The river is beautiful.

The safety of the open space in full view of the traffic.

The sand

The Saturday market

The scenery (x 2)

The space

The trees

The variety of environments alongside the river ie different types of plants and vegetation.

The view (x 2)

The walk to markets.

The way that it is

The wide open grass area to let the dog run.

The wide open space that allows all the types of users to use it together without much difficulty.

The wide space and safety for all in the area.

They way it has been kept for all these years.

Tidy

To see other people exercising

Track is well maintained, close proximity to actual river (can walk down to river bed)

Tranquillity of riparian area and realisation that dredging of river is better than widening.

The easy terrain.

Trees, river, birds

Uncongested

Undulating

Unspoilt (x 2)

Variety of surface	Well established paths and landscaping
Very clean	Well formed path
Very nice	Well kept
Very open so you can be seen while walking.	Well maintained (x 2)
View(s) (x 6)	Well presented (flora & fauna etc)
View(s) of river (x 2)	Wide area for dogs to run free.
Walking	Wide enough walking
Walking exercise	Wide frontage for open space
Walking on a nice sunny day	Wide open area/space (x 6)
Walking the dog	Wide open spaces away from traffic.
Walking tracks.	Width of the road
We just like the river.	Width, see both sides
Well cared for	

**9. What do you like least about **this** section of the Hutt River?**

Access (x 2)	Boy racers and motorbikes, not often though
Access requires us to cross busy highway (loop road)	Broken Glass (x 4)
Access with pram at Connolly St entrance	Can be isolated
Algae (x 4)	Can't see the river
Algae bloom in river	Can't get open buggy through arches by Old Firth
Algae bloom means I cant take my dog out.	Car assess
Algae bloom (x 2)	Car break ins
Algae in river, but that's all over.	Car getting broken into.
Algae threat	Car park
All good	Car security (vehicle has been broken into in broad daylight).
Also trees blocking some views of river.	Cars around
Amount of rubbish, car break ins	Cars being able to come down.
Any rubbish lying around, bottles etc.	Cars get broken into, mine has twice.
As above	Close to motorway
Bad access from Hutt to here, no cycle lanes.	Close to the motorway
Barriers that prevent cyclists getting through.	Closeness to motorway. I realise nothing can be done about this, yet maybe a tree barrier.
Bit hard to find the path through the golf course.	Condoms
Blackberry	Confusion as to if the water is safe.
Bland	Could do with more rubbish bins, ie litter.
Boggy in parts.	Could use better lighting at night.
Bottles	Crime stories
Bottles and rubbish left by picnic tables.	Cutting down of trees
	Cycling for children
	Cyclists

