

The background of the entire page is a photograph of two cyclists riding away on a gravel path. The cyclist on the left is wearing a blue jersey with 'EVO' on the back, and the one on the right is wearing a striped green and blue jersey. In the background, there is a parking lot with a white car, a silver truck, and a red SUV. The landscape is green and hilly under a cloudy sky.

Western Bay of Plenty District Council
Omokoroa to Tauranga
Cycle Trail
User Survey Summary
Report
January 2021

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Executive Summary

This report presents the results from a survey that was taken of users of the Omokoroa to Tauranga Cycle Trail in late December 2020.

A total of 199 surveys were undertaken from 14 December 2020 to 5 January 2021. Of these, 67 surveys were submitted by online respondents, and the remaining 132 were completed as intercept surveys.

Summary of results

- Nearly 80% of users are aged 45 and over
- More than half of respondents use the trail at least once a week.
- Around a quarter of respondents complete the whole trail in one day, with most also doing the return trip. Most trail users are doing shorter sections of the trail.
- Most trail users either drive or cycle to where they enter the trail.
- Around 59% of trail users are cyclists, and 44% of cyclists are using e-bikes.
- Around 65% of trail users live within walking or cycling distance of the trail and consider themselves local. Most of these are from Omokoroa.
- Visitors from outside the region comprise around 9% of trail users.
- Overall satisfaction with the trail is high with 93.5% of users being either satisfied or very satisfied.
- Online survey respondents were generally less satisfied with overall trail and with individual trail features than intercept survey respondents.
- Trail safety, and cleanliness and lack of litter are the most important features of the trail.
- Trail safety was identified as an issue with many respondents.
- Trail users most enjoyed the scenery and natural beauty of the trail.
- The most commonly requested improvement was to complete the trail from the Wairoa River Bridge to Bethlehem so that this section can be used safely.

Insights

Trail users are very appreciative of the opportunity to experience the estuarine environment using off-road connections and bridges between headlands. However, there are some improvements that can be made to trail safety and the overall trail experience.

E-bikes make the trail more accessible to older people, people from further afield and inexperienced or unskilled riders that may have higher requirements for safety improvements. Local users are familiar with sections of the trail but users from outside the local area have a higher requirement for way-finding signage and other facilities.

Trail users need to be more aware of trail etiquette and respect other users.

1. Introduction

The Omokoroa to Tauranga Cycle Trail is around 19km of local road and shared use off-road paths that provides an alternative route for walkers and cyclists between Omokoroa and Bethlehem. The trail starts at the Omokoroa Esplanade and at present finishes at the Wairoa River Bridge on State Highway 2. The final stages (around Lynley Park and connecting the Wairoa clip-on bridge to Carmichael Road in Bethlehem) are experiencing delays while final designs are worked out. However, the majority of the cycle trail is in use.

The Western Bay of Plenty District Council have installed track counters at various locations along the trail to identify the extent of use from walkers and cyclists. To supplement this data a survey of trail users was carried out in December 2020 using the Yardstick Trail User Survey.

2. Methodology

Yardstick Trail User Survey is a survey of trail users that can be carried out annually or as required to meet specific demands for user consultation. The survey is designed to record visitor expectations, satisfaction and behaviour.

Trail users are asked a range of questions about patterns of trail use, mode of transport, motivation for trail use, entry and exit points, home location and demographics.

Visitor expectations of levels of service are measured by asking them to rate the importance of various trail features. These results are compared with visitor satisfaction for the same features. Measuring satisfaction gives an indication of performance as measured against expectations. The difference, or gap between importance and satisfaction gives a measure of under or over performance in delivering the expected level of service.

Survey responses for importance and satisfaction are scored on a scale of 1 to 5 as shown in Table 1. Don't know or blank responses are excluded from final calculations.

Importance scale	Totally unimportant	Unimportant	Neither important nor unimportant	Important	Very important
Satisfaction scale	Very dissatisfied	Dissatisfied	Neither satisfied not dissatisfied	Satisfied	Very satisfied
	1	2	3	4	5

Table 1. Scores given to survey responses for importance and satisfaction

A total of 199 surveys were undertaken from 14 December 2020 to 5 January 2021. Of these, 67 surveys were submitted by online respondents, and the remaining 132 were completed as intercept surveys. Intercept surveys were carried out at five locations using mobile phones to collect and submit data. All intercept surveys were carried out from 18 to 23 December 2020.

Survey location	Survey numbers
Cooney Reserve, Omokoroa	33
Huharua Reserve, Plummers Point	42
Jess Road end, Plummers Point	19
Te Puna Station Road, Wairoa River	36
Cider Factorie	2



Table 2. Intercept survey locations and numbers

For both the on-line report and this summary report, the overall satisfaction percentage is calculated from the total numbers of respondents that gave a “very satisfied” (5) and “satisfied” (4) response to the question on overall satisfaction with the trail. Overall satisfaction is therefore a count (converted to a percentage) of satisfied respondents vs dissatisfied or neither satisfied nor dissatisfied respondents.

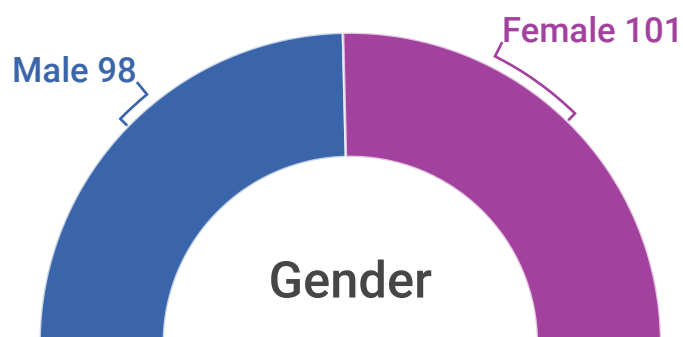
The average (mean) satisfaction is calculated by summing the overall satisfaction scores from all respondents (including those that were not satisfied) and dividing by the number of responses to give a score between 1 and 5. This score is converted to a percentage. Average satisfaction is therefore a rating (converted to a percentage) calculated from the scores attributed to each response on the satisfaction scale.

Importance and satisfaction for individual features is calculated from the survey questions for those features, and uses the mean score i.e. the sum of the values divided by the number of contributing respondents. The gap between importance and satisfaction is an indication of under or over performance. Anything less than a full one point +/- result in any chart should be read as a relatively minor indication of a level of service that is too great or too poor.

Standard deviation is used as a measure of the degree to which respondents provided similar or dissimilar responses. Standard deviation is calculated from responses to the question on overall satisfaction for the park. Where the standard deviation of respondents’ satisfaction ratings is less than one indicates that most respondents gave similar ratings that were very close to the mean (average) score. Standard deviation for the 199 surveys is 0.71.

3. Results

Who is using the trail?



Numbers of male and female respondents were even at about 49% male and 51% female.

Chart 1. Gender of Respondents

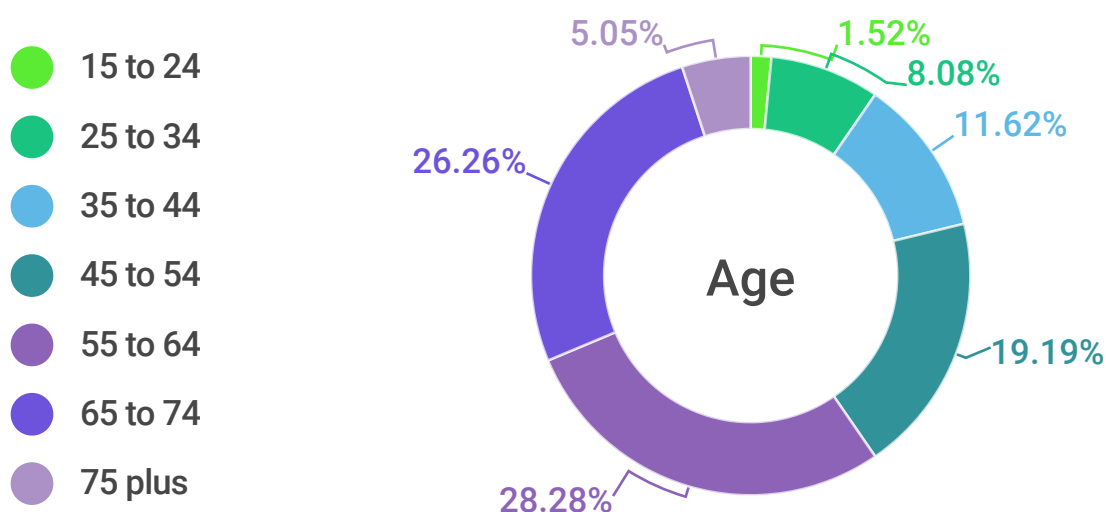


Chart 2. Age of Respondents

- The largest cohort of respondents was in the 55 to 64 age group (28%), followed by 65 to 74 (26%) and then 45 to 54 (19%).
- Around three quarters of respondents were aged 45 and over, including 5% of respondents aged 75 and over.
- The smallest cohort was in the 15 to 24 age group - only 1.5%
- Children aged under 15 are not surveyed, but very few were observed during five days of surveying.

How and why are people using the trail?

