Evaluation of the Cairns Northern Cycleway

Prepared for Queensland Department of Transport and Main Roads

CDM RESEARCH

Contents

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Executive Summary

The Department of Transport and Main Roads (TMR) commissioned CDM Research to undertake an evaluation of the extension of the Cairns Northern Cycleway from Whitfield Street (Aeroglen) to Lower Freshwater Road (Freshwater), which opened in late 2015. The path extends over a distance of 4.6 km and cost around $2 m.

Two fieldwork activities were undertaken to obtain input data for the evaluation:

- video-based manual counts classified by mode, direction of travel and time of day over a sequential 7-day period (Saturday 22 October and Friday 28 October 2016), and
- intercept surveys with path users undertaken on two weekdays and two weekend days.

The counts and surveys were undertaken near the Stratford Bowls Club between Dalgety Street and Clacherty Street. The data was input into a cost-benefit analysis to estimate the monetary project benefits. The key results of this evaluation are as follows:

- Average daily traffic between 5 am and 7 pm on the path of around 244 users, of which 191 (78%) are bicycle riders and 22 (22%) are pedestrians.
- The intercept surveys suggest the path has encouraged riding and walking activity that would not otherwise have occurred; around a quarter of bicycle riders using the path would not otherwise have travelled, along with a third of pedestrians. A further 20% of bicycle riders travelling for transport purposes would otherwise have driven a car. These shifts are suggestive of beneficial public health outcomes.
- Just over half of transport riders (58%) and most recreation riders (74%) indicated the path had increased the amount of riding activity they had undertaken. This supports the assertion that the path has increased physical activity, and plausibly led to beneficial health outcomes.
- Most trips are for fitness or recreation; 65% of bicycle trips on weekdays and 89% on weekends were for recreation compared to 72% of weekday walking trips and 77% on weekends.
- The average recreation cycling trip took 103 minutes over 28 kilometres, compared with 47 minutes over 13 km for transport cycling trips. Recreation walking trips took on average 46 minutes over 4 km.
- Unsurprisingly, most walking trips had their origin and destination within Stratford. Cycling trips had a somewhat wider catchment, with most originating in Freshwater, Stratford or Brinsmead.
- Around half of path users travelling for transport had a car available with which they could have made their trip. Just over half of these path users with a car available indicated that driving would have been faster than riding. This suggests riders are choosing to ride for reasons aside from the travel time differences with motorised travel.

- The cost-benefit analysis suggests the project represents very good value for money; the BCR for the central discount rate of 7% was around 7.4. The benefits are primarily motivated by the public health benefits accrued to all-new cycling and those who shift from private car. These benefits in combination with the modest capital costs for the project and the long average trip length contribute to the favourable BCR.

1 Introduction

1.1 Background

CDM Research was commissioned by the Queensland Department of Transport and Main Roads (TMR) to undertake an evaluation of the extension of the Cairns Northern Cycleway from Whitfield Street (Aeroglen) to Lower Freshwater Road (Freshwater) over 4.6 km. The project extends the pre-existing path from Aeroglen to Cairns North.

1.2 Methodology

This evaluation adopted a cost-benefit analysis (CBA) methodology as developed previously for TMR (CDM Research 2016). The CBA tool is implemented online[1]. The methodology requires a number of inputs, of which the most important are:

- average daily pedestrian and cyclist counts,
- average distances walked/ridden, and
- diversion rates and induced travel proportions.

The latter refer to the proportion of demand that:

- was already walking/riding before the project, and have changed their route to use the project,
- have diverted from other transport modes (e.g. private car, public transport), and
- all-new trips that would not have otherwise occurred in the absence of the project.

To obtain these input parameters two fieldwork activities were undertaken:

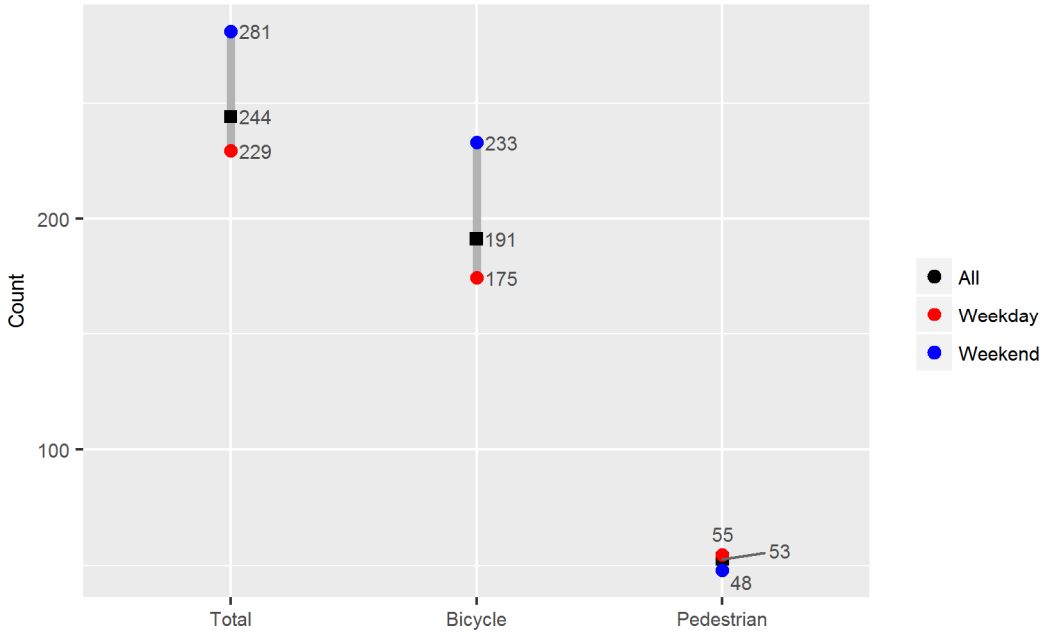
1. video-based manual counts classified by mode, direction of travel and time of day from 5 am to 7 pm between Saturday 22 October and Friday 28 October 2016, and
2. intercept surveys with path users undertaken between 7 am and 10 am on Thursday 17 October, 7:30 am to 10:30 am on Friday 18 October, 8 am to 11 am on Saturday 19 October and 4 pm to 7 pm on Sunday 20 October 2016.

The counts and intercept surveys were both undertaken on the path near the Stratford Bowls Club between Dalgety Street and Clacherty Street. This report first presents the summary data obtained from the fieldwork activities before then providing the output of the cost-benefit analysis.

[1] https://cdmresearch.shinyapps.io/ActiveTravelBenefits/

2 Counts

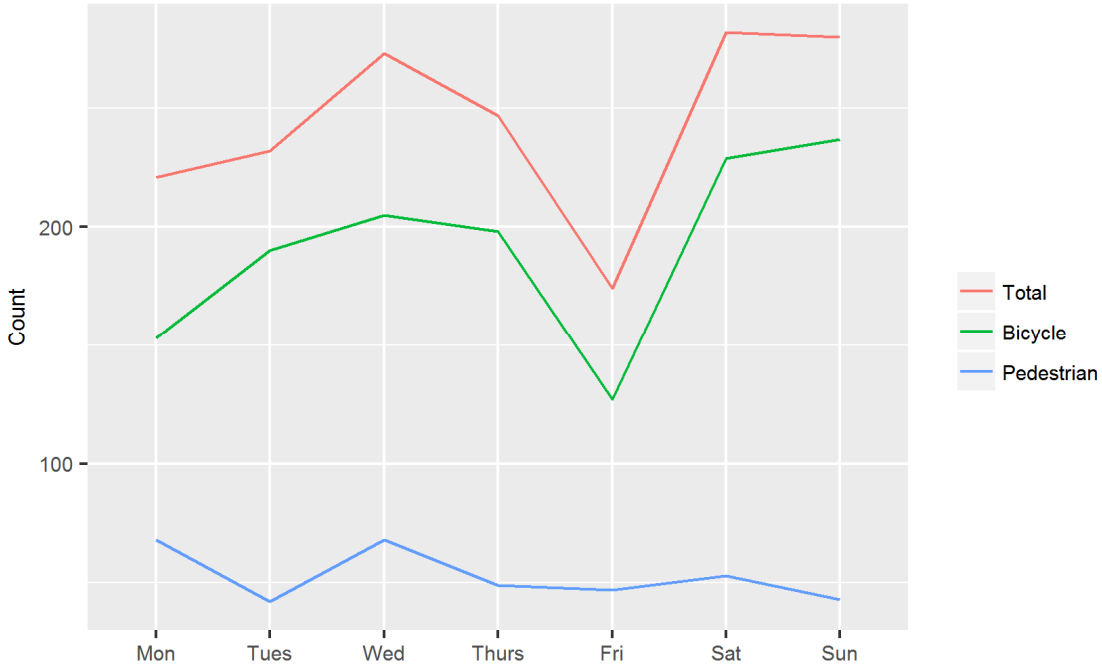
The average daily count on the path over the seven-day count period was 244 users per day[2], of which 78% were bicycle riders (Figure 2.1). Average cyclist demand was higher on weekends than weekdays.