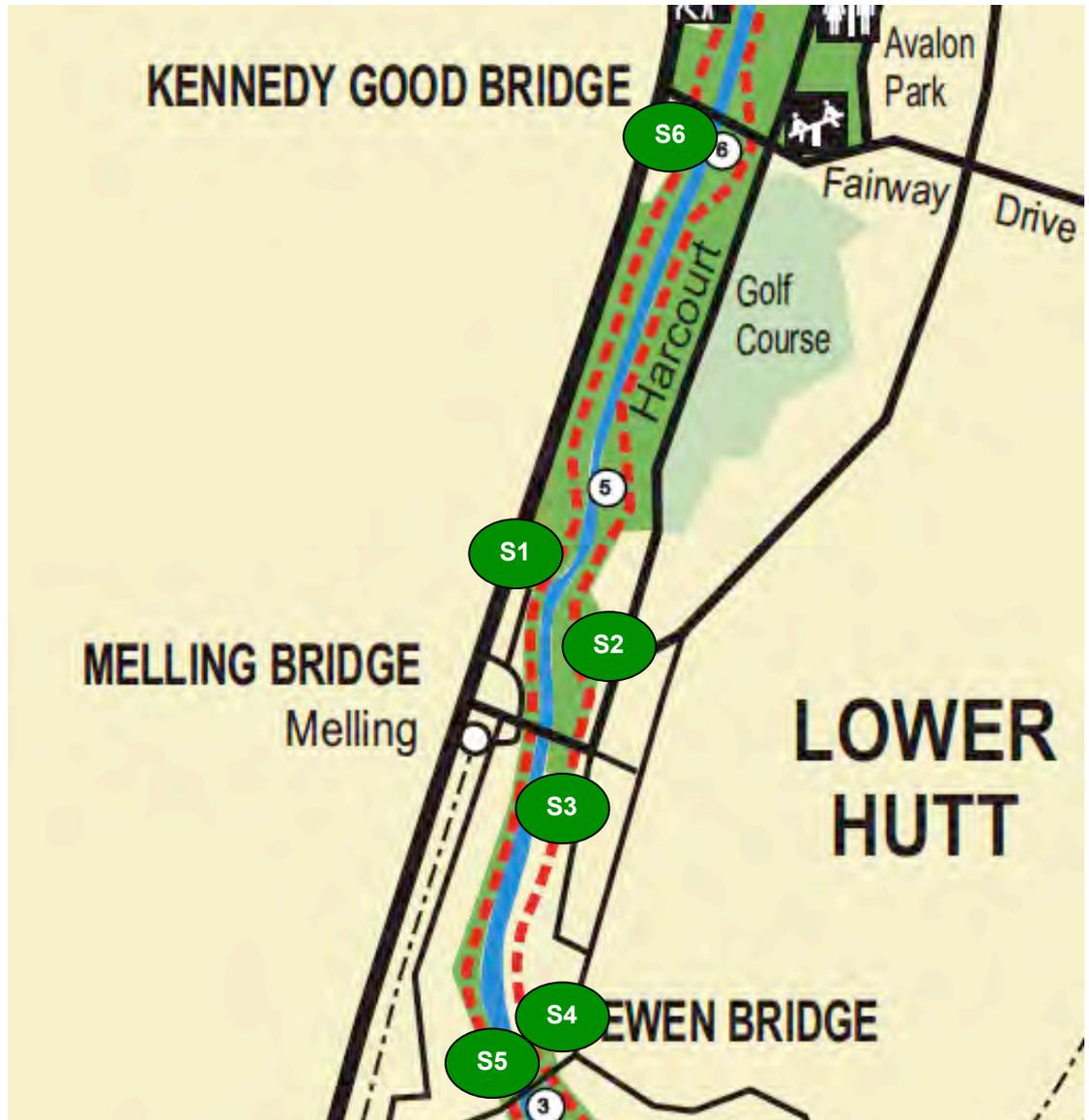
Damage to cars	Lack of response to trail repairs after flooding.
Danger	Lack of rubbish bins
Delinquencies	Lack of rubbish bins at both car parks.
Difficult access	Lack of security
Dog droppings	Lack of sufficient parking
Dogs (x 5)	Lack of toilet facilities.
Dogs and dog poo	Less scenic, more commercial building and traffic
Dogs not on leashes (x 3)	Like how it is al present
Exhaust fumes from cars parked by school.	Like it all
Few more rubbish bins need to be provided (Ava Track)	Limited river access.
Fine	Litter (x 4)
Flooding, dead animals washed up.	Litter very annoying
For walkers, difficult to get here, not many pedestrian crossings.	Littering
Found directions at golf course and bridge difficult/confusing.	Long grass (x 3)
Free running uncontrolled dogs	Long grass before it is mowed.
Gates to go through	Loosing space at edges of river
Getting a bit untidy, rubbish, beer bottles etc	Loss of riverbank areas.
Getting drier every year	Low maintenance of bins
Glass on the paved track	Melling Bridge to Ewen bridge needs to be maintained better.
Going under the bridge, can be groups of drunk people under there.	Mess of broken bottles
Gorse allowed to grow along the bank near Ewen Bridge (worse downstream)	More bins
Graffiti	Motorbikes (x 2)
Grass longer.	Motoring
Gravel stopbanks	Motorway (x 2)
Having the cars regularly broken into.	Motorway noise.
Having to cross the road at the Kennedy Good Bridge	Motorway pollution, visual and noise.
Having to get off my bike to get through trailer gate.	Muddy
Highway noise	Muddy grass
Hoons on motorbikes, hear them sometimes at night.	Natural
Hutt Valley High kids dropping gladwrap at lunch.	Need for maintenance of riparian areas.
I don't have any dislikes about the section.	Needs better groomed paths.
Increasingly large gaps in vegetation	No bins for rubbish along path.
Is rougher than other sections	No dislikes
It can be dodgy at night.	No dog rubbish
Lack of connection with rest of city, waste of resource/feature.	No fence along the motorway.
Lack of mowing	No fencing from Motorway in places.
Lack of paved path on N/W side of river.	No fish
	No lighting
	No litter bins, graffiti in car park area
	No public toilets
	No river views.
	No rubbish bins (x 3)
	No rubbish bins for rubbish or dog droppings.