Frequency

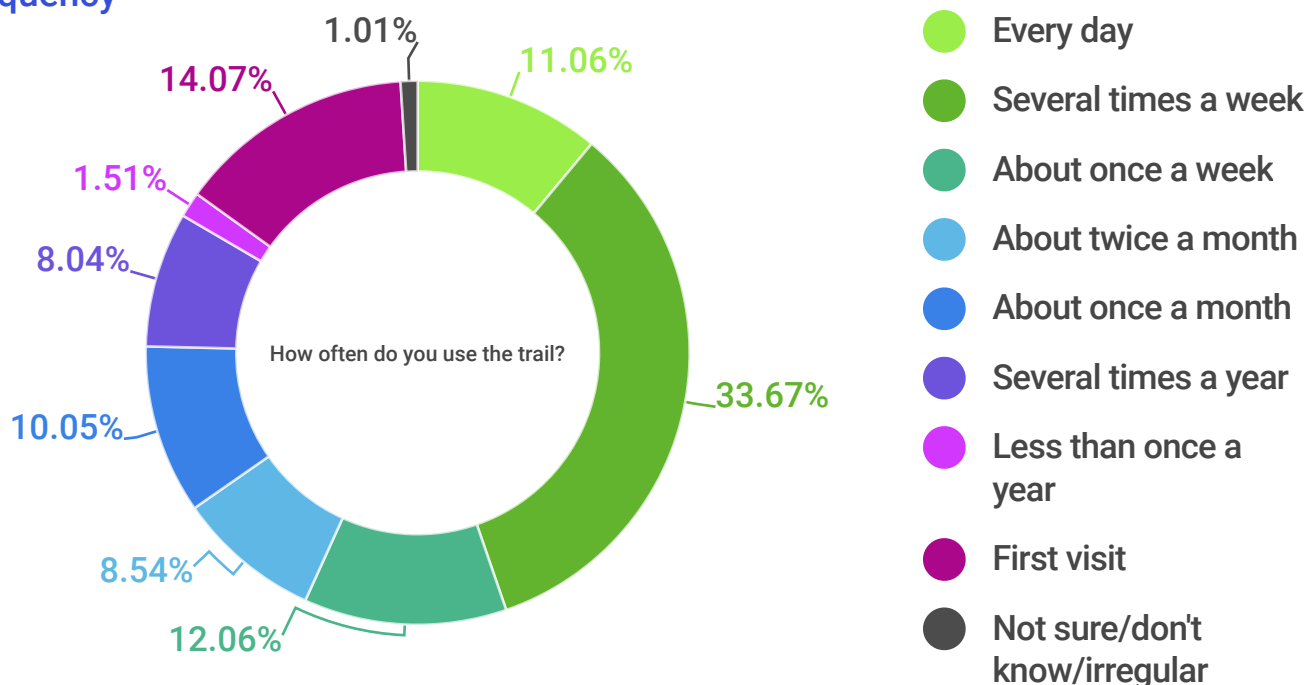


Chart 3. Frequency of use - All respondents

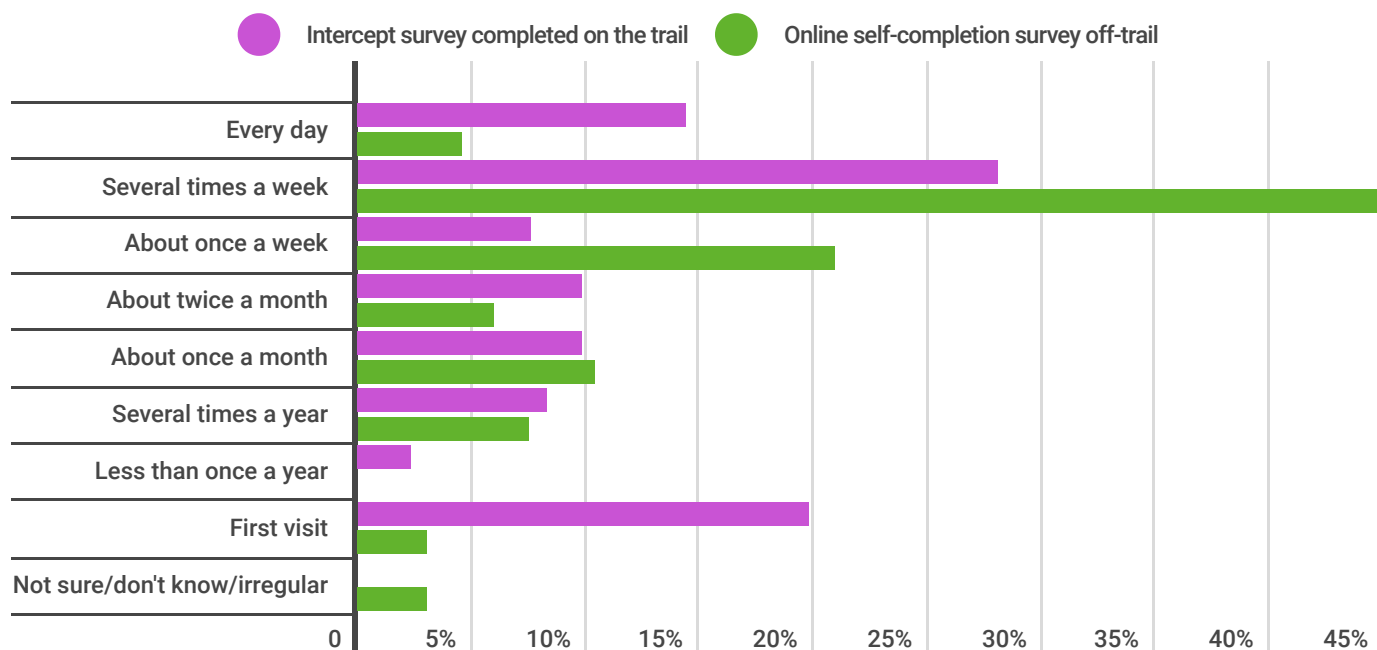
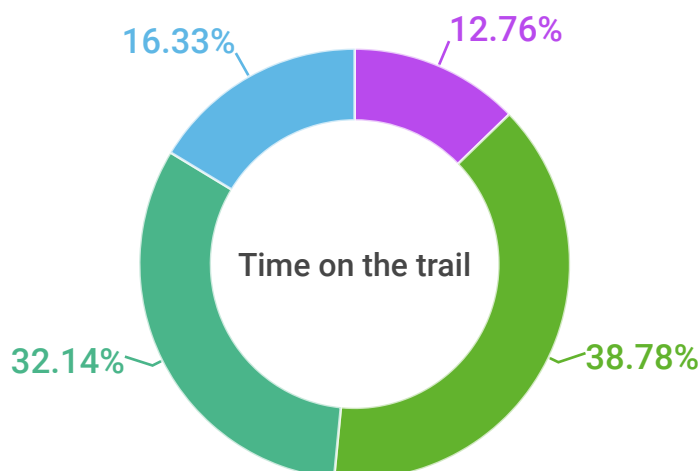


Chart 4. Frequency of use - Intercept compared with online survey respondents

- Overall, a third of respondents (33.7%) use the trail several times a week. Most of this group was made up of online self-completion respondents.
- Nearly 20% of intercept survey respondents were first time users.
- 70% of online survey respondents use the trail at least once a week compared with 50% of intercept survey respondents.

Duration of visit



● Less than 30 minutes
 ● 31 to 60 minutes
 ● 1 to 2 hours
 ● 2 to 4 hours

Chart 5. Duration of trail use - All respondents

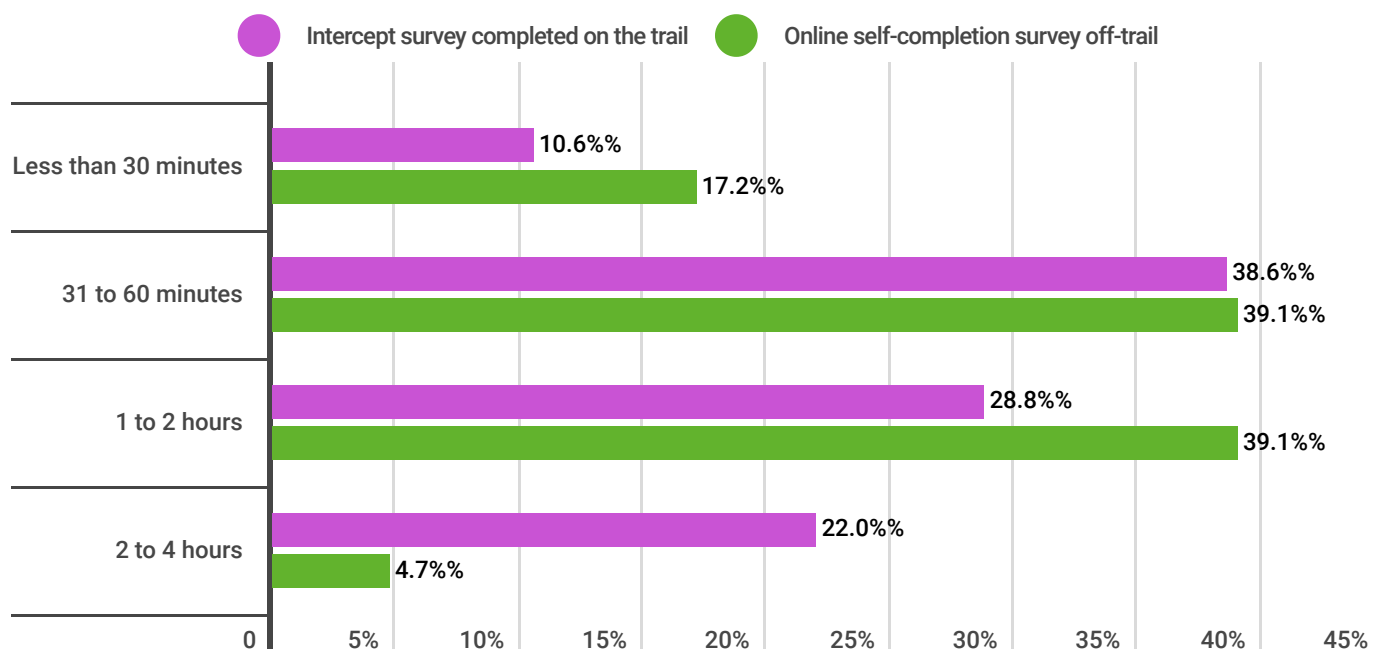
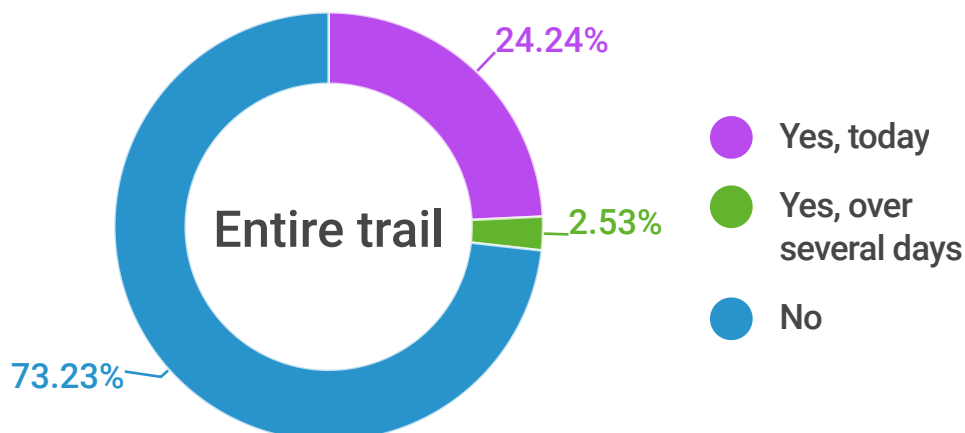


Chart 4. Duration of trail use - Intercept compared with online survey respondents

- Overall, around half of respondents were using the trail for less than an hour, and half for over an hour with around 71% using the trail for 30 minutes to 2 hours.
- Intercept survey respondents were more likely than online survey respondents to use the trail for over 2 hours, and less likely to use it for less than 30 minutes.

Completing whole trail in same day



48 respondents (24%) were completing the entire trail in one day. Of these, 44 (22% of the total) were doing a return trip i.e. doing the entire trail in both directions.

Chart 7. Completing entire trail - All respondents

Return or one way trip

- Overall, less than 7% of respondents were doing a one way trip.
- The majority of trail use is either a return trip or a loop.

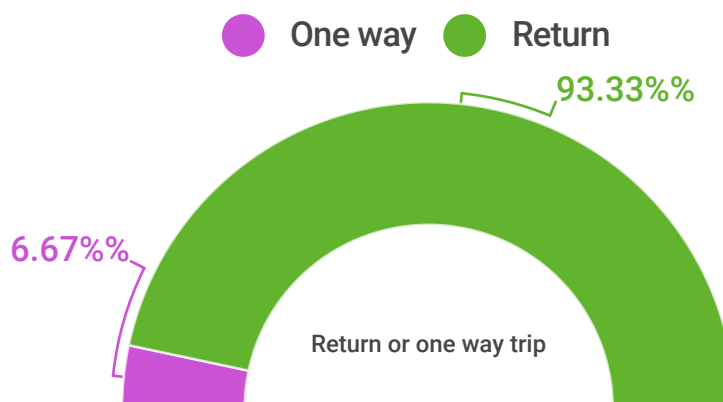


Chart 8. Return or one way trips - All respondents

Trail entry points

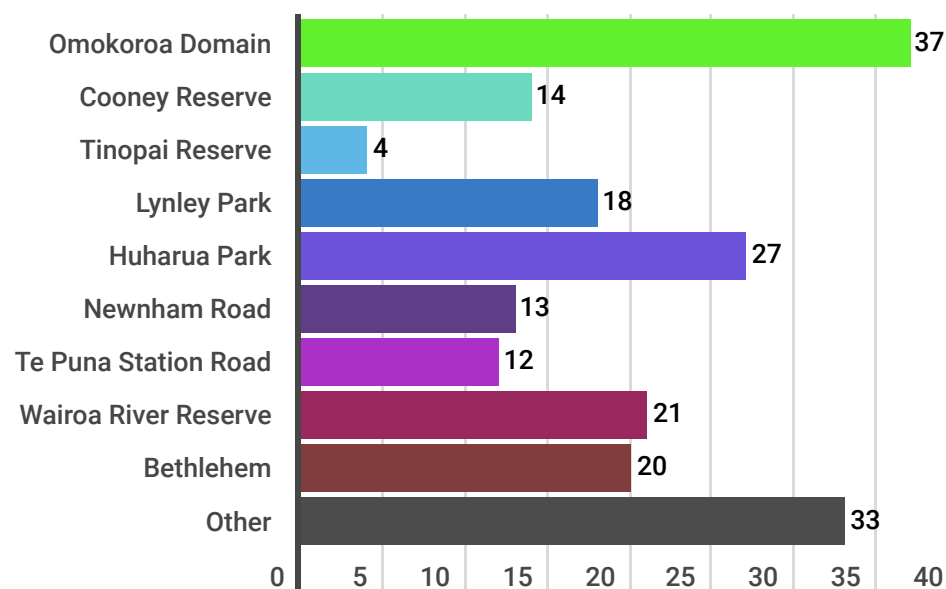


Chart 9. Trail entry points - All respondents

- The majority of respondents entered the trail at Omokoroa Domain/Esplanade or Huharua Park.
- Other locations included Te Puna, Jess Road, Plummer Point Road, Lochhead Road and Kotuku Reserve.