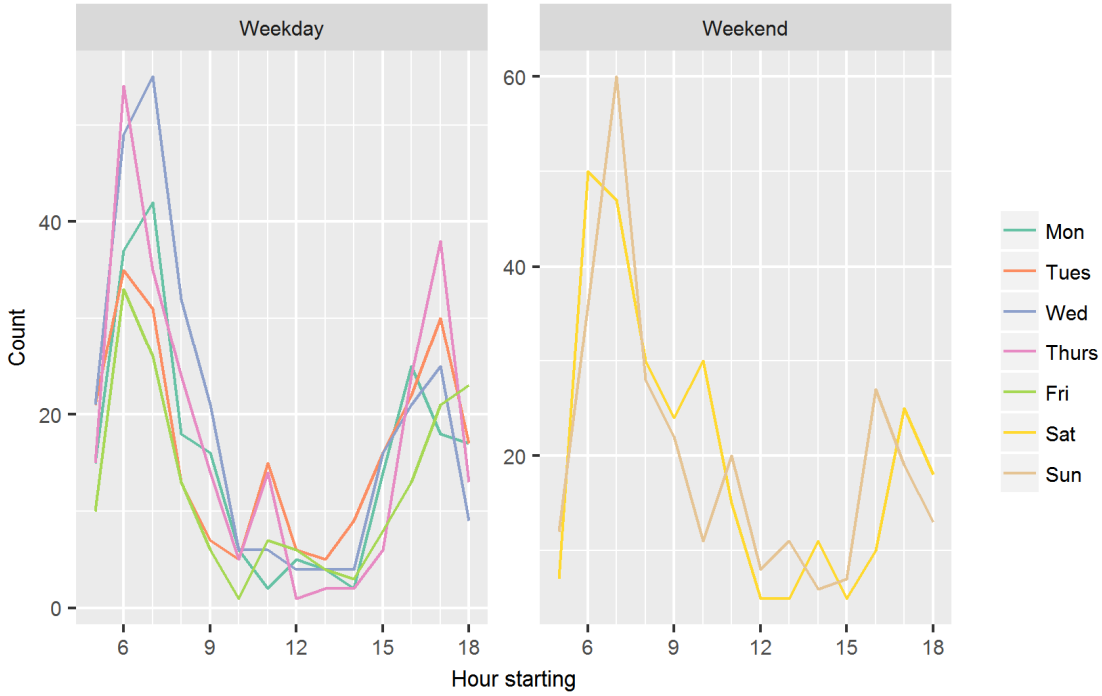
■ **Figure 2.1: Average count by mode and day of week**

The counts by day of week fluctuated as shown in Figure 2.2. The pedestrian count varied from a low of 42 on the Tuesday to a high of 68 on the Monday. The bicycle rider count was lowest on the Friday (127 riders) and highest on the Sunday (237 riders). The time of day profile suggests demand is strongest early on weekday mornings and afternoons, and on weekend mornings (Figure 2.3). The time of day profiles by mode are fairly similar (Figure 2.4).

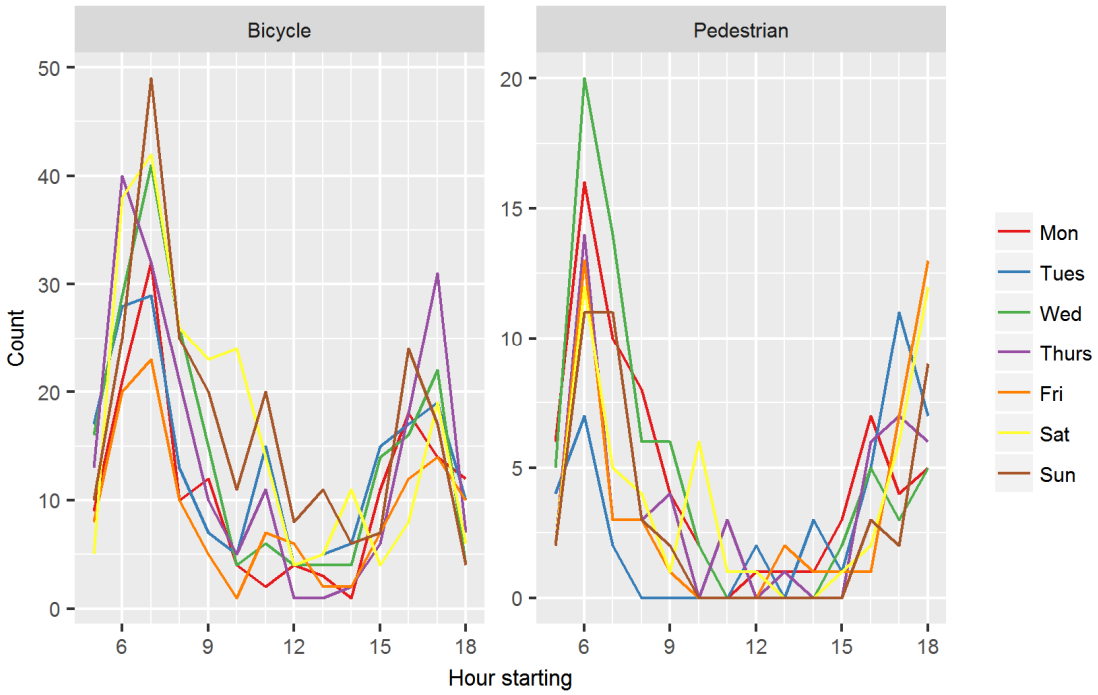
[2] Note the counts were from 6 am to 7 pm, or 13 hours such that they do not correspond to a 24-hour day. Full 24-hour counts may be of the order of 10% higher.