No rubbish bins for the dogs droppings to be placed.	Plans to change it.
No seats, cyclists	Poison
No shelter when it rains.	Poison danger from possum control
Noise	Poison washing down and toxic to dogs at times.
Noise from the bridge	Pollution
Noise from the road	Poor drainage
Noise of traffic	Possum poison and poisonous algae.
Not developed enough in terms of recreational activities.	Possum poison.
Not enough benches/seats	Potholes in road on east side, puddles when it rains
Not enough bins for poo bags	Prospect of losing it
Not enough cafes	Proximity to motorway and no fence in between.
Not enough events.	Puddles when it rains.
Not enough parking for market, I was too late today.	Quite close to the motorway.
Not enough places for people to sit.	Rat bait.
Not enough rubbish bins (x 3)	Remoteness
Not enough space for people walking.	River is dirty.
Not enough trees	Road noise
Not enough trees along cycle path, no wind break.	Road traffic noise
Not enough trees on opposite side of flood bank.	Rock lining
Not maintained	Rubbish (x 6)
Not much if anything. Not enough (if any) water stops.	Rubbish being dumped.
Not sure	Rubbish dumping (x 2)
Not very good fencing on low section of pathway next to road	Rubbish, need more bins
Nothing (x 48)	Same broken glass
Nothing disappoints.	Seagulls (x 2)
Nothing really	Secluded
Nothing really	Seems to go on forever.
Nothing really, the graffiti perhaps.	Soggy
Nothing, besides the fact it may be shortened.	Some non sealed tracks (formed near river) are very rough.
Nothing, love it.	Some scary uncontrolled dogs
Nothing, pretty good.	Sometimes in summer; Algae
Occasionally undisciplined dogs.	Stops at golf course on western side
Open to the main road	Surface could be improved.
Parts near the road	Tagging (x 2)
People not picking dog poo up!	That they want to reduce the size.
People who do not pick up dogs droppings.	That you can not ride your motorcross bikes down there.
People who leave plastic bags with dog poo in it on the grass, not enough bins.	That you can't pull your car up to river.
People who leave rubbish lying around, you need more bins.	That you can't use the river for swimming (Dog or Human) due to health and safety
Perhaps a couple of doggy doo bins	The algae in summer. Some parts are muddy in winter.
	The area where the path gets really close to the road.