Mode of transport to trail entry point

- The most common ways to get to the trail entry point were by car or cycle.
- Together these made up 81% of respondents, with a further 17% arriving on foot.

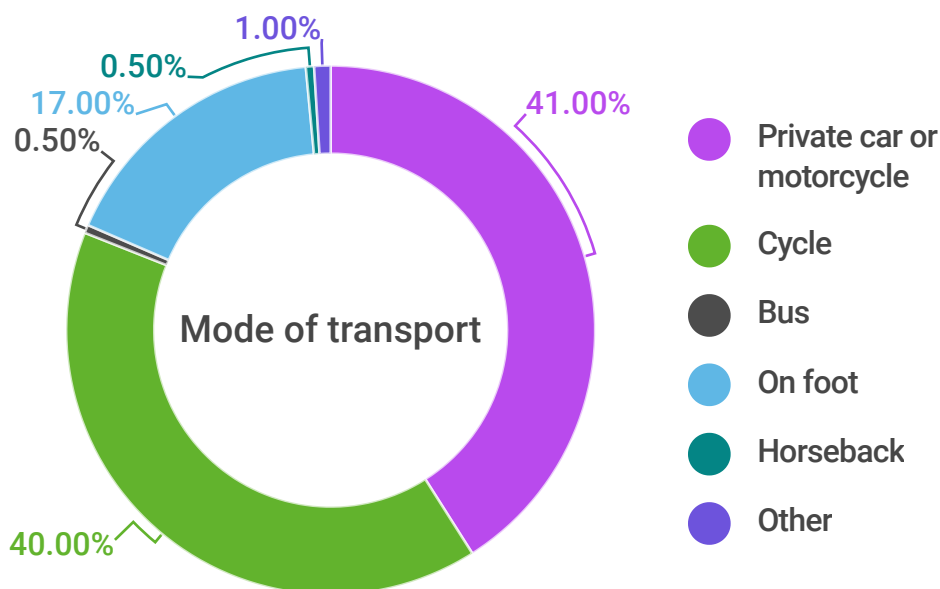


Chart 10. Mode of transport to trail - All respondents

Transport along the trail

- The majority of respondents (58.9%) cycled along the trail.
- The next largest cohort were walkers which made up 35.5% of users.
- 37 of the 116 cyclists (32%) drove to the start of the trail rather than ride.

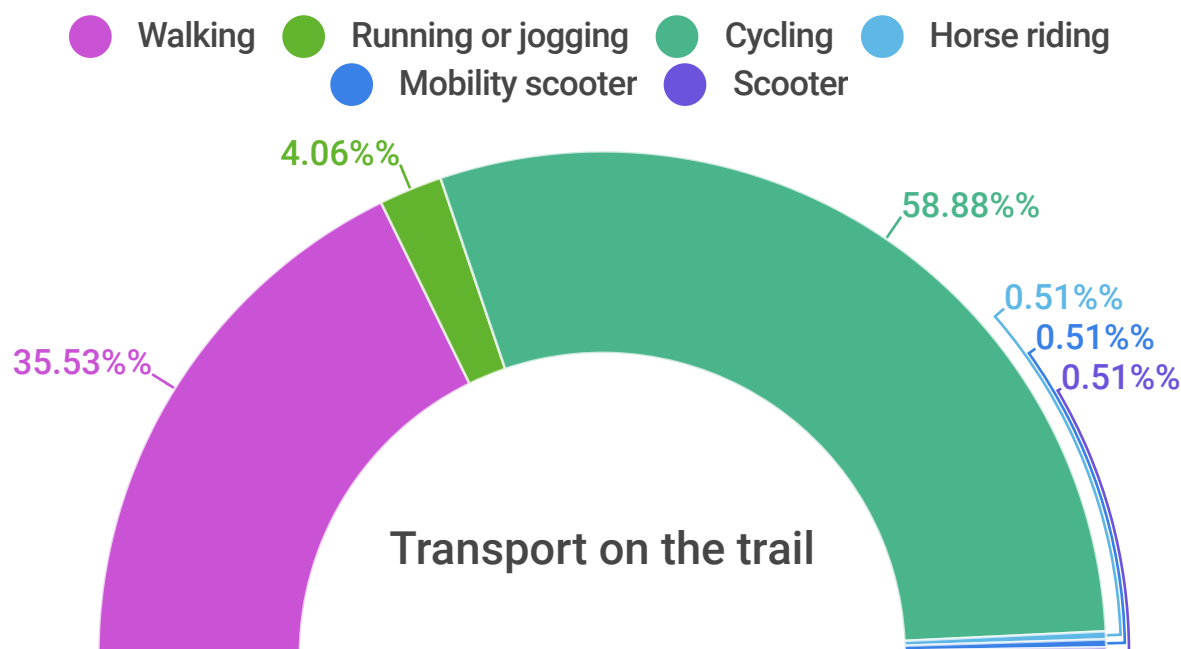


Chart 11. Mode of transport along the trail

Use of e-bikes and hired cycles

- 51 out of 116 cyclists (44.3%) were using e-bikes.
- The largest cohort of e-bike users (20) were in the 65 to 74 age group.
- Only 2 out of 116 bikes were hired.

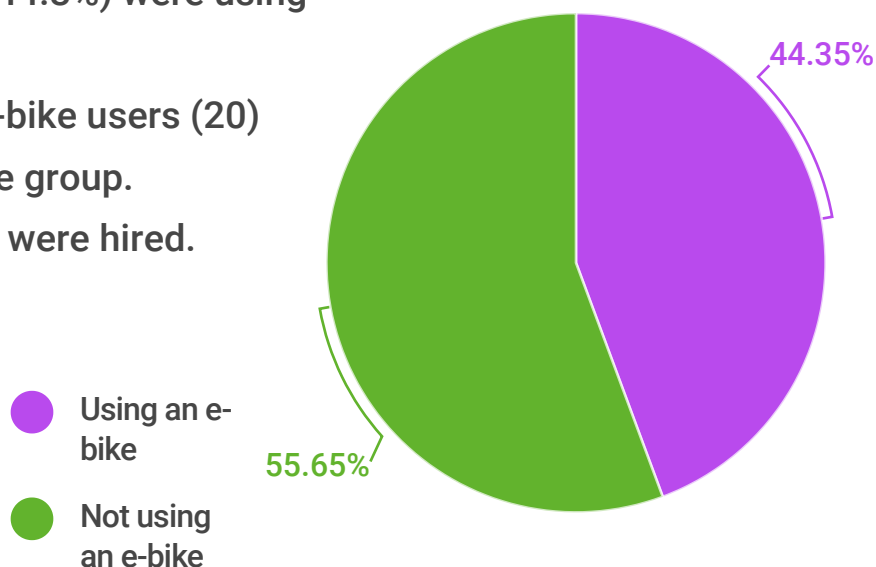


Chart 12. Use of e-bikes - All respondents

Shuttle use

- Less than 10% of respondents would be likely or very likely to use a shuttle if it was available to return them to their start point.
- Most respondents felt that the trail was too short to need a shuttle and they were able to tailor the trip length to suit their ability and fitness.

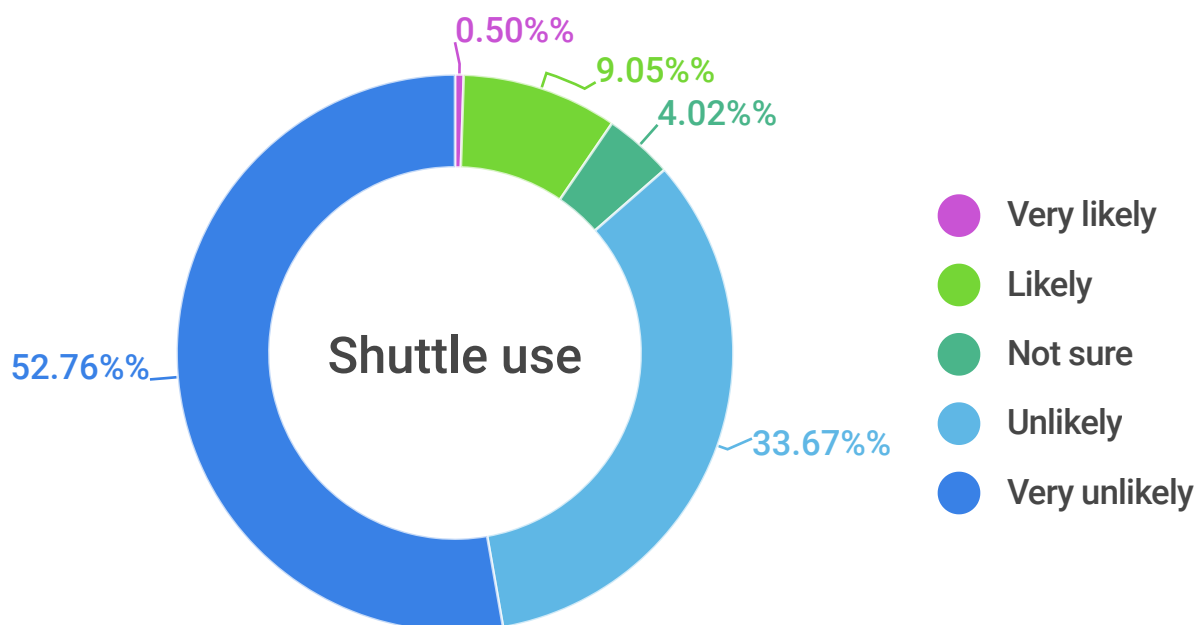


Chart 13. Likely use of a shuttle to return to start point

Respondents' reasons to use trail

Respondents were asked to identify their reasons for using the trail. They were allowed to choose as many reasons as were relevant.

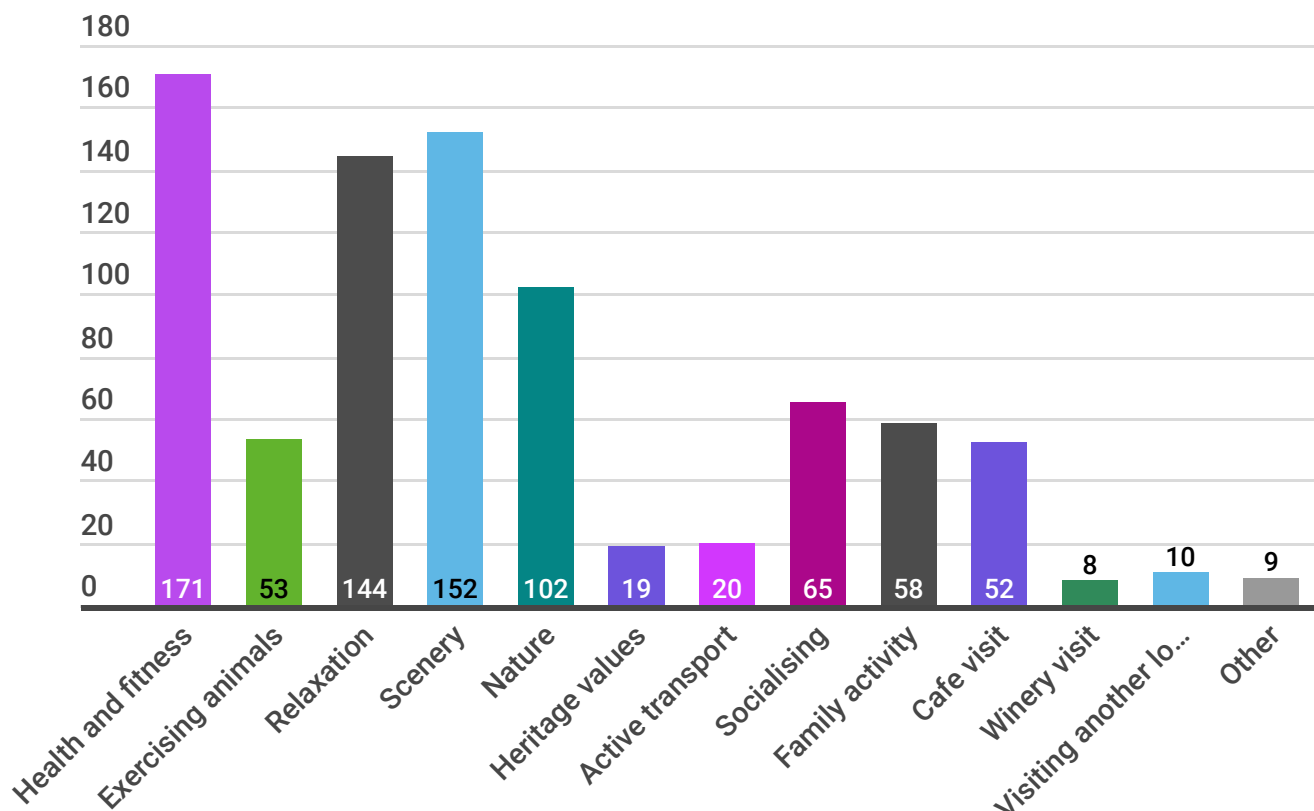


Chart 14. Reasons for using trail - All respondents

- The three most common reasons given for using the trail were for health and fitness (171), enjoyment of the scenery (152) and relaxation and mental well-being (144).