■ **Figure 2.2: Day of week by mode**



■ **Figure 2.3: Time of day by day of week (hourly bins) for all modes**

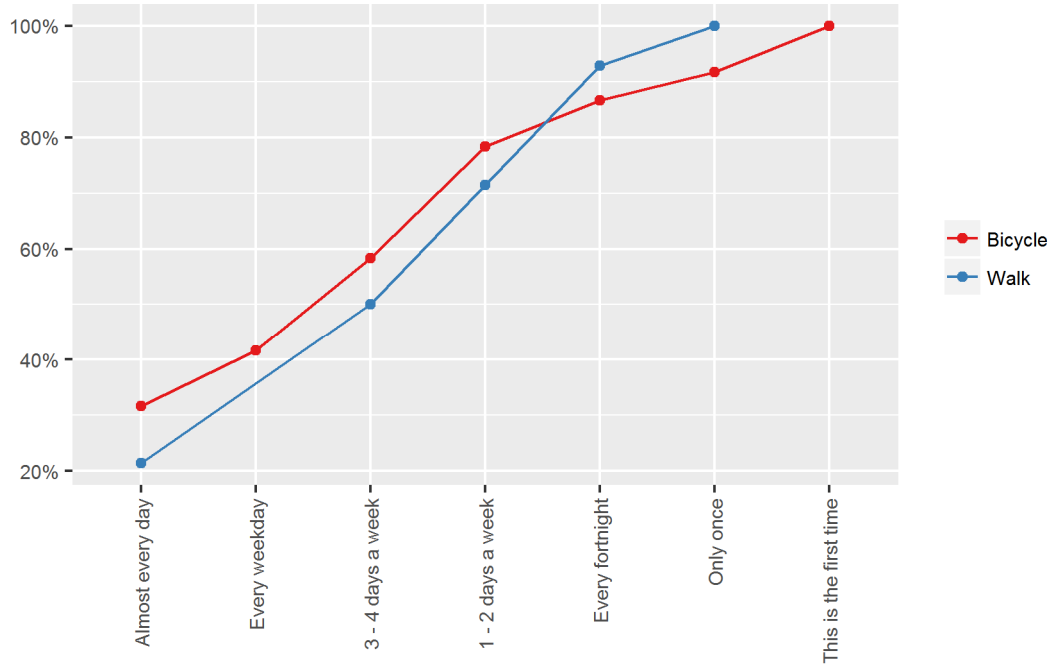


■ **Figure 2.4: Time of day by day of week and mode (hourly bins)**

3 Intercept surveys

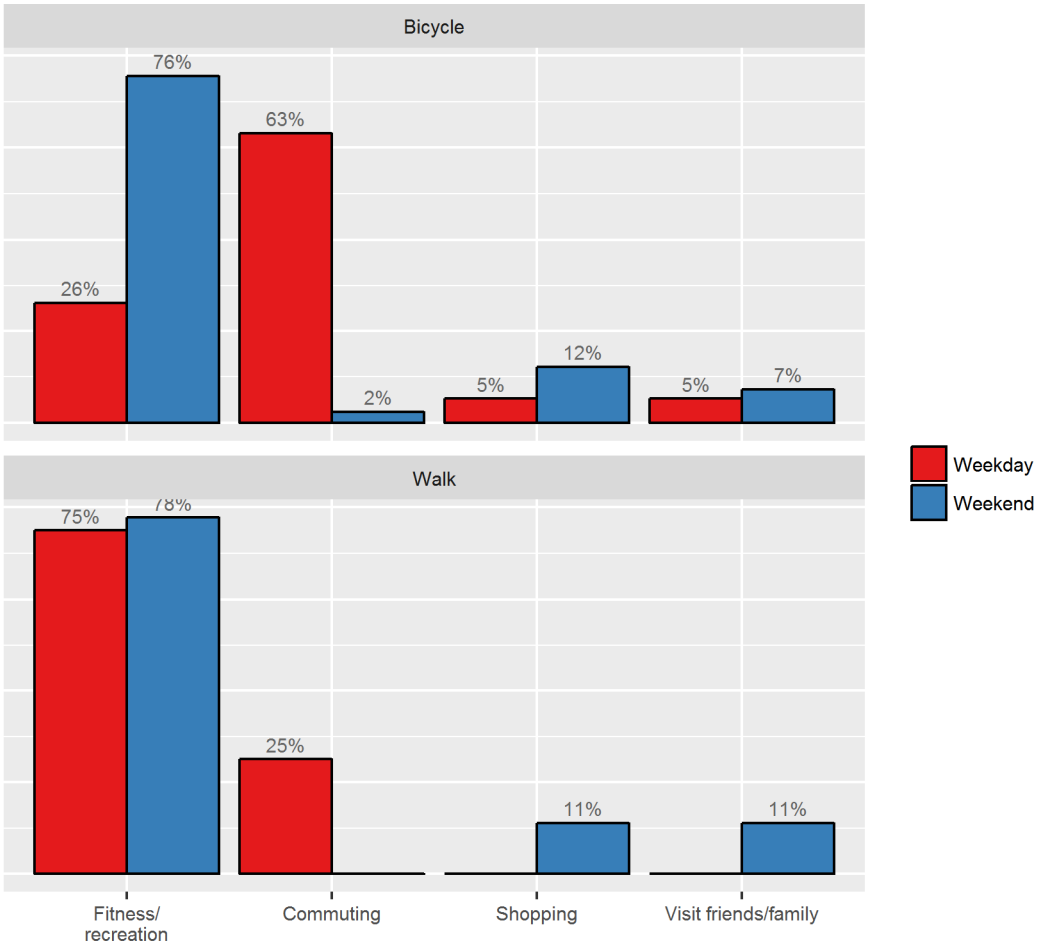
Intercept surveys were conducted with path users between Thursday 17 October and Sunday 20 October 2016 near the Stratford Bowling Club. A total of 74 complete interviews were obtained, of which 60 (81%) were bicycle riders and the remainder were pedestrians.

Path users appear to be frequent visitors (Figure 3.1). Just under 80% of bicycle riders and 71% of pedestrians use the path at least once a week.



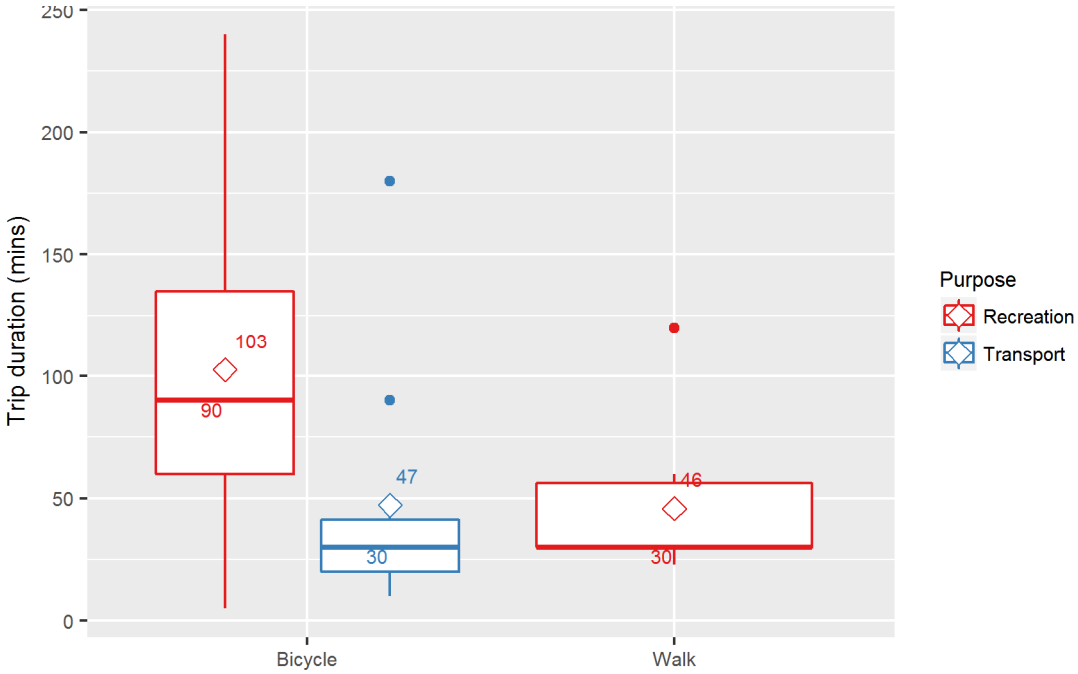
■ **Figure 3.1: Frequency of use by mode (cumulative totals are shown)**

Around two thirds of bicycle riders on weekdays were commuting with a further quarter riding for recreation (Figure 3.2). On weekends around three quarters of riders were travelling for recreation. Just over three quarters of pedestrians were travelling for recreation, with most of the remainder on weekdays commuting to work and on weekends either shopping or visiting friends.

