Evaluation of the Eudlo Creek Cycle and Pedestrian Bridge

Prepared for Queensland Department of Transport and Main Roads

CDM RESEARCH

Contents

Executive Summary ..... **iii**

1 Introduction **1**
1.1 Background 1
1.2 Methodology 1

2 Counts **3**

3 Intercept surveys **5**

4 Cost-benefit analysis **13**

5 Discussion **17**
5.1 Project cost 18
5.2 Demand 18
5.3 Injury benefits 19
5.4 Conclusion 19

References **20**

Appendix A: Intercept survey script **21**

Appendix B: Verbatim comments **24**

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Executive Summary

The Department of Transport and Main Roads (TMR) commissioned CDM Research to undertake an evaluation of the Eudlo Creek cycle and pedestrian bridge alongside David Low Way. The bridge provides a 3 m wide shared bicycle and pedestrian crossing of the Eudlo Creek separate from the existing road bridge. The bridge was jointly funded by the Queensland Government and Sunshine Coast Regional Council and opened in May 2017 for a total cost of $2.98 m. The bridge connects to existing shared paths running along the northern side of David Low Way between Maroochydore and Bli Bli.

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 three weekdays (Monday 6 November to Wednesday 8 November 2017) and a weekend (Saturday 11 November and Sunday 12 November 2017), and
- intercept surveys with path users undertaken on two weekdays and two weekend days (Thursday 7 December to Sunday 10 December 2017).

The counts and surveys were undertaken at the intersection of the path with the branch to Fishermans Road to estimate the monetary project benefits. The key results of this evaluation were as follows:

- Average daily traffic between 5 am and 8 pm on the path of around 181 users, of which 118 (65%) were pedestrians and 63 (35%) were bicycle riders. The bridge is predominantly used for recreation rather than transport trips; around 80% of users travel for recreation or exercise.
- The intercept surveys suggest the bridge has encouraged some riding and walking activity that would not otherwise have occurred; around 10% would not have ridden or walked if it were not for the bridge. Moreover, around half of pedestrians would otherwise have used the narrow footpath on the road bridge, as would 27% of bicycle riders. A further 36% of bicycle riders would have used the road. Around a third of users indicated they had increased the amount of walking and/or cycling that had undertaken due to the presence of the bridge. These shifts are suggestive of beneficial public health outcomes.
- The median cycling trip took 60 minutes over 15 kilometres, compared with 45 minutes over 5 km for walking trips. These trip durations are long enough to have meaningful health benefits.
- The cost-benefit analysis suggests the project does not represent good value for money; the BCR for the central discount rate of 7% was 0.4. The benefits are primarily motivated by the public health benefits accrued to all-new cycling and walking trips. These benefits are reduced somewhat by the injury disbenefits posed by these new trips.
- It is suggested the fundamental reason for the relatively poor economic outcome is the relatively modest usage for a comparatively high investment. We attribute the

modest usage to the poor quality of the path connections on either side of the bridge and limited trip generators to the west of the bridge.

- The cost-benefit analysis does not account for many additional factors, which may be more than sufficient to justify the project on non-monetary terms. We suggest that the BCR needs to be considered within the wider strategic planning context.

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 pedestrian and cyclist bridge over the Eudlo Creek along David Low Way. The bridge extends over around 320 m and cost around $2.98 m. The bridge connects pre-existing shared paths to the east towards Maroochydore and the northwest towards Bli Bli. Prior to the construction of the bridge pedestrians had to use the narrow 1.0 m wide footpath on the south side of the road bridge, while bicycle riders were legally required to use the roadway[1] – where bicycle awareness zone markings are present to remind motorists of the presence of riders. The road has a 60 km/h speed limit, increasing to 70 km/h around 200 m west of the bridge.

(a) Footpath on south side of road bridge

(b) Pedestrian and cyclist bridge

■ **Figure 1.1: Eudlo Creek Bridge**

1.2 Methodology

This evaluation used the cost-benefit analysis (CBA) methodology adopted nationally as part of the Australian Transport Assessment and Planning (ATAP) guidelines established by the state road agencies. The approach has been adapted for TMR and implemented as an online tool (CDM Research 2016).[2] The methodology requires a number of inputs, of which the most important are:

- average daily pedestrian and cyclist counts,
- average distances walked/ridden, and

[1] The footpath is explicitly designated as pedestrian-only using a “Cyclists dismount” sign.