Economic benefit

- 131 of the 199 respondents identified that they did not intend to spend any money while using the trail.
- Other users reported a daily spend of between \$1 and \$50 with a median of \$10
- The mean daily spend per person from visitors to the region was \$7.35.
- The mean daily spend per person from all users was \$5.96.
- One online respondent recorded a daily spend of \$1,100 per person. This is inconsistent with other responses and has been excluded from analysis.

Where are trail users from?

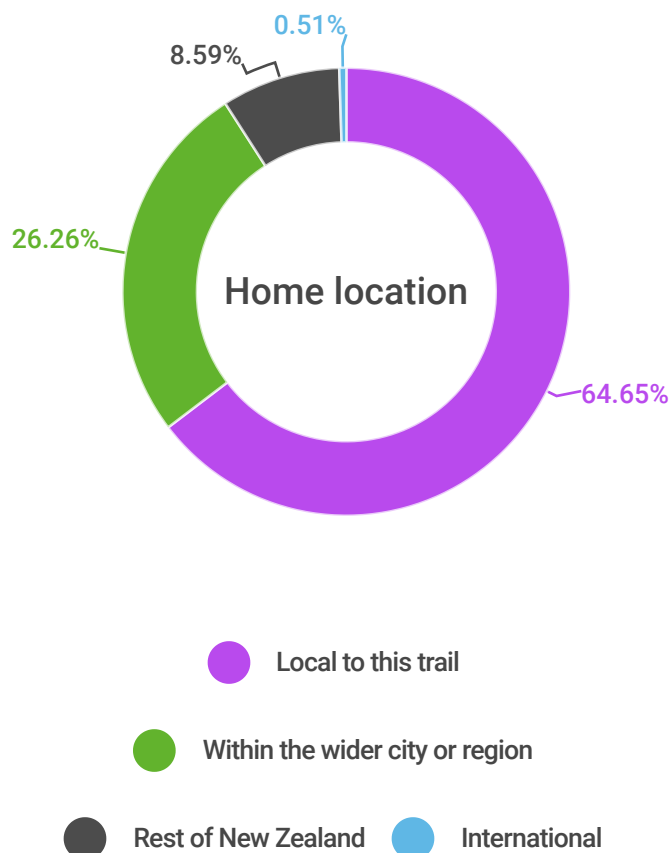


Chart 15. Home location - All respondents

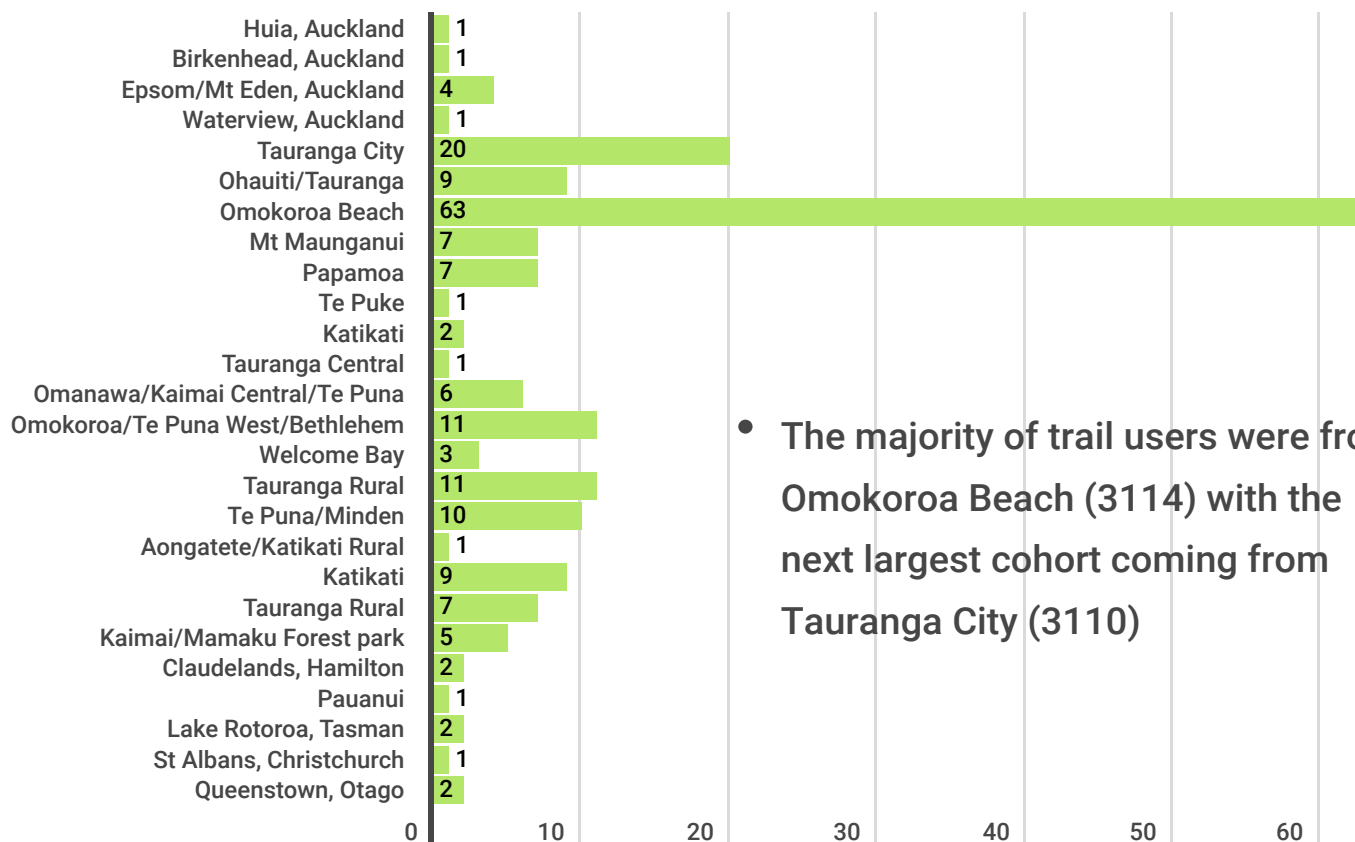


Chart 16. Home location by post code - All respondents

- 128 respondents (64.6%) live within walking or cycling distance of the trail and consider themselves local users.
- The next largest cohort are residents of the Western Bay of Plenty or Tauranga district/city which make up a further 26.3% of respondents.
- Visitors to the region make up just over 9% of the total (18 respondents). None were visiting the region specifically to complete the cycle trail - most were visiting family for Christmas.

- The majority of trail users were from Omokoroa Beach (3114) with the next largest cohort coming from Tauranga City (3110)

What are trail users saying?

The overall satisfaction of respondents was measured by asking them to rate their overall satisfaction with the park on a scale of totally dissatisfied to very satisfied. From these scores two measures are calculated, mean satisfaction (average) and overall satisfaction. Chart 1 shows a comparison of mean and overall satisfaction for total results (199 surveys), online results (67 surveys) and each separate survey location. Results for the Cider Factorie aren't included as a separate location as there were only 2 surveys taken.

Overall Satisfaction

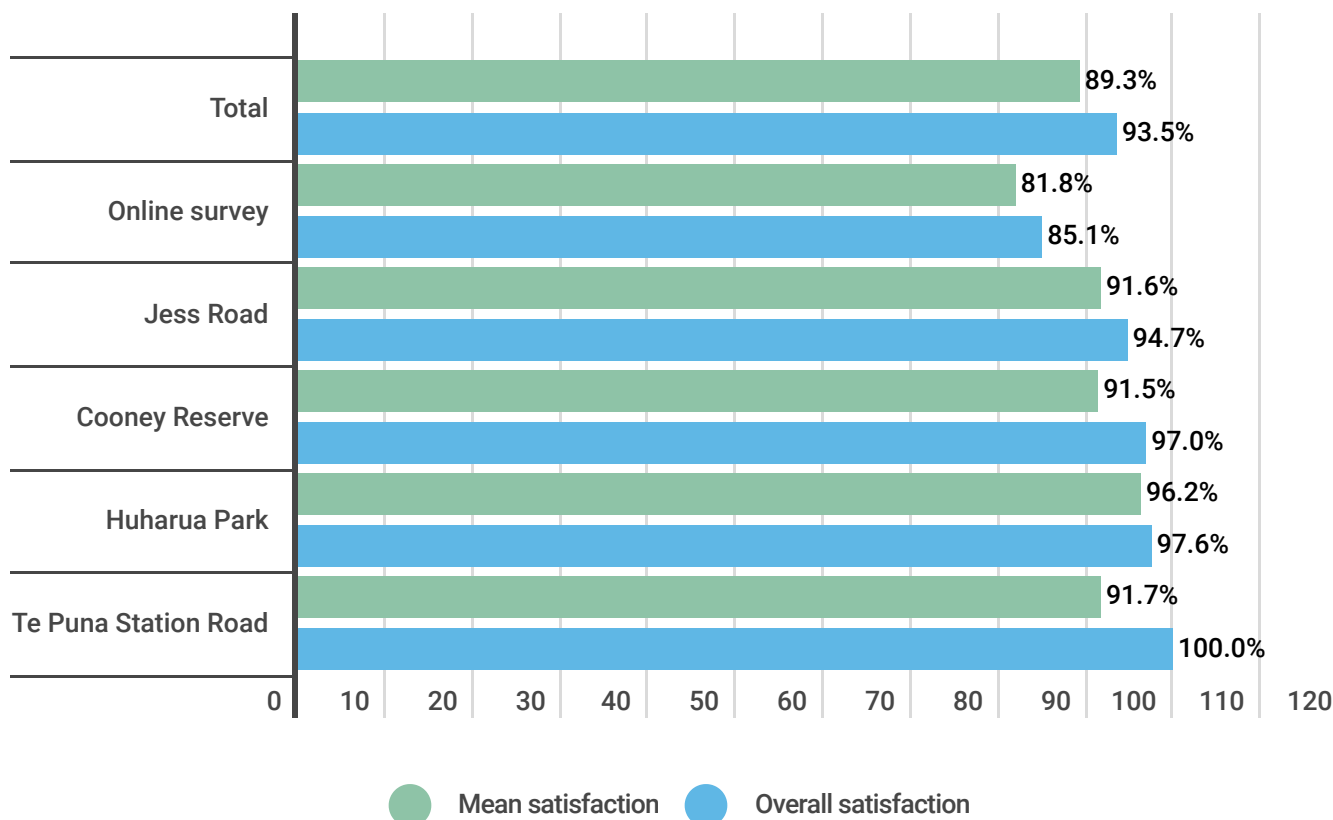
Overall satisfaction is a measure of the percentage of respondents that were either satisfied or very satisfied with the trail overall. Chart 17 shows that overall satisfaction ranges from 85.1% to 100%, with the lowest overall satisfaction being from online respondents.