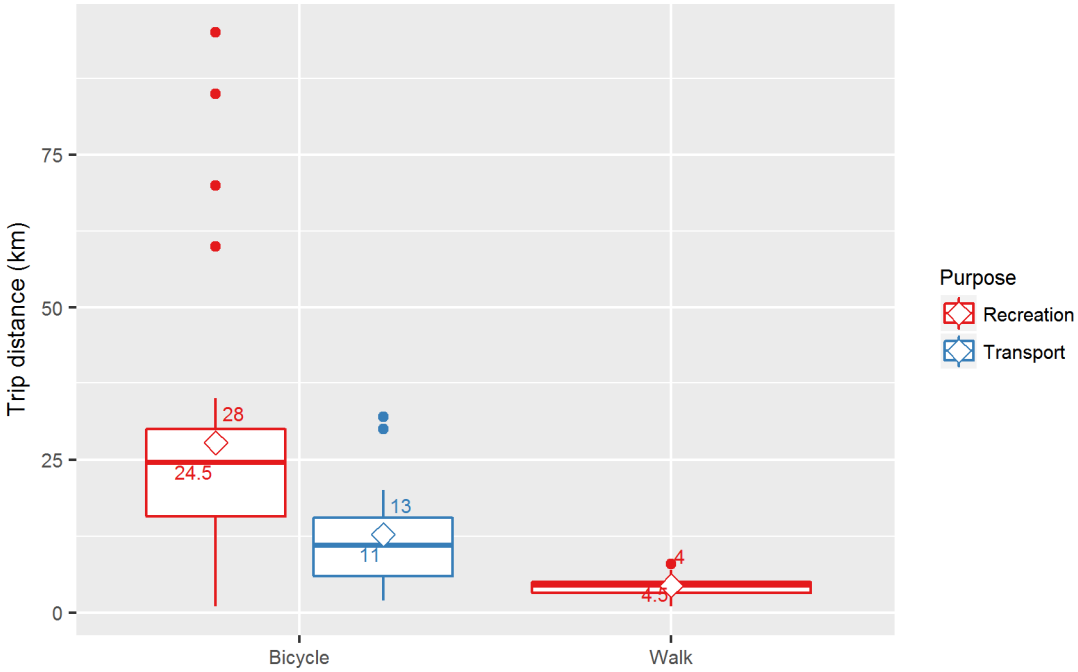


■ **Figure 3.2: Trip purpose by mode and day of week**

The median bicycle trip for recreation had a duration of 90 minutes (Figure 3.3) over a distance of 24.5 kilometres (Figure 3.4). Transport cycling trips were shorter, with an average duration of 30 minutes over 11 kilometres. Walking trips for recreation has a median duration of 30 minutes over 4.5 kilometres.



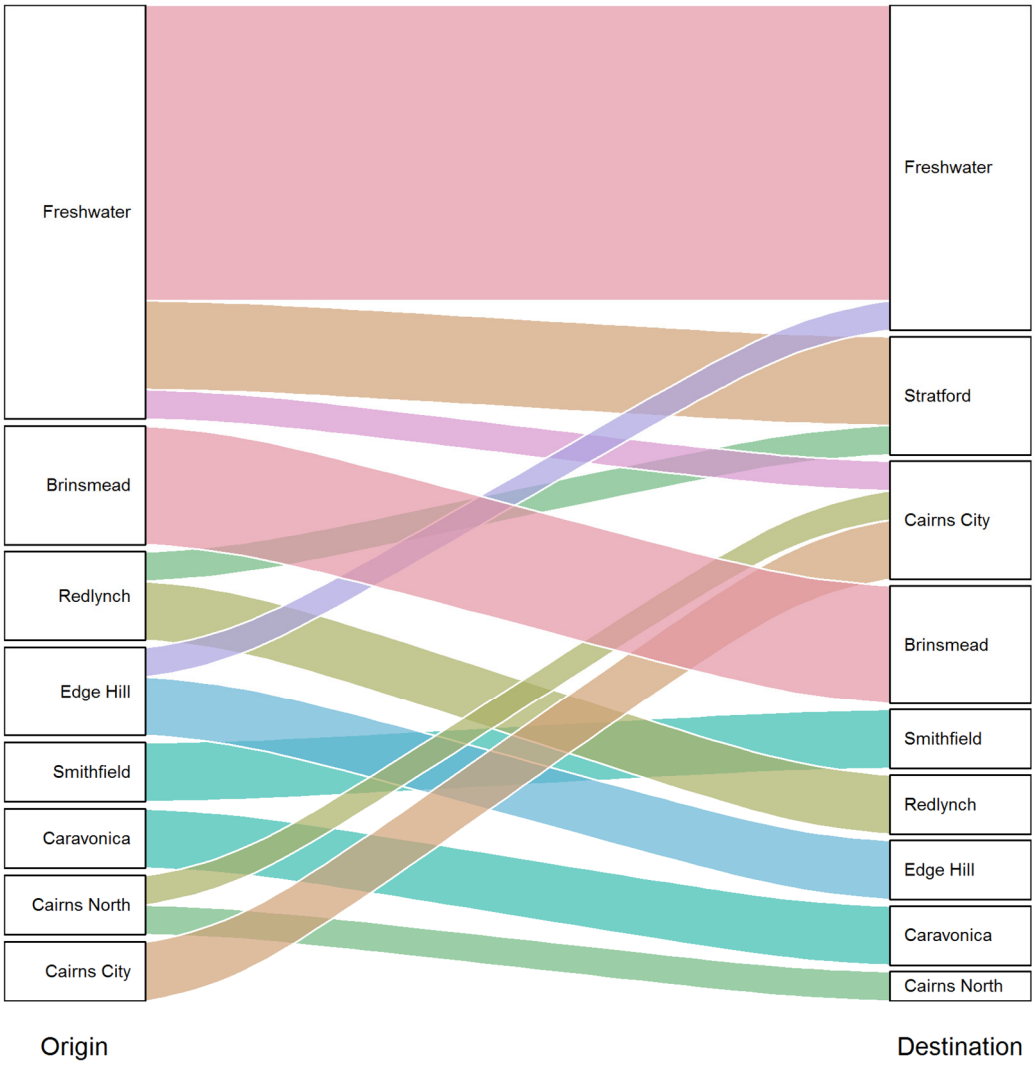
■ **Figure 3.3: Trip duration by mode and purpose (means are diamonds)**



■ **Figure 3.4: Trip distance by mode and purpose (means are diamonds)**

The trip origin and destination suburbs by mode of travel and purpose are illustrated in Figure 3.5 and subsequent figures. The major trip flows are as follows:

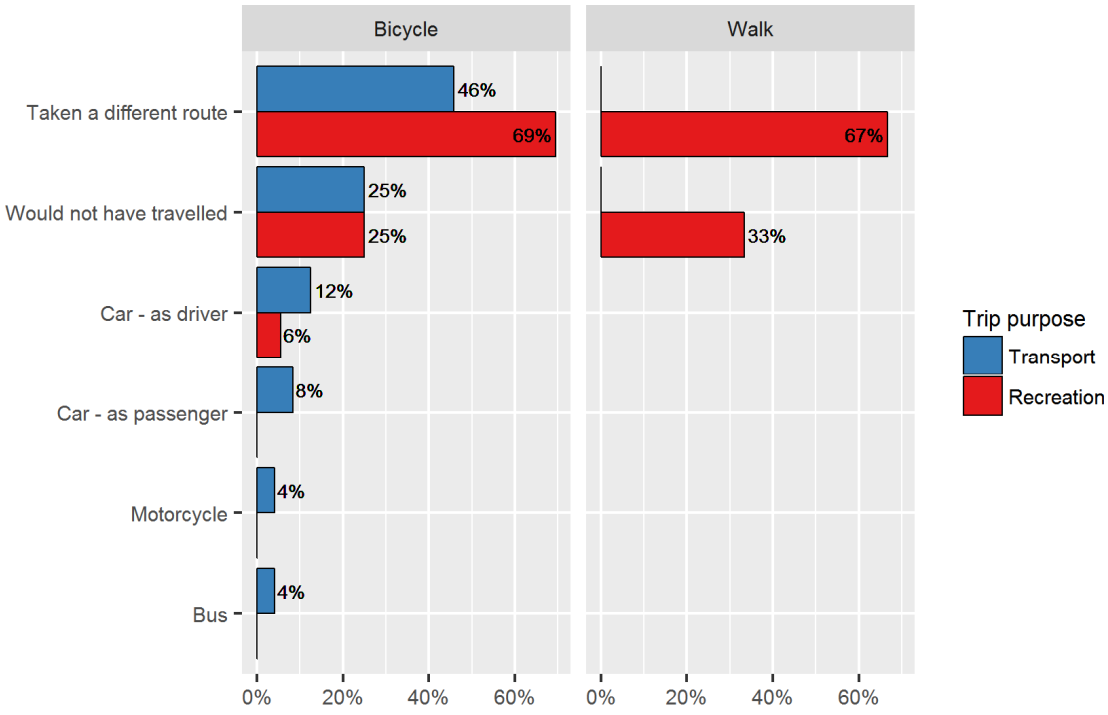
- Most walking trips (69%) had their origin and destination within Stratford.
- The most common recreation cycling trip started and finished in Freshwater (28%), followed by Brinsmead (11%) and Freshwater to Stratford (8%) (Figure 3.5).
- The most common transport cycling trip started and finished within Freshwater (21%), followed by Stratford (17%), Stratford to Cairns City (8%) and Stratford to Freshwater (8%) (Figure 3.6).