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

- 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.

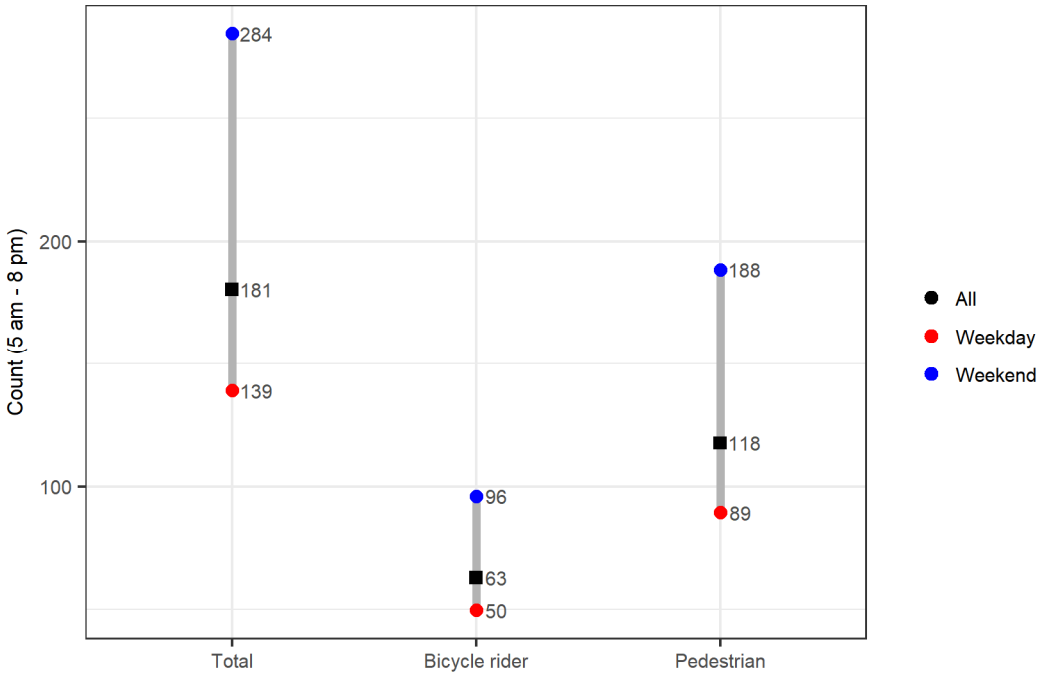
To obtain these input parameters two fieldwork activities were undertaken:

1. video-based manual counts classified by mode, direction of travel and time of day from 5 am to 8 pm between Monday 6 November and Wednesday 8 November, and Saturday 11 November and Sunday 12 November 2017.
2. intercept surveys with path users:
    a. 6:30 - 9:30 am and 4:30 – 7:30 pm, Thursday 30 November
    b. 6:30 – 9:30 am, Friday 1 December
    c. 6:30 – 9:30 am, Saturday 2 December
    d. 6:30 – 9:30 am, Sunday 3 December 2017.

The counts and surveys were undertaken at the intersection of the path with the branch to Fishermans Road. This report first presents the summary data obtained from the fieldwork activities before then providing the output of the cost-benefit analysis.

2 Counts

The average daily count on the bridge over the count period was 181 users per day[3], of which 35% were bicycle riders (Figure 2.1). Average demand on weekends was around double that of weekdays.