Mean Satisfaction

The average or mean satisfaction of respondents is calculated by adding the total of all scores (from 1 to 5) and dividing by the total number of respondents. Chart 17 shows that mean satisfaction varies from 81.8% for online surveys to 96.2% for Huharua Park respondents.

In general, satisfaction is high, with intercept survey respondents being generally more satisfied than online survey respondents.

Chart 17. Comparison of mean and overall satisfaction



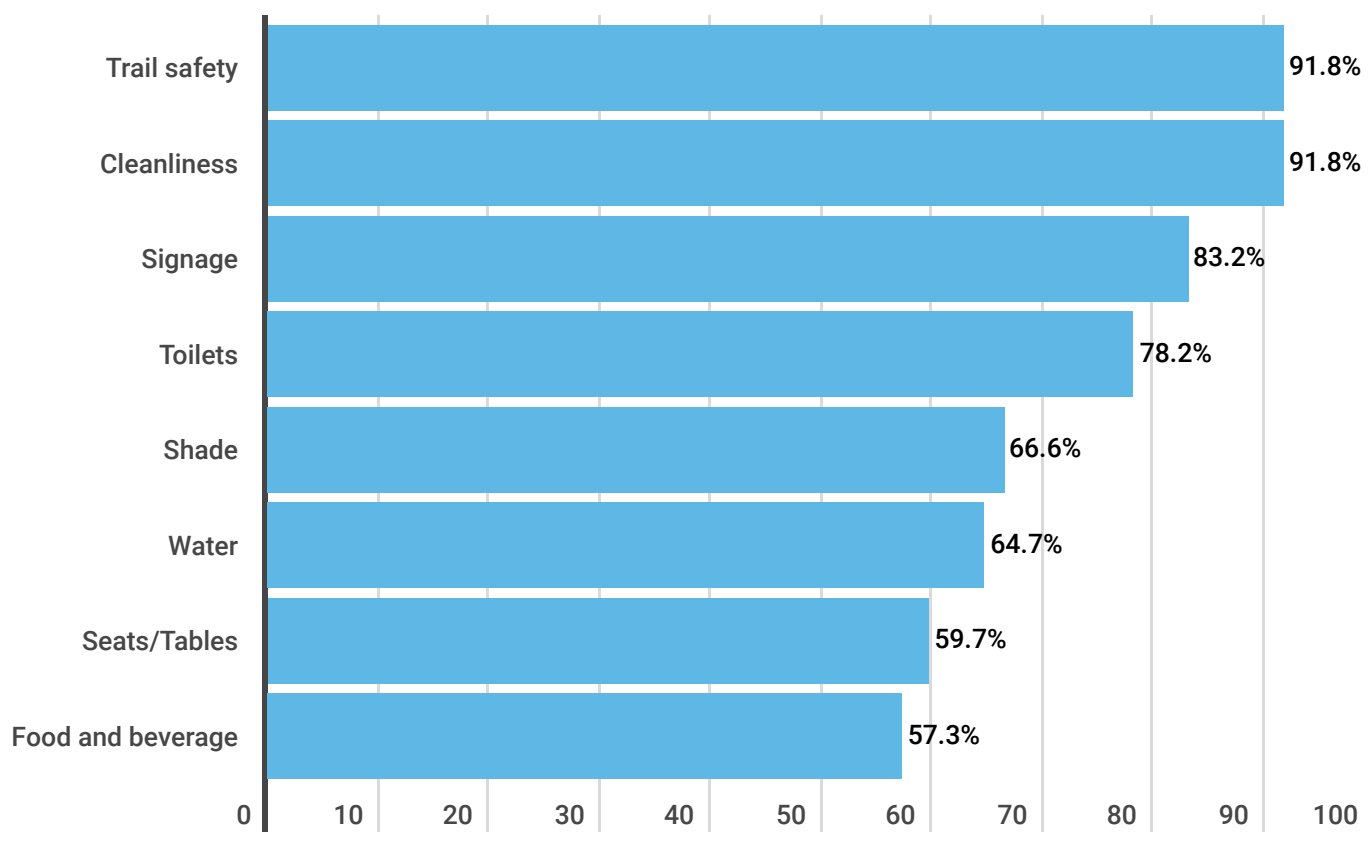
Trail Feature Importance

Respondents were asked to rate the importance of trail features on the 1 to 5 scale from totally unimportant to very important. This gives a measure of expected level of service for each feature. The features that respondents were asked to rate are:

- Toilets
- Trail signage
- Seats and tables
- Drinking fountains or bottle fillers
- Shade
- Cleanliness and lack of litter
- Food and beverage options
- Trail safety (personal safety while using the trail)

The mean importance for each feature is expressed in Chart 18 as a percentage of the maximum possible score of 5. Personal safety and trail cleanliness are the most important followed by signage and toilets. Trail users want the trail to be safe to use, free of litter, with adequate signage so that they can find their way around and so that users are aware of behavioural expectations. Furniture and food and beverage options were less important to most trail users.

Chart 18. Relative importance of trail features

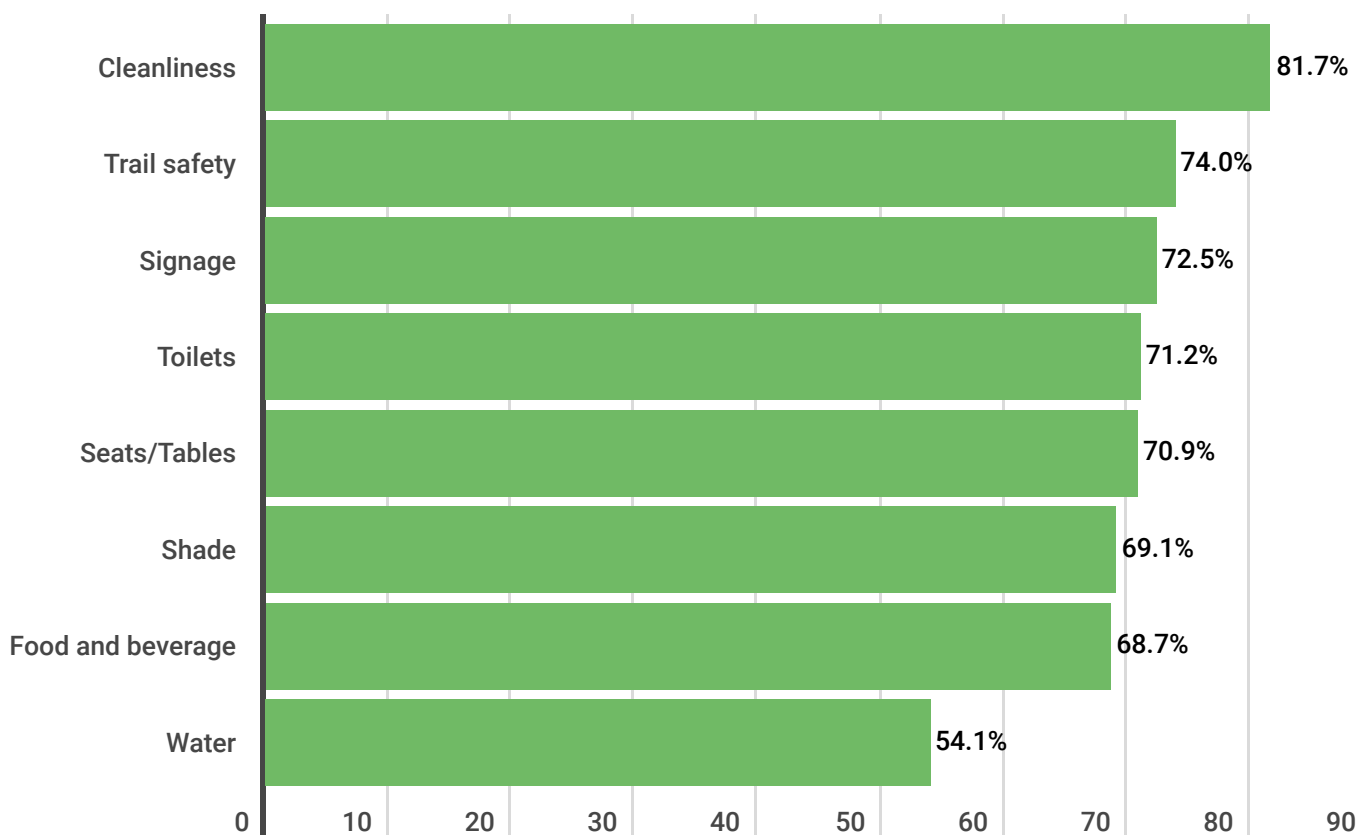


Trail Feature Satisfaction

Respondents were also asked to rate their satisfaction with the same trail features from very dissatisfied to very satisfied. This gives a measure of user experience in terms of whether or not expectations were met.

The mean satisfaction with each feature is expressed in Chart 19 as a percentage of the maximum possible score of 5. The highest satisfaction is with trail cleanliness, and the lowest is with availability of drinking water. The other features all score very similarly.

Chart 19. Relative satisfaction with trail features



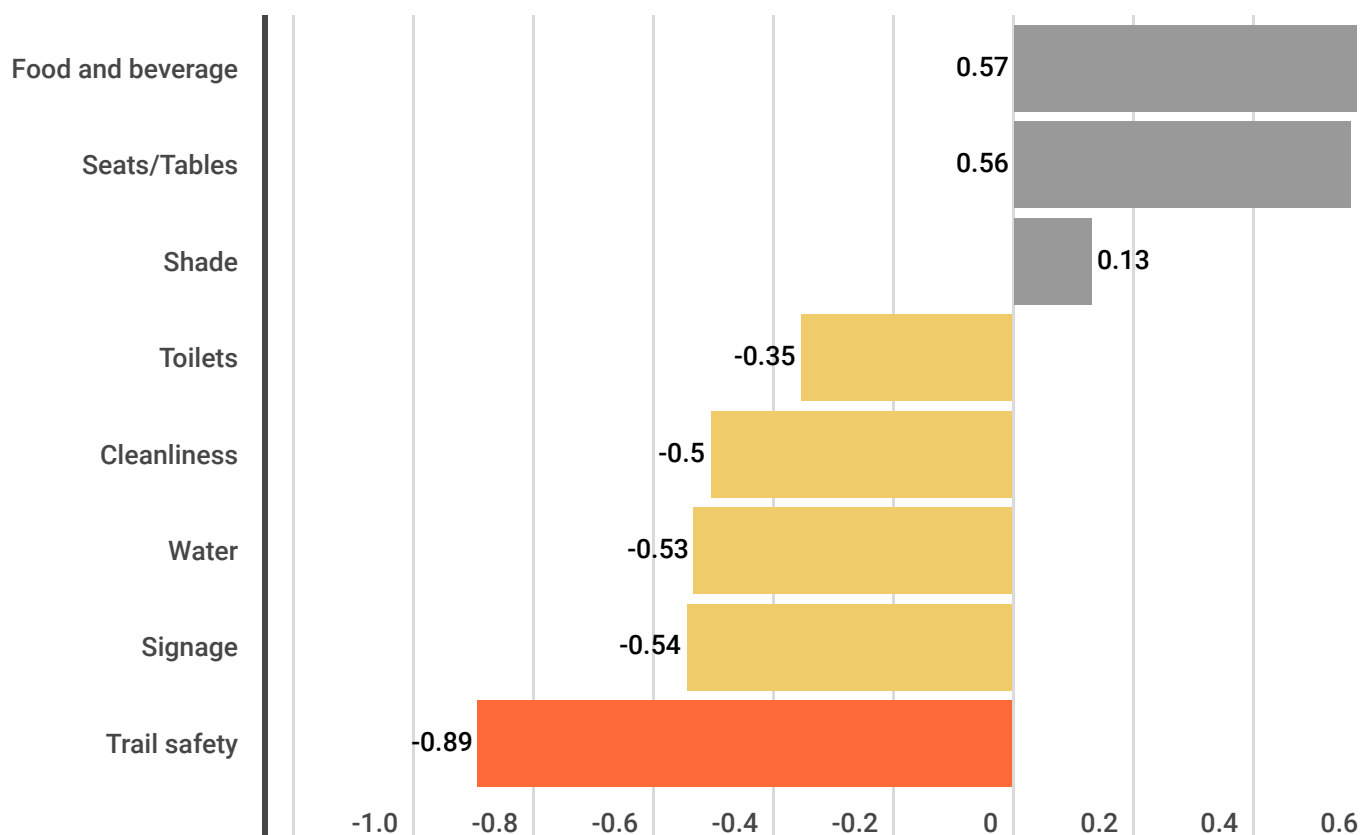
Service Gap Analysis

The service gap is calculated by subtracting the importance score from the satisfaction score (using the 1 to 5 score) i.e. experience minus expectations. Where respondents have scored satisfaction lower than importance, this indicates that their experience did not meet their expectations for the feature. This is represented by a negative service gap.