■ **Figure 3.5: Origins and destinations of cycling trips for recreation (n=36)**

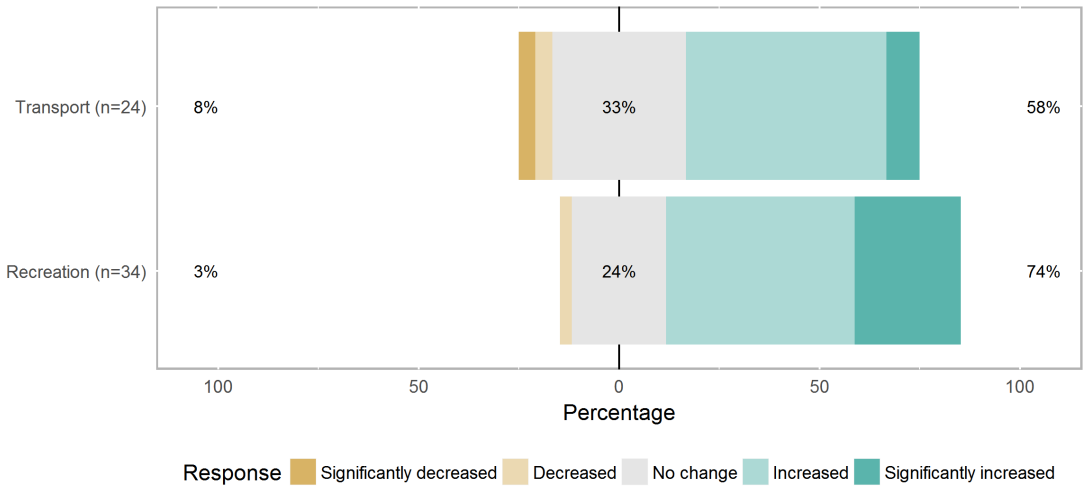
■ **Figure 3.6: Origins and destinations of cycling trips for transport (n=24)**

Respondents were asked what they would have done for their trip if the path was not present. In just under half of cases transport bicycle riders indicated they would have taken an alternate route, increasing to 69% among those riding for recreation (Figure 3.7). A quarter of bicycle riders would not have travelled and around 20% of transport riders would have used a car, either as a driver or passenger. Among pedestrians two thirds would have taken an alternate route while the remaining third would not have walked at all. It is possible that those shifting from car to bicycle riding, and both riders and walkers who would not otherwise have travelled, have increased their physical activity and therefore improved their health and wellbeing.



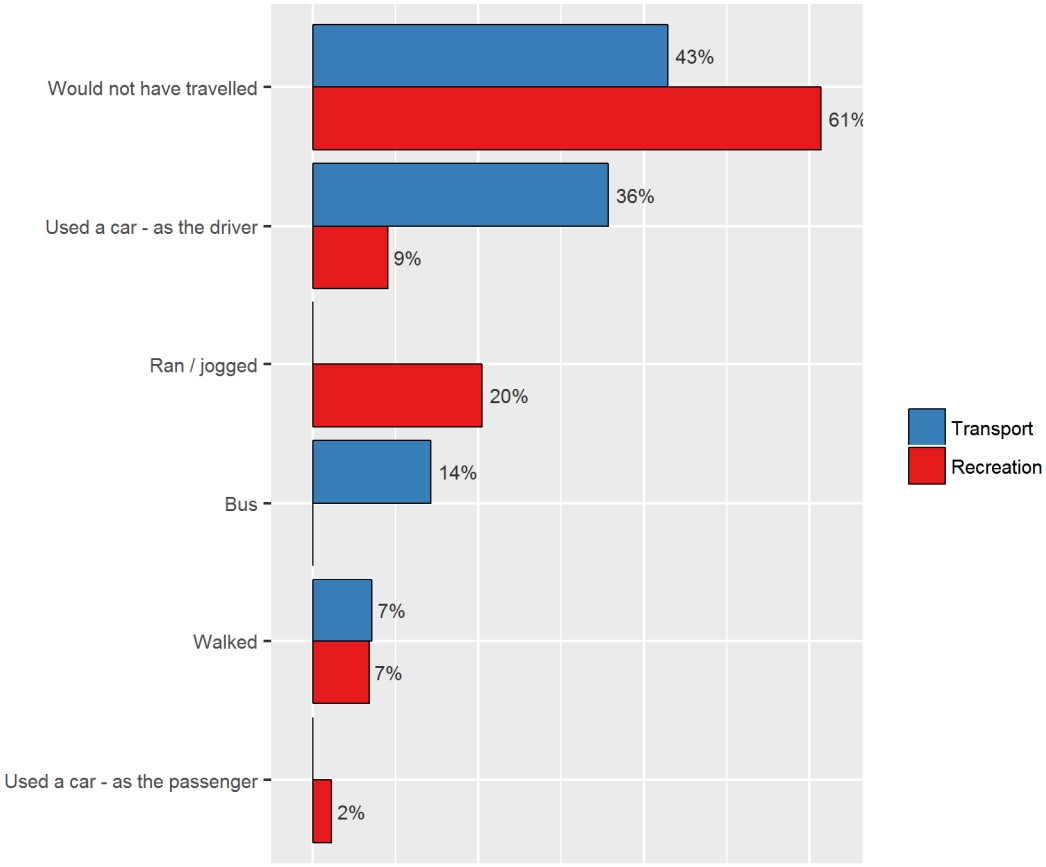
■ **Figure 3.7: What would you have done if the path was not here?**

Bicycle riders reported an increase in their riding activity because of the presence of the path. As illustrated in Figure 3.8 around 58% of transport riders and 74% of recreational riders indicated they had increased their riding over the past month because of the presence of the path. The sample size of pedestrians is lower, such that meaningful change is harder to observe; nonetheless, 8 of 10 pedestrians walking for recreation indicated they had increased their walking activity because of the path.