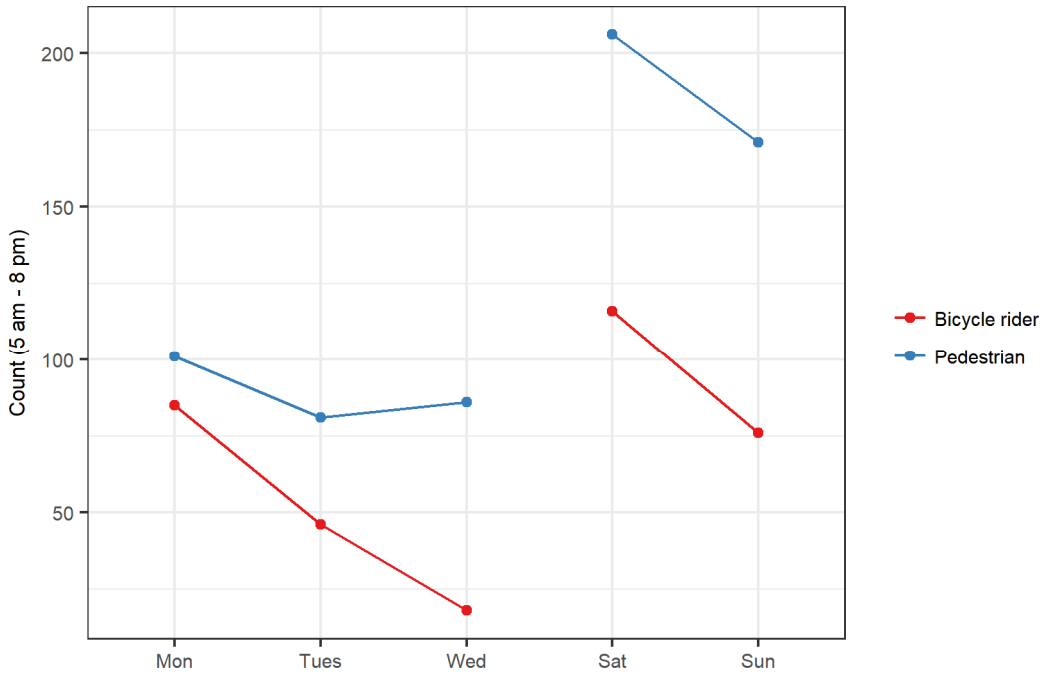


■ **Figure 2.1: Average count by mode and day of week**

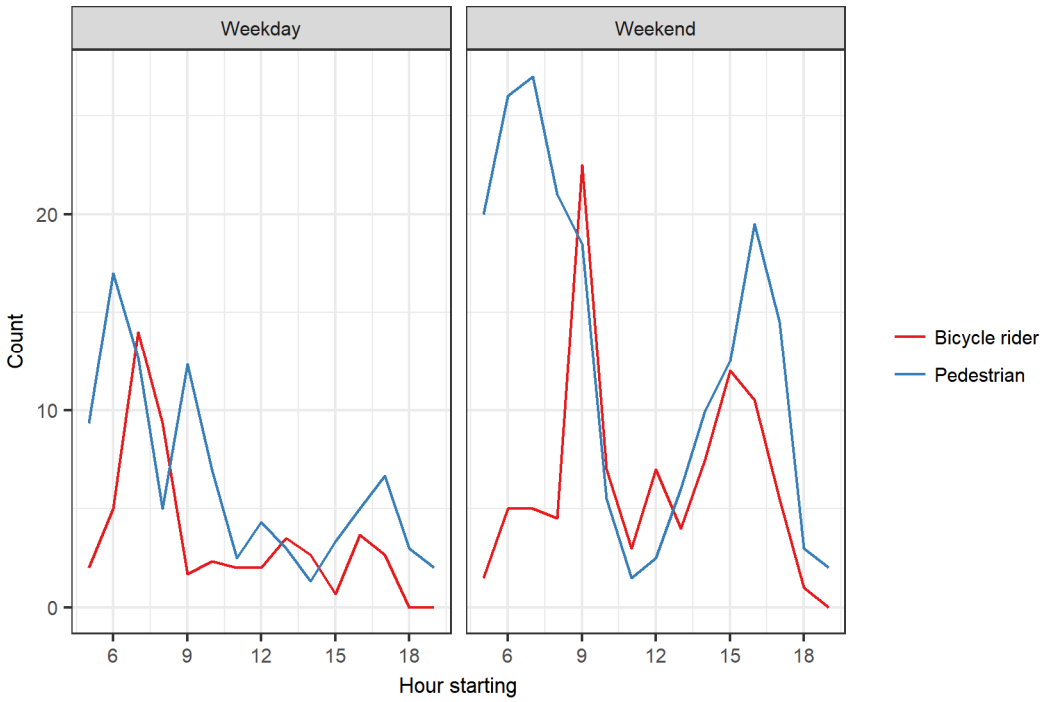
The counts by day of week fluctuated as shown in Figure 2.2. The pedestrian count varied from a low of 81 on the Tuesday to a high of 206 on the Saturday. The bicycle rider count was lowest on the Wednesday (18 riders) and highest on the Saturday (116 riders). At least some of this variation can be attributed to local weather conditions; although the daily maximum temperature was fairly consistent during the week (varying from 24°C to 29°C) there was rainfall in the 24 hours leading up to 9 am on the Wednesday (6.6 mm) and Thursday (4.8 mm).