The barriers annoy me	Track narrows
The bridge, traffic	Traffic (x 2)
The burnt out picnic table	Traffic allowed along the river
The dogs (x 2)	Traffic flow
The fact that they want to change the use of the riverbanks. Are they going to be 'current' with their calculations for runoff etc with global warming?	Traffic noise (x 6)
The fact that you might widen this part of the river.	Traffic noise (motorway) but it is able to be ignored.
The rats, no nothing really, it's a nice area.	Traffic sounds
The river doesn't need wind	Ugly trees
The scenery	Uneven surfaced road.
The small minority of inconsiderate users.	Unkept areas around the new willow plantings/blackberries.
The WRC is trying to get rid of it.	Unleashed dogs (x 2)
The thought that some small minded pencil pusher with a so called computer model, but no proper understanding of how heavy rainfall effects more than just river flow, may take away part of this great space.	Unsafe for cars, theft
The thought that the area might be reduced in size, not happy.	Vandalism
The wind (x 2)	Vandalism in the car park, window breaking.
The wind that channels through here.	Vehicle noises
Theft from cars	Very close to the motorway
Too built up	Very long grass, a bit boggy when wet.
Too easy to gain access to the motorway.	Very rocky between Melling and Ewan.
Too far from home (x 2)	Violence
Too little water in river, too many rocks.	Walkers who get in the way on the trail.
Too many cars	Wandering dew
Too many drunks	Weeds
Too much concrete.	When the river rises
	When walking alone, not entirely safe
	Wind (x 7)
	Windy rainy weather
	Would like a decent path western side between Melling and Ewan.
	WRC plans to ruin it



## Appendix 4: Hutt River Survey Site Locations



## **Appendix 5: Hutt River User Survey**

Survey #



Date			09
Time			
Location			
Weather			

# Hutt River Trail User Survey 2009

(Hutt River Trail from Kennedy Good Bridge to Ewen Bridge)

This survey will enable Greater Wellington Regional Council (GWRC) to gain a better understanding of the current use and importance of this area. Your feedback will also help make decisions about flood management. All responses are confidential. Thank you for your time.

## Your visit to the Hutt River Trail

1. How often do you use the Hutt River Trail? (Tick (✓) ONE box)

- Daily 1      2-3 times a week 2      Once a week 3      Once a fortnight 4  
 Once a month 5      Once every 2-3 months 6      1-2 times a year 7      Occasionally 8

2. Is this the section of the Hutt River Trail you use most often? (Tick (✓) ONE box)

- Yes 1      No 2

3. What other sections of the Hutt River Trail do you use? (Tick (✓) all that apply)

- Rivermouth 1      **Ava** (Estuary Bridge to Ewen Bridge) 2      **Taita** (Fraser Park to Pomare Railbridge) 3      **Taita Gorge** (Pomare Railbridge to Silverstream Railbridge) 4  
**Heretaunga** (Silverstream Bridge to Trentham Park) 5      **Moonshine** (Trentham Park to Whakatikei St) 6      **Totara Park** (Whakatikei St to Maoribank corner) 7      MaoriBank/Harcourt Park 8  
 Birchville 9      Te Marua 10      Kaitoke Regional Park 11      **Only use this section** (Ewen Bridge to Kennedy Good Bridge) 12

4. What is your **primary** activity in **THIS section** of the Hutt River Trail?

Please tick one that best describes your primary use (Tick (✓) ONE box)

- Walking 1      Running 2      Cycling 3      Dog walking 4      Fishing 5  
 Swimming 6      Picnicking 7      Commuting 8      Access to shops 9      Other (please specify) 10

5. Why do you visit **THIS section** of the Hutt River Trail? (Tick (✓) all that apply)

- Easy access 1      Views/setting 2      Safety 3      For exercise 4      Open space 5  
 Close to home 6      Dog exercise area 7      Flat/easy terrain 8      Other (please specify) 9

6. What other activities do you use the Hutt River Trail for?

Please tick one that best describes your primary use (Tick (✓) all that apply)

- Walking 1      Running 2      Cycling 3      Dog walking 4      Fishing 5  
 Swimming 6      Picnicking 7      Commuting 8      Access to shops 9      Other (please specify) 10

7. Who are you visiting the Hutt River Trail with?

Please tick the one that best describes your group (Tick (✓) ONE box)