On the other hand, if satisfaction scores higher than performance, this results in a positive service gap, indicating a level of over-performance, or a higher level of service being experienced than expected.

Anything less than a full half point (+/-0.5) result in any chart should be read as a relatively minor indication of a level of service that is too great/poor. Anything between +/-0.5 – +/-1.0 should be reviewed and any gap over +/-1.0 requires further examination on why there is a major gap between respondents' expectations and experience.

Chart 20. Service level gap by trail feature



Food and beverage availability, furniture and shade all have a positive service gap indicating that there is no unmet need for these features. There is a small and insignificant gap for toilets, trail cleanliness, drinking water and trail signage. The most significant gap is for trail safety.

Location specific results

Te Puna Station Road

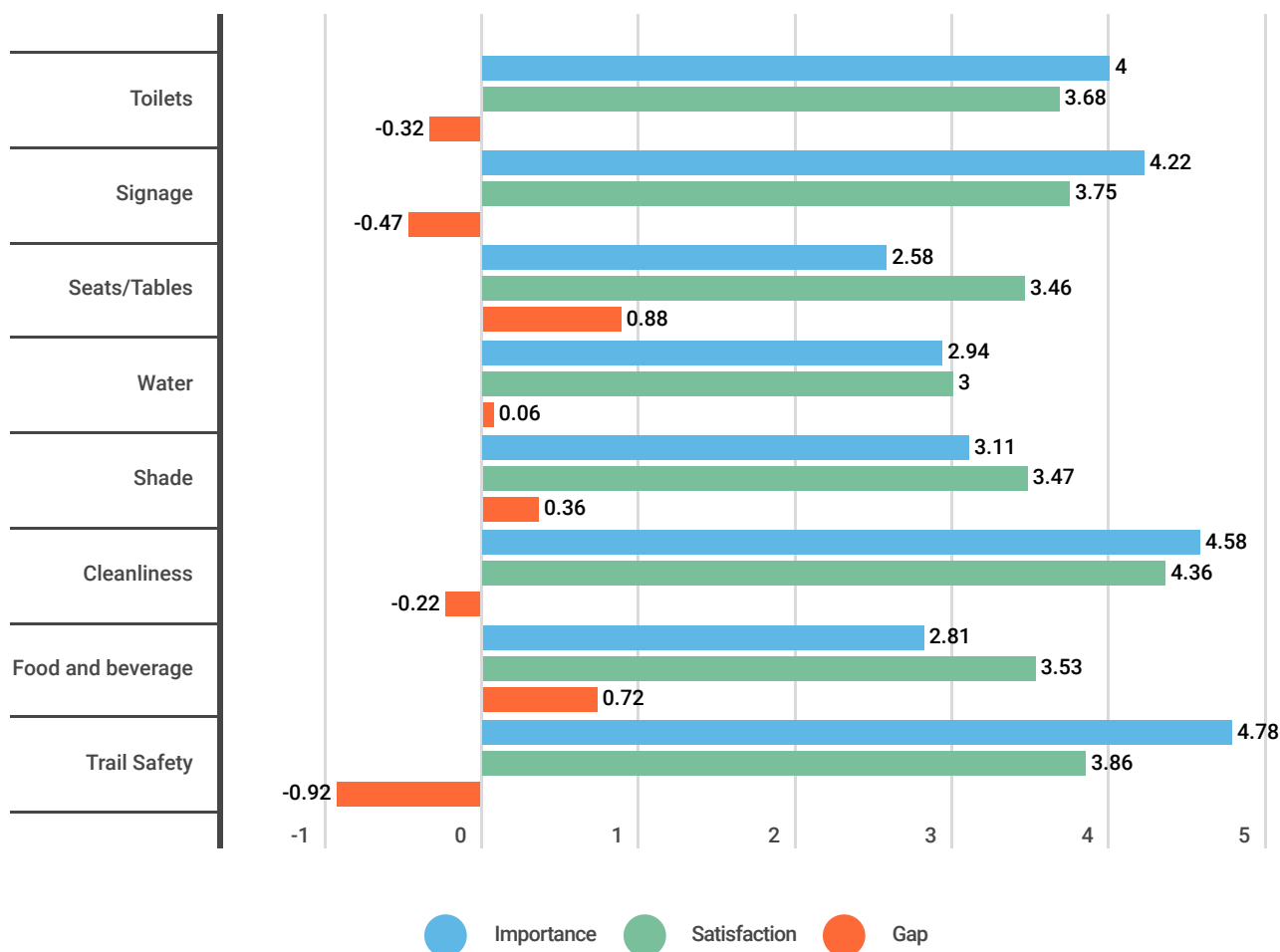


Chart 21. Te Puna Station Road results for features

The 36 respondents surveyed at the Te Puna Station Road location were more than satisfied with food and beverage availability, furniture, drinking water and shade as these features all have a positive service gap indicating that there is no unmet need identified. There are small and insignificant gaps for toilets, trail cleanliness, and trail signage. The most significant gap is for trail safety.

Intercept surveys were carried out on Sunday 20 December from 8.30am to 1pm and Wednesday 23 December from 8am to 12.15pm.

Huharua Park

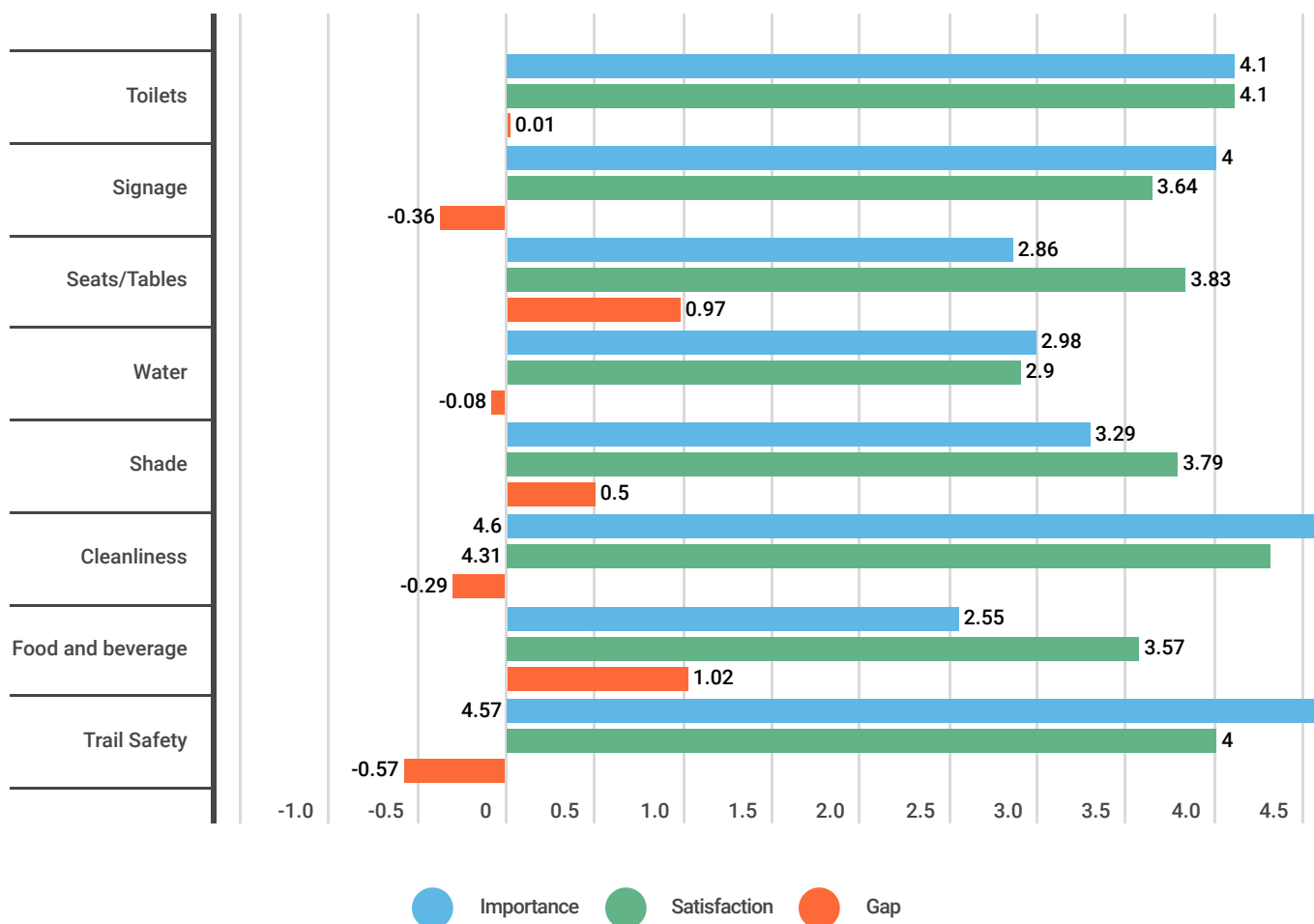


Chart 22. Huharua Park results for features

The 42 respondents surveyed at the Huharua Park location were more than satisfied with food and beverage availability, furniture, toilets and shade as these features all have a positive service gap indicating that there is no unmet need identified. There are small and insignificant gaps for drinking water, trail cleanliness, trail signage and trail safety.

Intercept surveys were carried out on Friday 18 December from 8am to 2pm and Tuesday 22 December from 8.30am to 1.30pm.