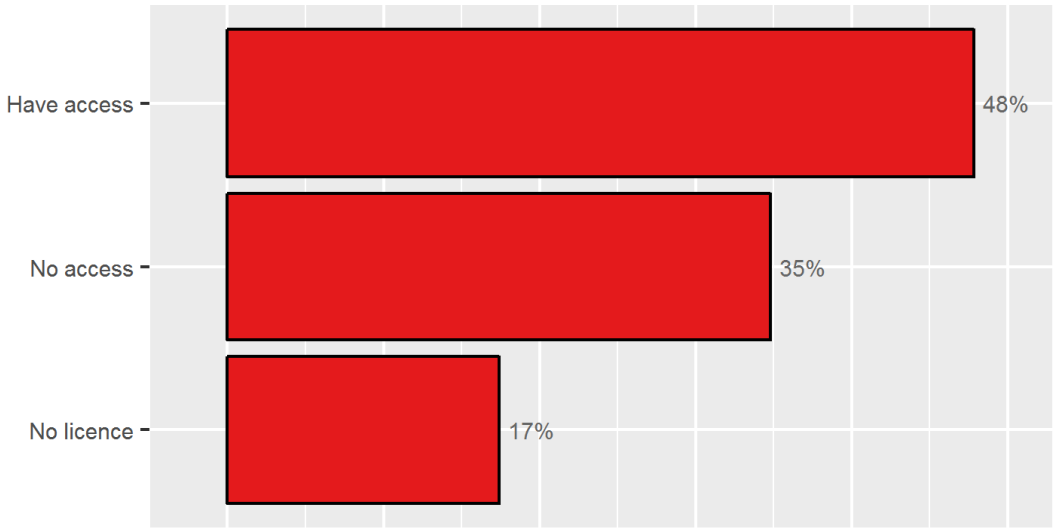
■ **Figure 3.8: Has the path changed the amount of time you've spent riding over the past month?**

Bicycle riders were also asked what they would have done if they could not have used their bicycle for their trip. Just under half of transport cyclists and 61% of recreation cyclists indicated they would not have travelled (Figure 3.9). Around a third of transport bicycle riders would have driven a car and a further 14% would have taken a bus.



■ **Figure 3.9: What would you have done if your bicycle was not available for this trip?**

Respondents who were travelling for transport purposes (e.g. commuting, education or shopping) were asked whether they could have used a motor vehicle for their trip. Just under half of bicycle riders travelling for transport had access to a motor vehicle (Figure 3.10). Just over half of these riders (55%) indicated driving would have taken less time, with 27% indicating it would have taken the same time and the remaining 18% more time. This result is notable insofar as it suggests these active transport users are choosing these modes despite the longer travel times. This is contrary to the typical assumption in transport appraisal practice where it is assumed travellers want to minimise their travel time. Clearly, there are other intrinsic benefits to active travel which travellers consider to more than compensate for the additional travel time.



■ **Figure 3.10: Car availability by mode for transport cycling trip purposes (n=23)**

Respondents were also asked about the available of a public transport alternative for their trip; of the 24 bicycle riders travelling for transport 46% had no convenient public transport option while another third could have used public transport but it would have taken longer.

Respondents were asked after the survey if they had any other comments about the pathway. These comments are provided verbatim in Appendix B. Most respondents indicated strong support for the path. Suggest improvements included:

- improved intersection design at road and rail crossings, including removal of chicanes and clearer indication to all road users of the presence of the path,
- improved access across Kamerunga Road and Straford Parade to schools, shops and residences, and
- tree planting to increase shading.

4 Cost-benefit analysis

The cost-benefit analysis framework as described in CDM Research (2016) was used to estimate the monetary benefits against the costs of the project. The key elements of this framework are:

- broad consistency with the current national guidelines (Transport and Infrastructure Council 2016),
- 30-year economic life with no residual value at the end of the appraisal period,
- estimates mortality and morbidity health benefits using a willingness to pay methodology for valuing statistical life,
- no safety in numbers effect,
- 60% of bicycle travel in the area occurs on-road without provision, 10% on-road with bicycle lanes, 25% on off-road shared paths and 5% on footpaths,
- relative risks for bicycle lanes of 0.5, off-road shared paths of 0.3 and footpaths of 1.8 (all relative to on-road with no provision),
- cumulative annual demand growth of 3%,
- rule-of-half applies to the willingness-to-pay component of health costs, vehicle operating and parking costs, PT fares for all users and travel time savings for new users only,
- Monte Carlo simulation to represent parameter uncertainty,
- capital and operating cost estimates to +/-10% at 95% confidence level, and
- demand estimates to +/-20% at 95% confidence level.

The input assumptions to the cost-benefit analysis are summarised in Table 4.1, and are based wherever possible on the survey data. The estimated project cost of $2 m was provided by TMR.

■ **Table 4.1: Economic assumptions**

Parameter	Assumption	Source
General assumptions		
Economic life	30 years	
Discount rate	3%, 7%, 10%	
Health benefit ramp-up period	5 years (linear)	Genter et al. (2009)
Effective average motorist speed	30 km/h	Estimate
Effective average cyclist speed	20 km/h	Estimate
Effective average walking speed	6 km/h	Estimate
Effective average PT speed	15 km/h	Estimate
Bicycle riders		
Opening year demand (AADT)	191	Video counts
Average trip distance	21.7 km	Intercept surveys
Diversion: car	13%	Intercept surveys
Diversion: PT	2%	Intercept surveys
Diversion: walk	0%	Intercept surveys
Diversion: reassign	60%	Intercept surveys
Diversion: induced	25%	Intercept surveys
Transport purpose split	57%	Intercept survey
Change in trip distances	0 km	Assume no change
Pedestrians		
Opening year demand (AADT)	53	Video counts
Average trip distance	4.1 km	Intercept surveys
Diversion: car	0%	Intercept surveys
Diversion: PT	0%	Intercept surveys
Diversion: reassign	67%	Intercept surveys
Diversion: induced	33%	Intercept surveys
Transport purpose split	24%	Intercept survey
Change in trip distances	0 km	Assume no change
Facility		
Length	4.6 km	Total length of path
Type	Off-road path	
Diverted motor vehicle travel time by period	Busy: 10%	Guesstimate

Parameter	Assumption	Source
	Medium: 30%	
	Light: 60%	
Investment		
Capital cost	2015: $2 m	TMR
Operating cost	$10,000 p.a.	Guesstimate

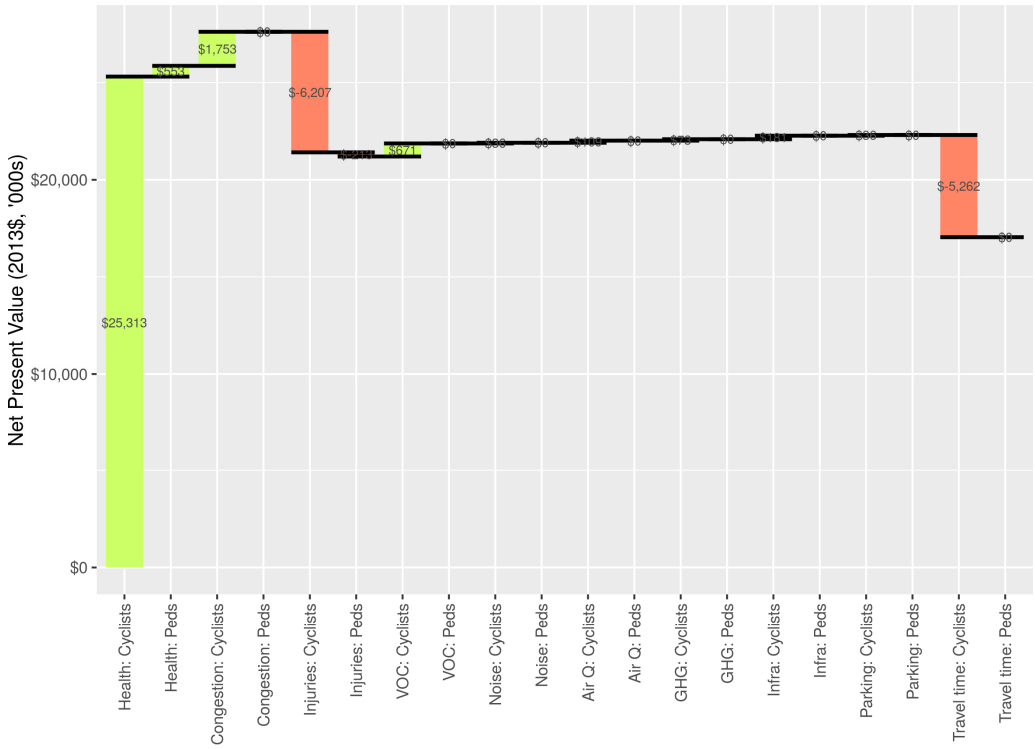
The results of the cost-benefit analysis are summarised in Table 4.2. For the central discount rate of 7% the BCR is 7.4, indicating very good value for money.