- Alone 1      With partner or spouse 2      With family 3  
 With friends 4      Social group 5      Other (specify): 6

## Your thoughts on this section of the Hutt River Trail (Kennedy Good Bridge to Ewen Bridge)

8. What do you like **most** about **this** section of the Hutt River?

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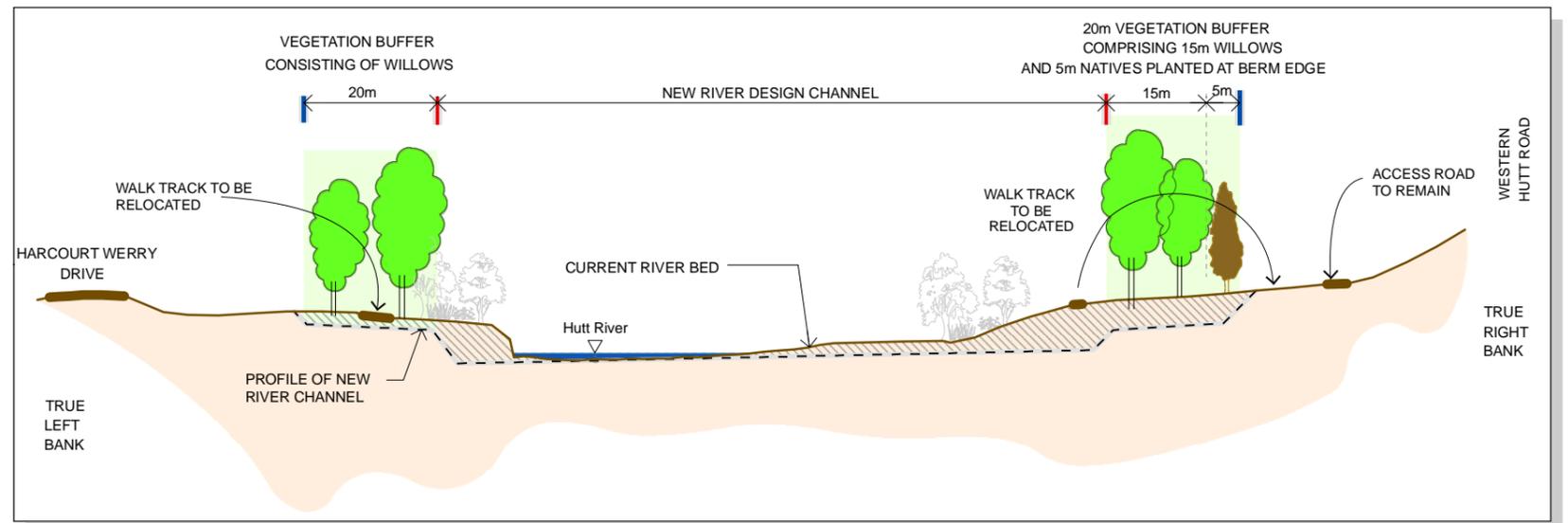