The time of day profile suggests demand is strongest early on weekday mornings and afternoons, and on weekend mornings (Figure 2.3).

[3] Note the counts were from 5 am to 8 pm, or 15 hours such that they do not correspond to a 24-hour day. Full 24-hour counts will be slightly higher.



■ **Figure 2.2: Day of week by mode**



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

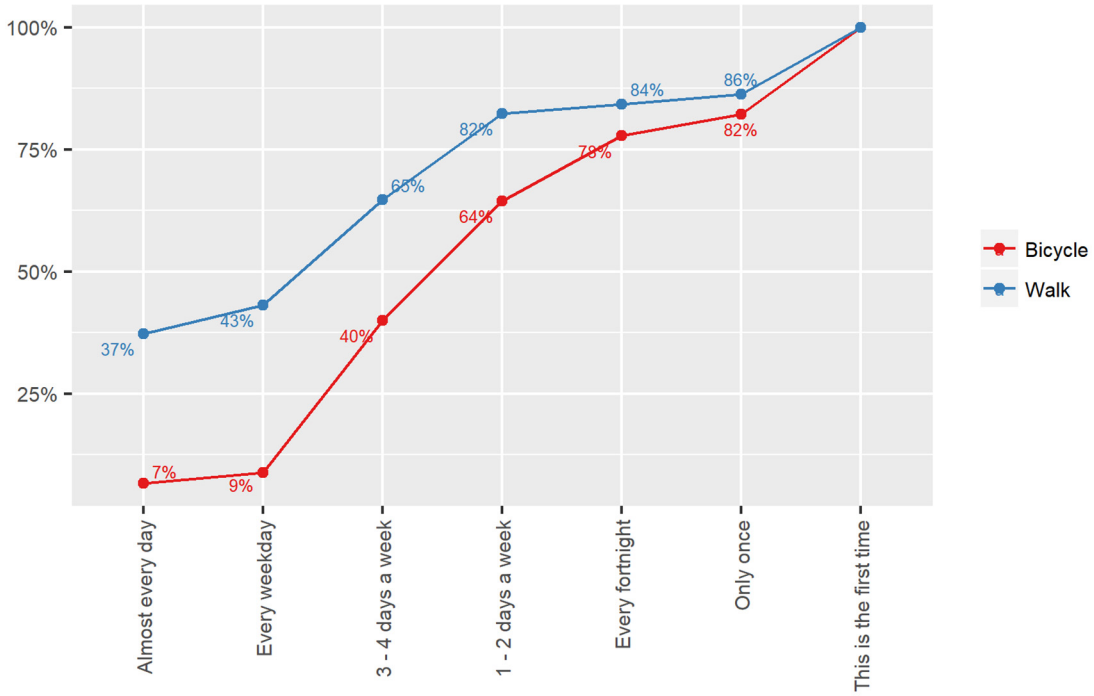
3 Intercept surveys

Intercept surveys were conducted with bridge users on the eastern side of the bridge near Fishermans Road. A total of 96 complete interviews were obtained, of which 51 (53%) were pedestrians and the remainder were bicycle riders (Table 3.1).