■ **Table 4.2: Economic assessment**

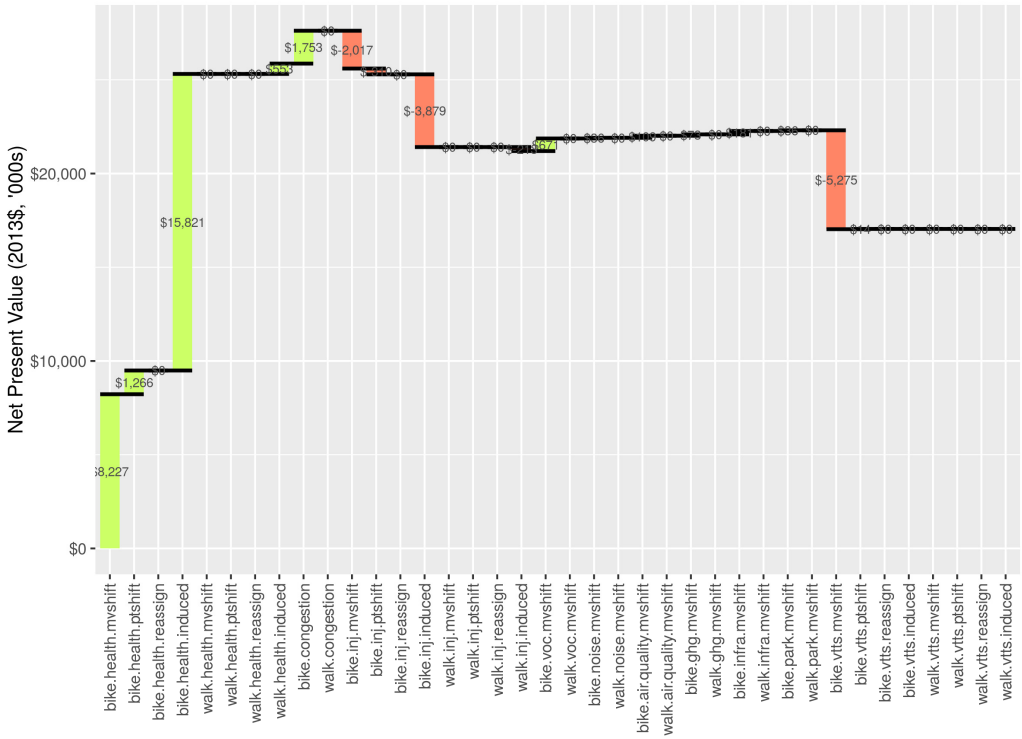
	Discount rate		
Parameter	**4%**	**7%**	**10%**
Benefit-Cost Ratio (BCR)	11.3	7.4	5.2
Likelihood BCR < 1.0	0%	0%	0%
Net Present Value (NPV)	$23.74 m	$14.75 m	$9.55 m
Present Value of Benefits (PVB)	$26.03 m	$17.05 m	$11.85 m
Present Value of Costs (PVC)	$2.30 m	$2.30 m	$2.30 m

All values are 2013 prices and values.

The breakdown of the NPV for the central discount rate is shown in Figure 4.1. Most the benefits accrue from cyclist health benefits, with minor contributions from pedestrian health and traffic decongestion. The detailed breakdown of the benefits by user class are shown in Figure 4.2. This figure suggests that most of the cyclist health benefits are attributable to induced travel; that is, the 25% of recreation riders who indicated they would not have ridden in the absence of the path (Figure 3.7). This proportion, combined with the long average trip distance of 22 km, result in substantial monetised health benefits. The disbenefits accrue largely to cyclist injuries and increased travel times for those shifting from motor vehicle to bicycle riding. Although existing riders diverting from roads such as Kamerunga Road will, presumably, experience a safer journey on the path those that have shifted from other (safer) modes and those who are making new trips will be exposed to greater risks of injury. However, it should be noted that at least some of these risks will not occur on the path itself but instead the roads leading to or from the path. The travel time disbenefits apply only to those travelling for transport purposes, as it is assumed that travel time (dis)savings are meaningless for recreational travel.



■ **Figure 4.1: Summary breakdown of net present value**



■ **Figure 4.2: Detailed breakdown of net present value**

5 Discussion

The extension of the Northern Cycleway provides a good quality off-road facility along a corridor where no comparable facility previously existed. Path users appear to be overwhelmingly supportive of the path, although they express some concern about the treatments at road and rail crossings. Of importance in interpreting the cost-benefit analysis is the comparatively low cost of $2 m for the 4.6 km of path, which means the benefits need not be as large as they would be for more expensive projects.

The reported BCR of around 7.4 suggests the project represents very good value for money. This result is primarily attributable to five factors:

- fair bicycle rider and modest pedestrian demand,
- a significant minority (25%) of recreational cycling would not have occurred in the absence of the path,
- significant mode shift from private car to cycling for transport (20% of transport riders),
- long average cycling trip distances (22 km), and
- comparatively low construction cost of the project.

The induced and mode shifted bicycle trips, combined with the long average trip distances, lead to high health benefits. The increase in real physical activity benefits to this group appears a reasonably robust assumption given that most respondents indicated the path had increased the amount of riding they had undertaken. However, we cannot be entirely confident the induced or mode shifted riders are travelling the same (long) trip distances as the entire population of bicycle riders. Of the 26 respondents who were either all-new trips or shifted from private car the average trip distance was 14.3 km, compared to around 22 km for all riders. If this lower average trip distance were used in the cost-benefit analysis the BCR for a 7% discount rate would reduce to 5.6. While significantly lower, from a practical point of view the investment decision would remain unchanged. That is, the project remains compelling irrespective of which trip distance assumption is used.

No physical activity benefits are assigned to bicycle riders or pedestrians who would have ridden or walked prior to construction of the path. While there will be safety benefits to this group, at least among those who divert from using adjoining roads such as Kamerunga Road, the assumed relative risks for the different infrastructure is insufficient to provide substantial monetary benefit. Nonetheless, it is noted that if the path were to save a single bicycle rider or pedestrian life the “saving” of around $4 m would more than cover the capital cost of $2 m.[3]

It is possible that demand will increase more rapidly than the 3% cumulative growth rate assumed herein, particularly in the near-term as awareness of the presence of the path

[3] However, it should be recognised that any (hypothetical) life saved would to need occur early in the project life for the benefit to be of material economic benefit given the effect of discounting.

increases. Moreover, as the adjoining suburbs experience further development the local population catchment may be expected to increase which is likely to have a commensurate impact on path demand. Furthermore, possible future path extensions would further increase demand on this section of the path.

References

CDM Research. 2016. 'Measuring the Benefits of Active Travel'. Prepared for Queensland Department of Transport and Main Roads.

Genter, J. A., S. Donovan, B. Petrenas, and H. Badland. 2009. 'Valuing the Health Benefits of Active Transport Modes'. Research Report 359. Wellington, N.Z.: NZ Transport Agency.

Transport and Infrastructure Council. 2016. 'Australian Transport Assessment and Planning Guidelines: M4 Active Travel'. http://atap.gov.au/mode-specific-guidance/active-travel/files/m4_active_travel.pdf.

Appendix A: Intercept survey script

We're completing a quick survey on the path. Could you help us?