## **Appendix 6: Flood Management Options (A-D) Map**

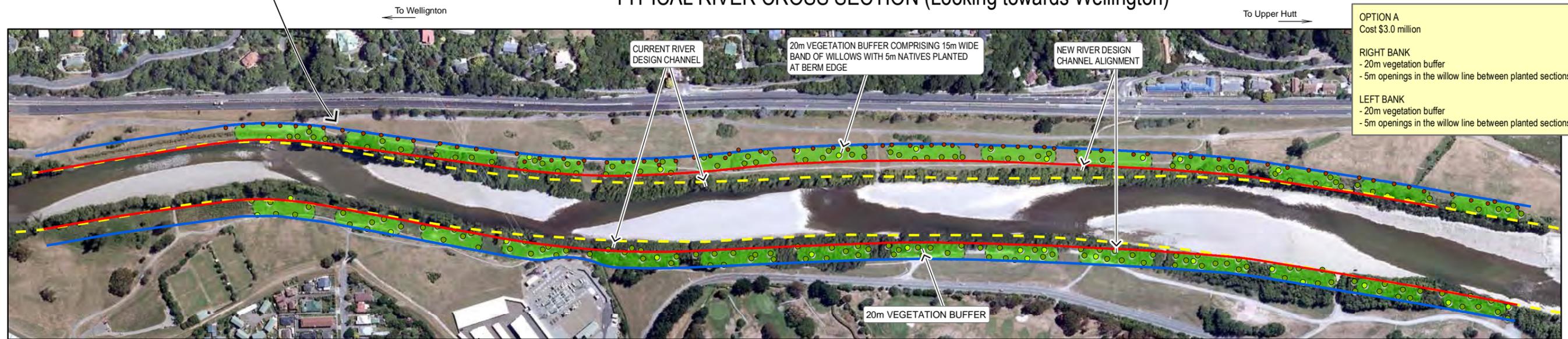


PHOTO OF VIEW THROUGH VEGETATION BUFFER AT OPENINGS

- KEY :**
- CURRENT RIVER DESIGN CHANNEL
  - NEW RIVER DESIGN CHANNEL
  - NEW BUFFER EXTENT
  - NEW VEGETATION BUFFER
  - DENOTES WILLOW PLANTING
  - DENOTES NATIVE PLANTING



TYPICAL RIVER CROSS SECTION (Looking towards Wellington)

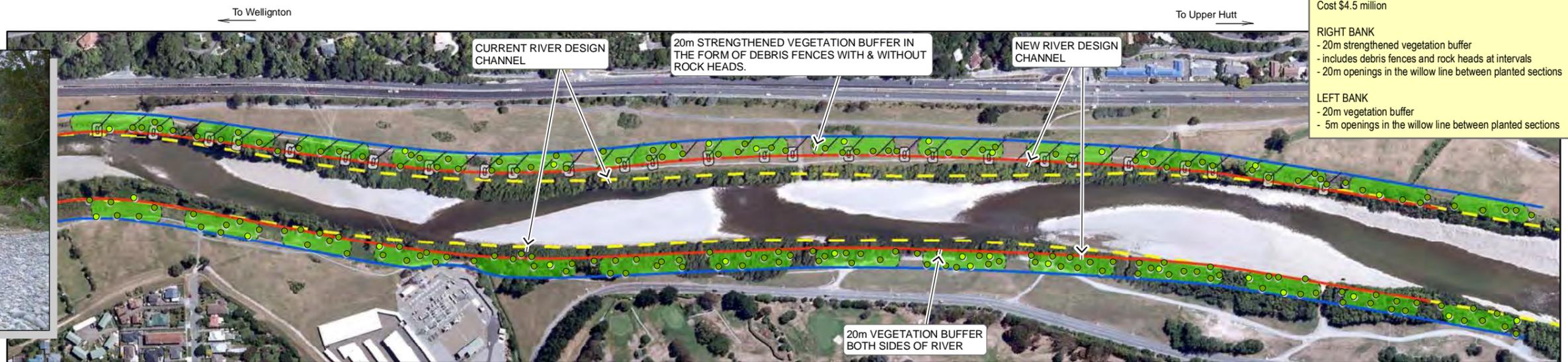


20m WIDE VEGETATION BUFFER (Option A)

- OPTION A**  
Cost \$3.0 million
- RIGHT BANK**
- 20m vegetation buffer
  - 5m openings in the willow line between planted sections
- LEFT BANK**
- 20m vegetation buffer
  - 5m openings in the willow line between planted sections



PHOTO OF DEBRIS FENCE WITH ROCK HEAD



DEBRIS FENCES WITH ROCK HEADS (Option B)

- OPTION B**  
Cost \$4.5 million
- RIGHT BANK**
- 20m strengthened vegetation buffer
  - includes debris fences and rock heads at intervals
  - 20m openings in the willow line between planted sections
- LEFT BANK**
- 20m vegetation buffer
  - 5m openings in the willow line between planted sections