■ **Table 3.1: Completed intercept surveys by mode and day of week**

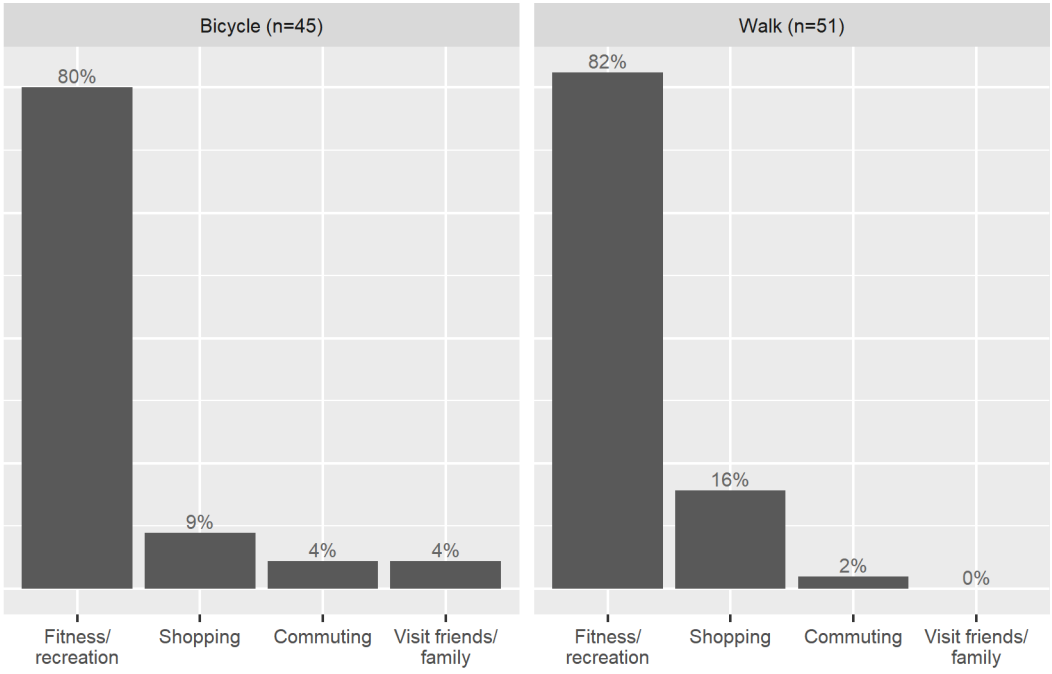
Mode	Day of week		*Total*
	Weekday	Weekend	
Bicycle	24 (45%)	21 (49%)	*45 (47%)*
Walk	29 (55%)	22 (51%)	*51 (53%)*
Total	*53 (100%)*	*43 (100%)*	*96 (100%)*

The frequency with which users use the bridge is shown in Figure 3.1. Around 43% of pedestrians and 9% of bicycle riders use the bridge every weekday, increasing to 83% of pedestrians and 64% of bicycle riders using the bridge at least once a week. Almost 96% of bicycle riders and 92% of pedestrians were aware the bridge was new.



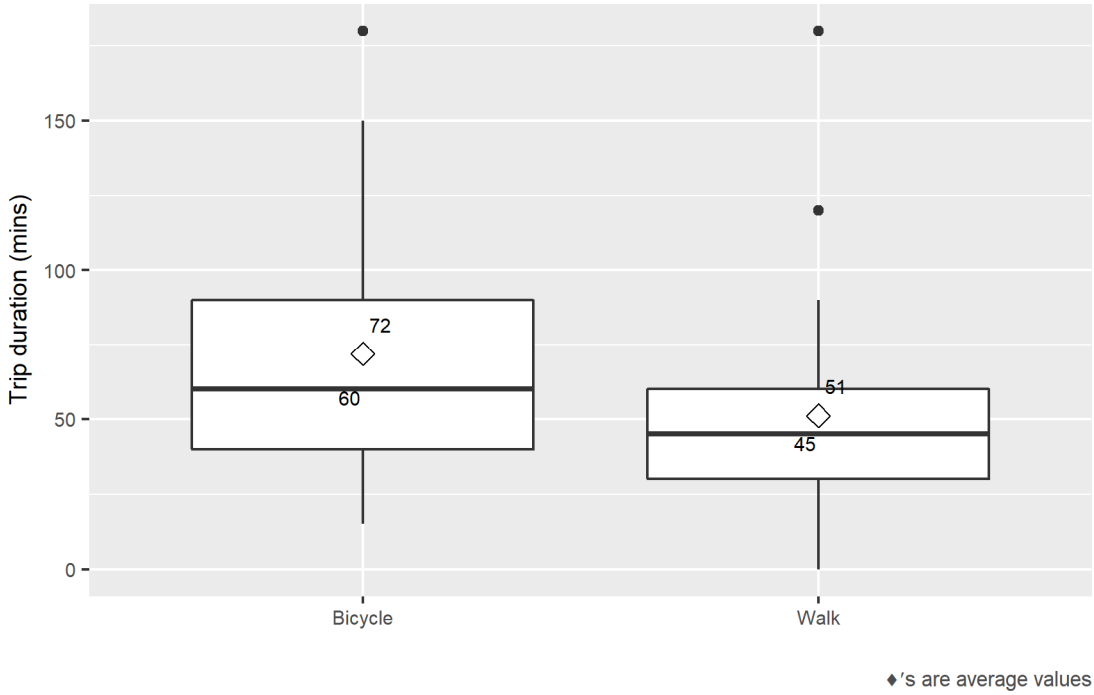
■ **Figure 3.1: Frequency of use by mode (cumulative totals are shown)**