1. INTERVIEWER enter mode of travel
    a. Bicycle rider
    b. Pedestrian
2. In what suburb did you start your trip, and where will you finish your trip?
    a. Start: _____
    b. Finish: _____
3. How long will the trip take?
    a. Hours: _____
    b. Minutes ____
4. How far is the trip?
    ____ km
5. What is the purpose of your trip?
    a. Commuting to or from work
    b. Fitness, recreation or sport
    c. Shopping
    d. School, university or other education activity
    e. Other: _____
6. How often have you walked/ridden here in the past month?
    a. Almost every day
    b. Every weekday
    c. 3 – 4 days a week
    d. 1 – 2 days a week
    e. Every fortnight
    f. Only once
    g. This is the first time
7. This path has only recently been built. Are you aware that it's new?
    a. Yes
    b. No
8. How would you have made this trip if this path wasn't here?
    a. Taken a different route (incl. used the road)
    b. Would not have travelled

c. Car – as driver
d. Car – as passenger
e. Motorcycle
f. Train
g. Bus
h. Ferry
i. Taxi
j. Don't know
k. Other: _____

9. What change, if any, would you say the construction of the path has had on the amount of time you've spent walking/riding over the past month?
    a. Significantly decreased (by at least an hour a week)
    b. Decreased (by less than an hour a week)
    c. No change
    d. Increased (by less than an hour a week)
    e. Significantly increased (by at least an hour a week)
10. IF BICYCLE RIDER: What would you have done if you couldn't ride your bike for this trip?
    a. Would not have travelled
    b. Used a car – as the driver
    c. Used a car – as the passenger
    d. Motorcycle
    e. Train
    f. Bus
    g. Ferry
    h. Taxi
    i. Walked
    j. Ran / jogged
    k. Don't know
    l. Other: _____
11. IF TRANSPORT PURPOSE: Which of the following best describe how easily you could have used a car for this trip?
    a. I had a car available and could easily have got access to it
    b. I could have got a car from another person where I started my trip (e.g. another household member)
    c. I did not have ready access to a car to make this trip
    d. I do not have a drivers licence
    e. Other: _____

12. IF COULD HAVE USED CAR: Would it have taken more or less time to reach your destination by car?
    a. More time
    b. Same time
    c. Less time
13. IF TRANSPORT PURPOSE: Which of the following best describes how easily you could have made this trip by public transport?
    a. I had a convenient public transport alternative
    b. I had a public transport alternative but it would have taken longer
    c. I did not have a viable public transport alternative
    d. Other: _____
14. IF COULD HAVE USED PUBLIC TRANSPORT: Would it have taken more or less time to reach your destination by public transport?
    a. More time
    b. Same time
    c. Less time
15. INTERVIEWER enter any other comments: _____

Appendix B: Verbatim comments

Bicycle riders:

Wonderful
He hopes the path will go all the way to Redlynch. He loves the path so much, it's safer than before.
Some of tree just grow out of control on the way of the path. It will be better if you cut down those branches.
Need better access to the track for safety. He needs one down to the primary school. And should put a zebra crossing in at intersections for kid's safety. It is a great path but not when some parts of the path don't have zebra crossings, parents cannot always tell the kids to be careful while crossing the intersection as there is no sign of the crossing for pedestrians.
Really good.
Wonderful
He does not like to go through the zigzag, he wants to go straight all the way.
Good.
Smithfield need improvement.
Fences need to be put up at the train track, safer for people to walk, bike.
Very good but need to extend the path more so people can be safer.
Good
He loved it.
Level crossing, more shade trees so it will be great.
Perfect, it will be better if there would be a path go through the beach so the children could be safer and enjoyable. They do not need to worry about the highway, too dangerous.
Zebra crossing at the intersection will be great. Overall, the path is excellent, he loved it.
More trees for better shade in summer.
Freshwater station needs to have a warning sign at the bridge. The level crossing at the intersection needs to be safer and must go in a straight line so people do not need to zigzag, the path sometimes needs a clean-up from the glass on the pathway, from Freshwater station out to the path, there was a bit dark and it will be dangerous for people.
Zebra crossing in the intersection, would save time for users.
Safe crossing but not refuge island. Traffic light should be made automatically for bicycle riders so they can go faster. Otherwise, they must wait about 10 mins.
More extensions required. Fantastic path.
Love the path.
More tree shade, love the path.
Need signage to direct people the way they can go. Love the path
Rai way crossing is dangerous, bicycle riders avoid that part of the path sometimes. They go down to the road instead.
Pretty good.
Really good.
Extend the path, build more in Smithfield.

Nice. Good initiative. Though pedestrian and cycle interaction needs to be better delineated or separated like in Germany.
Lights for night time. Love the path also for walking. Feels safe.
Put in fencing, more shade, more paths,
More shade.
Extend the path.
Lots of positives. Could extend to Lower Freshwater Road please. Rail chicanes are a pain. I go on the road instead of going through them.
Done a great job!
The path is great. Feel safer.
Love the path. Need to extend more.
Install a zebra crossing so children can be safer. Traffic lights for bicycle riders.
Zebra crossing at the intersection, traffic lights at the intersection at the railway crossing, make the crossing simpler so the people can easily go through, they don't have to go the zigzag way. If they had kids, they don't have to care about the speed while they all are on bike, otherwise must be dangerous.
The two sides of the path need to flatter so kids won't fall.
Extend the path. Love it.
Needs zebra crossings! Need rail chicanes made more user friendly for kids and bike trailers. The trail is fantastic for safety but make it safer!
Lights for traffic crossing has been changed so that cyclist no longer get an automatic green when the car traffic goes green; it encourages people to cross on red.
Safety is great being away from traffic but the intersections are an issue and therefore I won't travel with the kids because it's just too difficult to get across the rail crossing opposite the shops.
Excellent, extend the path to Redlynch, zebra crossing needed at the station for kids' safety.
We had trouble crossing to the shops - refuge island not big enough and inappropriate for children. Zebra crossing would be better. The path is excellent; kids love it therefore we love it.
Zebra crossing required in front of the school so children will be safe.
Zebra crossing needed at the school intersection so kids will be safer to cross. Traffic light needed to automatically turn green for pedestrians and cyclists at the airport intersection.
The shoulder of the path need to be made flatter so when kids get off the path, it will be easy for them to get back on to the path again.
Chicanes should be made more user friendly for speed cyclists - we tend to prefer using the road because of this. Path is safer.
All good; good initiative keep the good work.
Extend path to Port Douglas. Good path.
Nice path.
All good except get rid of centre bollards at the bridges.
I've got little kids, especially where it ends at the railway station there is no safe place to cross. Needs a safe pedestrian island for the kids. Because the bike path is on the other side of the train line.

He has a little kid, and they can't cross the road and if he wants to get to the other side of the train line, he has to go about 800 m to get to the intersection to make the way back.
Needs safe barriers for the kids so they can easily travel.
Top notch!!!
Good path
Extend path, love it. Much safer.
Pretty safe. But I've hit the centre bollards at the bridges and come off. There in the middle and there's nowhere to go. Maybe put them on the outside.

Pedestrians:

Good
More shade of the tree, otherwise its good
Put the path through the beach so people do not have to go onto highway. It's safer for people to travel.
She said it is so nice. Should extend the path further to the school crossing at Freshwater so children can walk all the way in the path. They do not need to go to other side.
Wonderful pathway.
Shared path should be separated line for pedestrians and bikes using a sign, it will be safer.
More trees growing to get the shade, a water fountain needs to be built so people can refill their bottle or drink water on the way.
Good path.
It's a good thing.
Traffic light near the airport needs to be automatic for pedestrians and bicycle riders. Zebra crossing need to be made at the school crossing so children will be safe while they are crossing
Fantastic. Great a great place for my daughter (3yrs old) to practice her cycling.
Path is great for running but have trouble crossing from the car park to the track. Zebra crossing please.
Safer especially for kids except for at the school where there is no safe crossing for the kids. No 40 km/h zone at the Stratford-Kamarunga Rd at the school.
Need at least a zebra crossing.
Fantastic! Perfect!
Think the path is a really good thing. Safe. Fence would have been better between road and path not train track and path. A pedestrian crossing from bus stop to shops would good.