Cooney Reserve

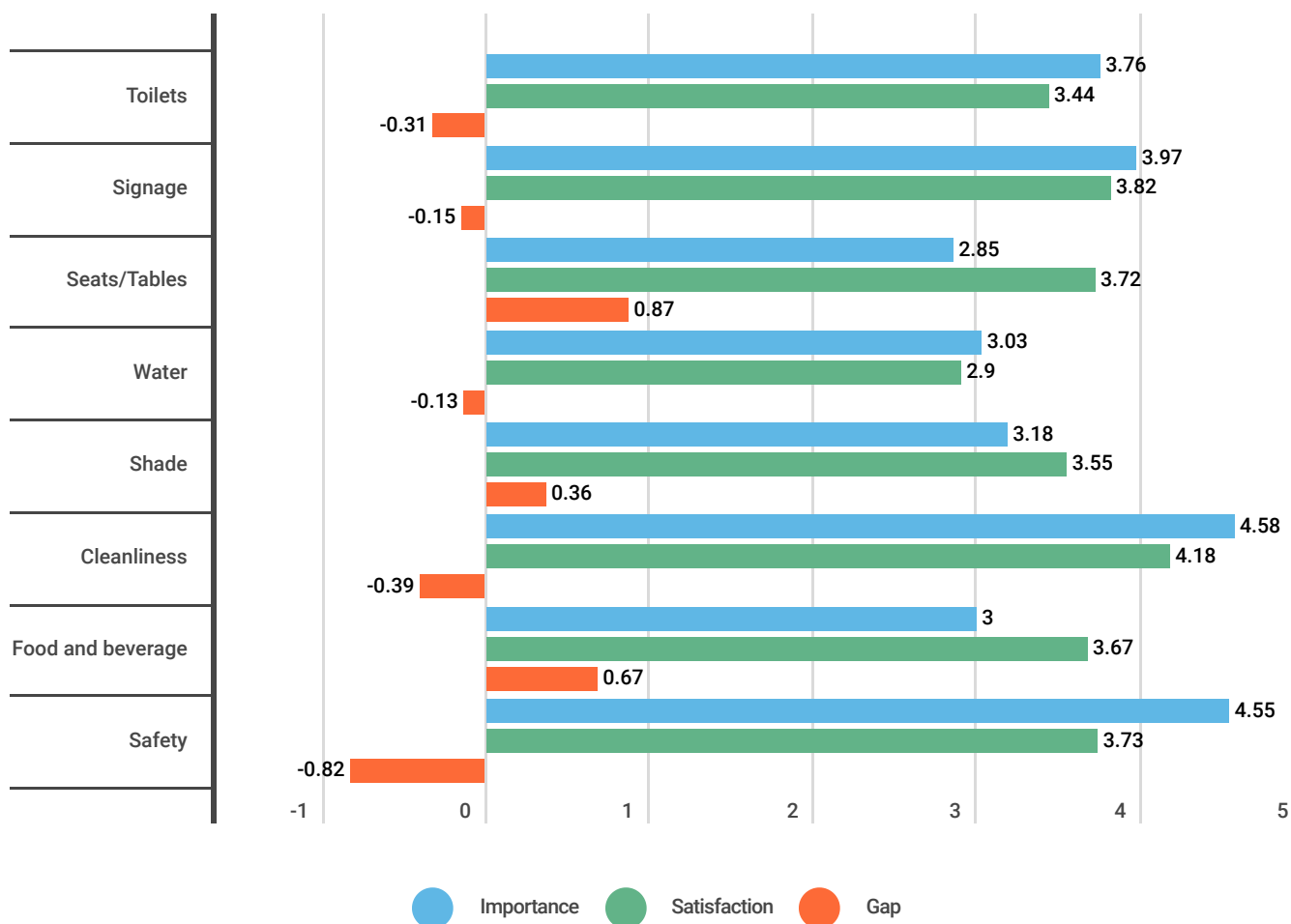


Chart 23. Cooney Reserve results for features

The 33 respondents surveyed at the Cooney Reserve location were more than satisfied with food and beverage availability, furniture and shade as these features all have a positive service gap indicating that there is no unmet need identified. There are small and insignificant gaps for toilets, drinking water, trail cleanliness and trail signage. The most significant gap is for trail safety.

Intercept surveys were carried out on Saturday 19 December from 8.30am to 3pm.

Jess Road end

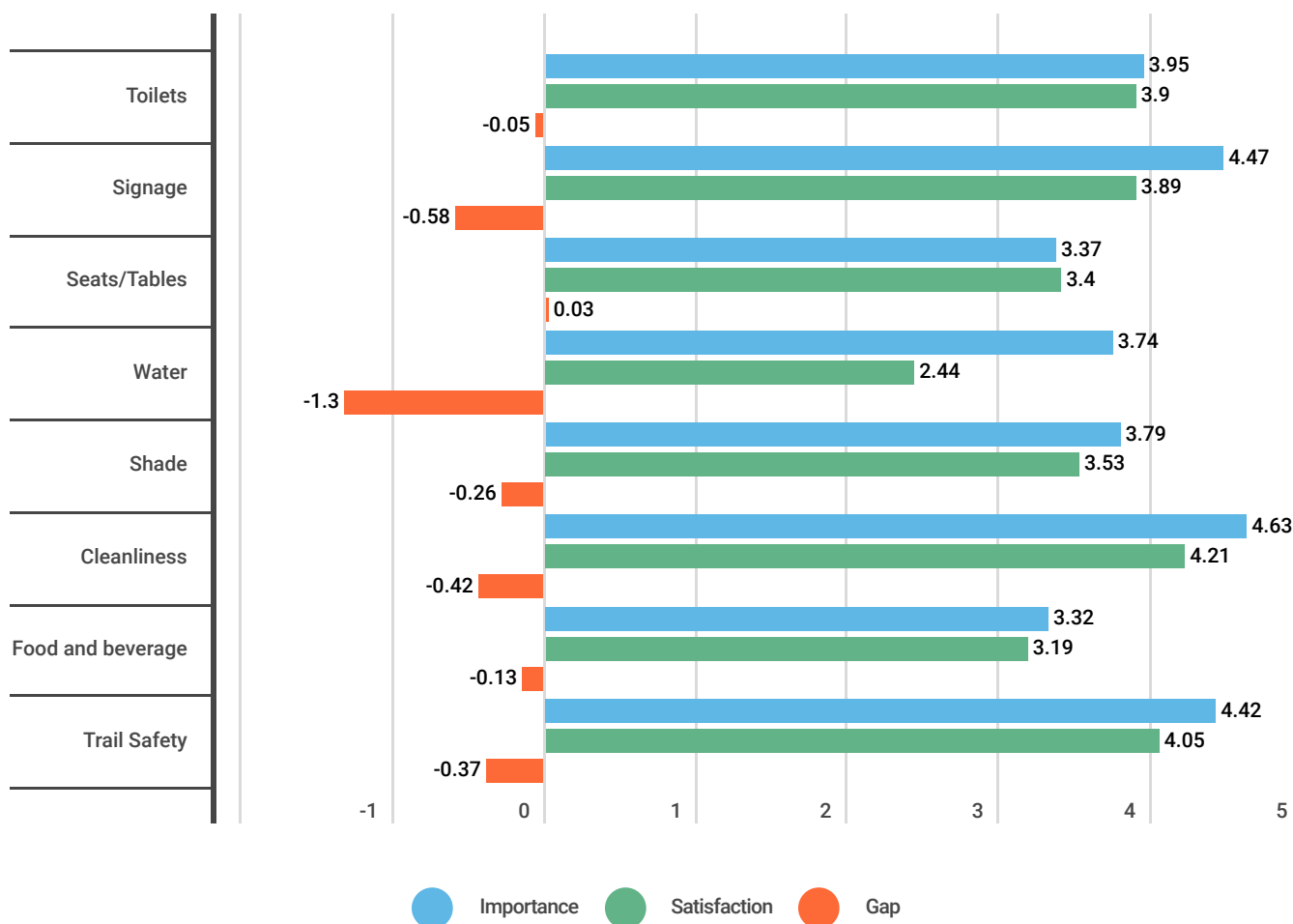


Chart 24. Jess Road end results for features

The 19 respondents surveyed at the end of Jess Road were generally less satisfied than at other physical locations. They were more than satisfied with furniture provision and quality but there are small and insignificant gaps for toilets, trail cleanliness, trail safety, food and beverage availability, shade and trail signage. The most significant gap at this location is for drinking water. This may be due to the location at the top of a steep hill where the lack of water becomes more apparent.

Intercept surveys were carried out on Friday 18 December from 2.30pm to 5pm and Sunday 20 December from 2pm to 4pm.

Online self-completion surveys

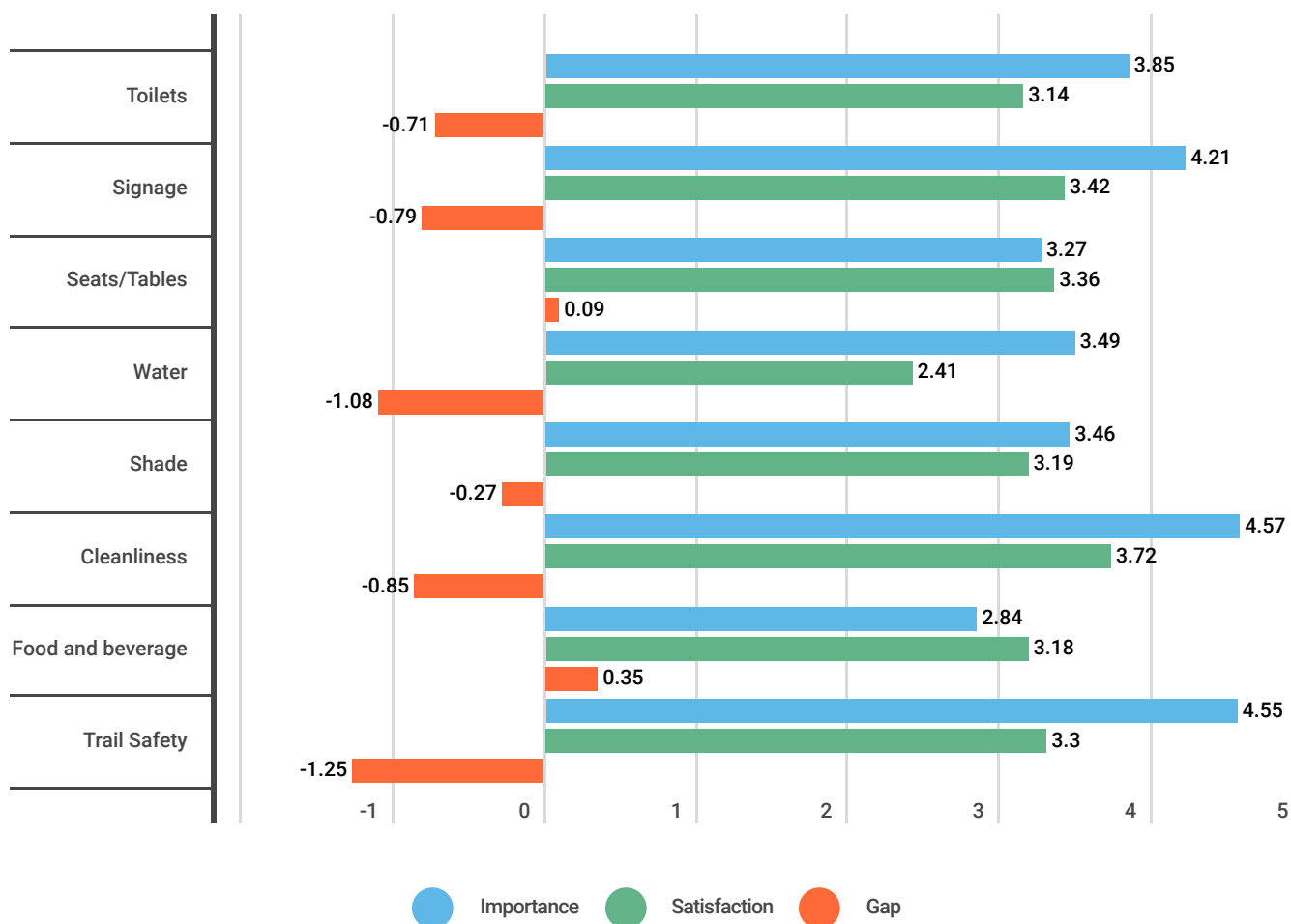


Chart 25. Online self-completion survey results for features

The 67 respondents that submitted online surveys were generally less satisfied than at the intercept survey locations. They were more than satisfied with furniture and food and beverage availability, and there is a small and insignificant gap for shade. The gaps for toilets, trail cleanliness, trail safety, trail signage and drinking water are more significant. The most significant gaps for this group of surveys are for drinking water and trail safety.

Online survey respondents are self-selecting and may be more motivated to respond to a survey if they have an issue they are concerned about. Online respondents may also feel more comfortable with a negative response than they would if speaking with a researcher. These may be reasons why online respondents identify a larger service gap than intercept survey respondents.

Online surveys have been submitted from 14 December 2020 to approx 1 January 2021.