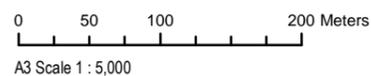
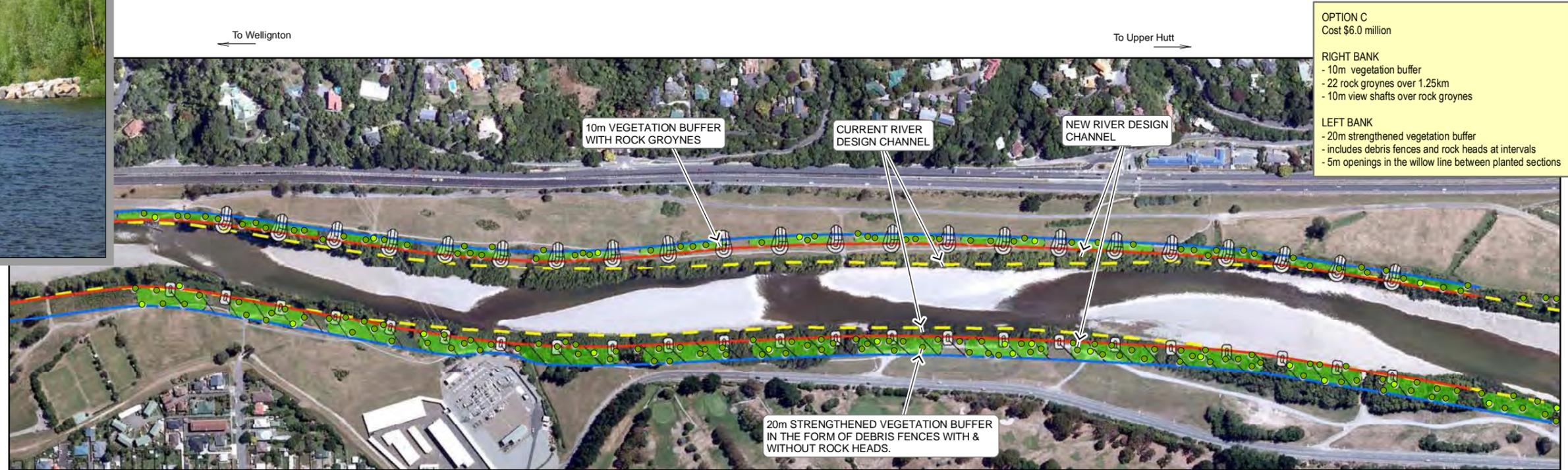


PHOTO OF ROCK GROYNES



**OPTION C**  
 Cost \$6.0 million

**RIGHT BANK**  
 - 10m vegetation buffer  
 - 22 rock groynes over 1.25km  
 - 10m view shafts over rock groynes

**LEFT BANK**  
 - 20m strengthened vegetation buffer  
 - includes debris fences and rock heads at intervals  
 - 5m openings in the willow line between planted sections

ROCK GROYNES (Option C)



PHOTO OF ROCK LINING



**OPTION D**  
 Cost \$8.0 million

**RIGHT BANK**  
 - 10m buffer with bank edge and 950m rockline  
 - no vegetation buffer  
 - open views

**LEFT BANK**  
 - 30m strengthened vegetation buffer  
 - includes debris fences and rock heads at intervals  
 - 5m openings in the willow line between planted sections

ROCK LINING (Option D)

- KEY :**
- CURRENT RIVER DESIGN CHANNEL
  - NEW RIVER DESIGN CHANNEL
  - NEW BUFFER EXTENT
  - NEW VEGETATION BUFFER
  - DENOTES WILLOW PLANTING
  - DENOTES NATIVE PLANTING

0 20 40 80 120 160 200 Metres  
 A3 Scale 1 : 5,000