User feedback

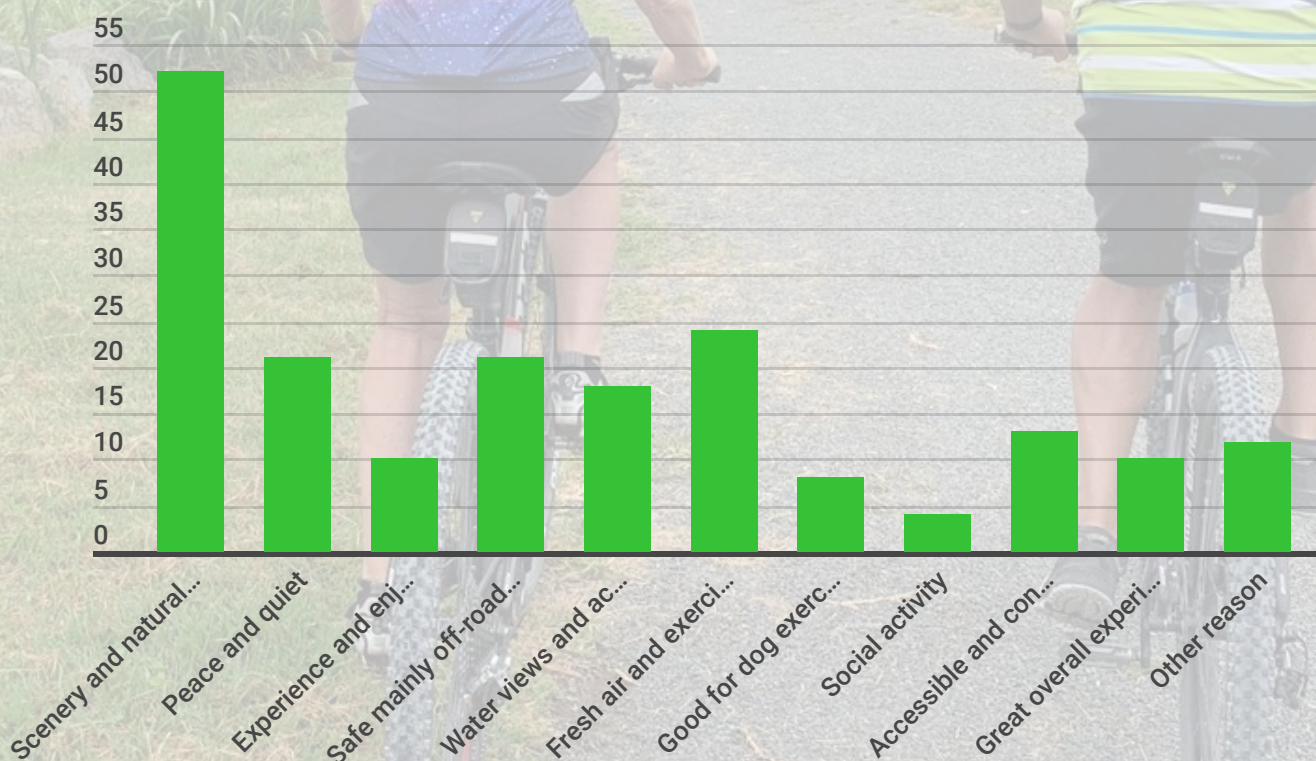
What did users most enjoy?

Respondents were asked what they most enjoyed about their trail experience. Responses have been sorted into themes as identified in Table 3. Many respondents mentioned more than one theme so the first mentioned was used. Many themes are closely related. Most of the "other" responses related to the good weather during the survey.

Table 3. What did users enjoy most?

Enjoyment themes	Respondent numbers
Scenery and natural beauty	52
Peace and quiet	21
Experience and enjoyment of nature	10
Safe mainly off-road option away from traffic	21
Water views and access	18
Fresh air and exercise	24
Good for dog exercise	8
Social activity	4
Accessible and convenient to use	13
Great overall experience	10
Other reason	12

Chart 26. Most enjoyed trail experience - all respondents



User feedback

What did users most want to improve?

Respondents were asked what was the one improvement they would make to the trail. Responses have been sorted into themes as identified in Table 4. Although respondents were asked for one improvement, other suggestions were also themed and included in overall numbers.

Table 4. What did users most want to improve?



The most common theme was the condition and safety of the transition from the Wairoa River bridge to Bethlehem at Carmichael Road. This was mentioned by 51 (25.6%) respondents. Following this was maintenance or improvements to the trail surface, poor trail etiquette and lack of drinking water on the trail. Other themes that had less than 5 mentions included dog poop bins and bags, cafe or coffee cart, improved safety on road sections and better control of dogs.

Exploring the issues

Wairoa Bridge connection

The incomplete connection from the Wairoa River Bridge to Bethlehem was a concern to 25.6% of respondents. Comments from these respondents raised this as a significant safety issue for the following reasons:

- riders from Bethlehem have to cross the highway and ride against the flow of traffic, or ride in the vehicle lane over the bridge
- coarse gravel at end of clip-on bridge is hard to ride and not safe for road tyres
- barriers at end of clip-on bridge are hard to negotiate especially on coarse gravel
- no barriers between the cycle lane and fast moving vehicles
- cyclists riding in the shade of the bank are difficult to see
- roadwork cones and parked vehicles on road side push cyclists into traffic
- Inadequate signage to advise cyclists what they should do to get across the bridge

How much of a barrier is the bridge connection?

Of the 116 cyclists that rode along the trail, 20 entered the trail at Bethlehem and rode across the Wairoa River bridge. 14 of these cyclists made comment about the safety of the connection between the bridge and Bethlehem. None of the 78 trail walkers or runners that responded to the survey entered the trail at Bethlehem.

51 respondents felt that the connection from the bridge to Bethlehem was inadequate and unsafe. This number included the 14 cyclists that actually rode this section of the route. It is possible that the other 37 respondents (18.6% of users) would make use of the bridge and Bethlehem section of the trail if it were completed safely.

18 of the 116 cyclists drove to the trail from the Tauranga side of the Wairoa River. Only two of these respondents consider themselves local to the trail (within walking or cycling distance) and one made the comment that they would not ride on the State highway due to the danger. The remaining 16 of the 18 Tauranga City cyclists that drove to the Western Bay side of the bridge don't consider themselves local to the trail, suggesting that distance may also be a barrier to cycling to the start of the trail in Bethlehem. However, if the trail connected safely to Bethlehem these people may consider themselves close enough to the start of the trail to ride instead of drive. The increasing use of e-bikes is increasing the distance that recreational cyclists can comfortably ride and is likely to increase demand on cycle trails and the connections between them.

Maintaining or improving the trail surface

The condition of the trail surface was a concern to 22 respondents (11%). The specific issues raised varied with the type of user. Most comments related to the condition and maintenance of the gravel surface and erosion or wear in some areas particularly at bridges where a lip can develop and become a trip hazard. Others would prefer that the gravel is replaced with concrete or smooth seal, or that a finer grade of gravel is used. Others feel that the fine gravel creates a slippery surface. Care needs to be taken with selection of surface materials to create a suitable surface for both cycling and running.

Obstacles were also noted by several users, particularly bollards at the Huharua Park and Cooney Reserve car parks where the trail enters the parking area. These transition points were designed for pedestrians and are not suitable for cyclists.

Trail etiquette and speeding cyclists

Poor trail etiquette was mentioned by 16 respondents, and speeding cyclists by 12 respondents. These are related issues that are common to shared use trails. Cyclists are perceived to be travelling too fast when they are moving quickly in relation to other users such as walkers and slower cyclists. Several respondents mentioned that there is a small group of cyclists that regularly use the trail at high speed and are rude and aggressive to other users. It was felt that these cyclists were endangering other users and that their behaviour was not appropriate on a shared use path. One cyclist mentioned that he regularly rides at 30km/hr which he was quite pleased with but is too fast for a shared use path.

The increased use of e-bikes has created an entire subgroup of riders that can easily move at speeds greater than their skill level and experience. These riders may be a potential hazard to themselves and others on the trail.

Other aspects of poor trail etiquette include the use of ear buds and headphones by walkers, runners and cyclists so that they can't hear other users, walking dogs off the leash, and groups occupying the entire width of the trail.

Better signage is needed to remind users to respect other users, share the path and behave responsibly.



Lack of drinking water

A lack of access to drinking water on the trail was noted by 14 respondents. Although most trail users bring their own water sufficient for the length of time they plan to be out, many felt that there should be somewhere that they could replenish drinking water if needed. The lack of drinking water was especially noted by respondents surveyed at the Jess Road end and online respondents.

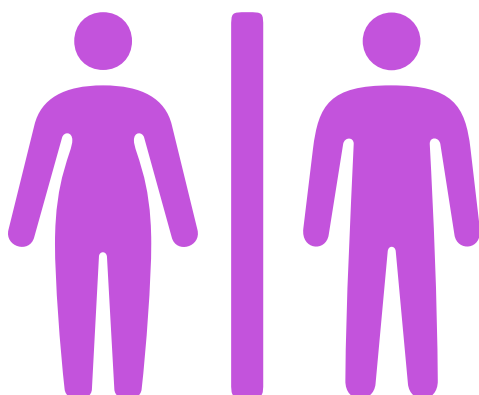
A tap with a bottle filler and a dog watering bowl would be a useful addition to Huharua Park as this area is also used for dog exercise and freedom camping and there is no water source other than hand basins.

Wayfinding signage

Inadequate signage was mentioned by 11 respondents, 7 of which were first time users. Wayfinding signs are present but are small and not always easy to see or read, especially for riders moving at speed. Some found it difficult to find their way to the start of the trail - others got lost while on the trail. Several riders travelling from Plummers Point to Te Puna missed the sign at the bottom of the hill on Jess Road and continued to the end of the road before intercepting the trail by accident. The mobility scooter rider surveyed at Huharua Park had also been out on the trail the previous day and had missed the turn from Te Puna Road onto Borell Road. He had ended up on SH2 and had travelled several kilometres up the highway verge on his mobility scooter to get back to Omokoroa.

Signage is also needed to advise trail users of toilet locations, destinations, hazards and distance to the trail end. The current level of signage may be sufficient for local residents who know their way around, but is inadequate for new and irregular users.

Toilets



The need for more toilets was mentioned by 11 respondents. There are toilets located at the Wairoa River Bridge, Kotuku Reserve, Huharua Park and Omokoroa Domain. Most respondents did not know where the toilets on the trail were unless they were locals familiar with their section of the trail. Several respondents suggested the Cooney Reserve as a location for toilets, particularly as this location is used for freedom camping. Better signage would help users to find existing toilets.

Make more of the trail off-road

10 respondents suggested that the trail would be improved if more of it was off-road rather than using local roads. In addition to this, a further 3 respondents felt that the safety of on-road sections could be improved. Safety was given as the reason for some of these improvements, but in general it seemed to be considered an enhancement rather than a necessity.

Overgrown vegetation

Overgrown vegetation impeding on sight lines and narrow sections of the trail were mentioned by 9 respondents. The worst sections were the Jess Road estuary section where vegetation is reducing sight lines and making it difficult to see oncoming traffic. The other sections are along the narrow paths on Te Puna Road and Borell Road where vegetation is impinging on the path.

Narrow paths unsafe for shared use

Borell Road was mentioned by 8 respondents as being inadequate and unsafe for use as a shared or cycle path. The path is built to footpath width and has many driveway entrances crossing it with poor visibility for both trail users and crossing vehicles. The path also has obstacles (power poles and vegetation) that require users to manoeuvre around them. Much of this section of the trail is sloping so cyclists travel at speed on the down slope. This section of the trail is potentially hazardous, and would be better located on the opposite side of the road.

Another section mentioned as being too narrow for shared use is the section between Cooney Reserve and the Omokoroa Esplanade. Mirrors were suggested to improve visibility on blind corners.

Dogs on the trail

Dogs were mentioned in several comments; more dog poop bags and bins, better signage in dog and wildlife areas, dogs on leads, and more dog friendly.

The trail passes through Huharua Park which is the only off-leash dog park in the area. This park is well used by dog owners who report that they are regularly abused by cyclists for not having their dogs on a leash where the trail passes through the off-leash area. Better signage is needed at Huharua Park to inform cyclists to beware of unleashed dogs on the trail. Better signage is also needed on other parts of the trail to inform dog walkers that they must leash their dogs. Better signage is also needed in wildlife nesting areas to remind dog owners to keep dogs away.

Other themes

Suggested safety improvements

- remove timber edging and spacers from Cooney Reserve to Esplanade as these are very slippery when wet and have apparently caused many accidents.
- rails on boardwalks
- widen trail and eliminate blind corners

Stop freedom camping - trail users have noticed that the toilets at Huharua Park are not as clean since freedom campers have been using this area.

More opportunities for refreshments along the trail, especially at weekends when there is no coffee cart at the Wairoa River Reserve.

Extend the trail or provide better links to other trails - users want more of this, preferably in their own neighbourhood

More bins for refuse and dog poop - one Omokoroa resident claimed that the trail is clean and tidy only because local users pick up litter and take it home as there are not enough bins.