Around four fifths of both bicycle riders and pedestrians use the path for fitness or recreation (Figure 3.2). Most of the remainder were travelling for shopping.

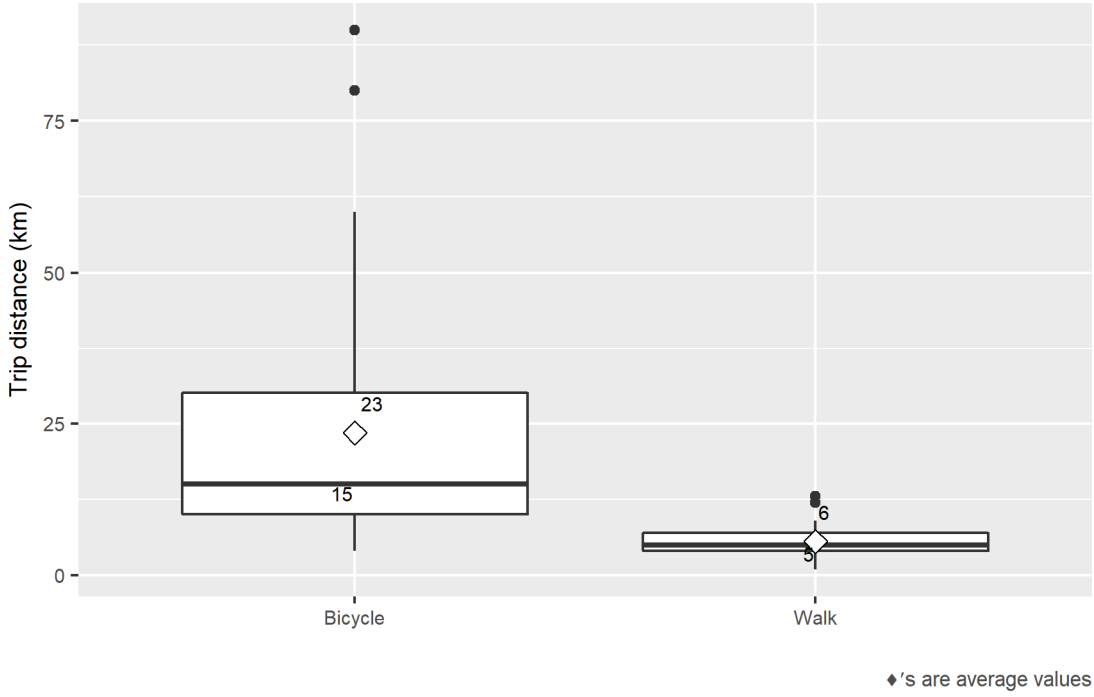


■ **Figure 3.2: Trip purpose by mode**

The median bicycle trip had a duration of 60 minutes (Figure 3.3) over a distance of 15 kilometres (Figure 3.4). Walking trips had a median duration of 45 minutes over 5 kilometres.



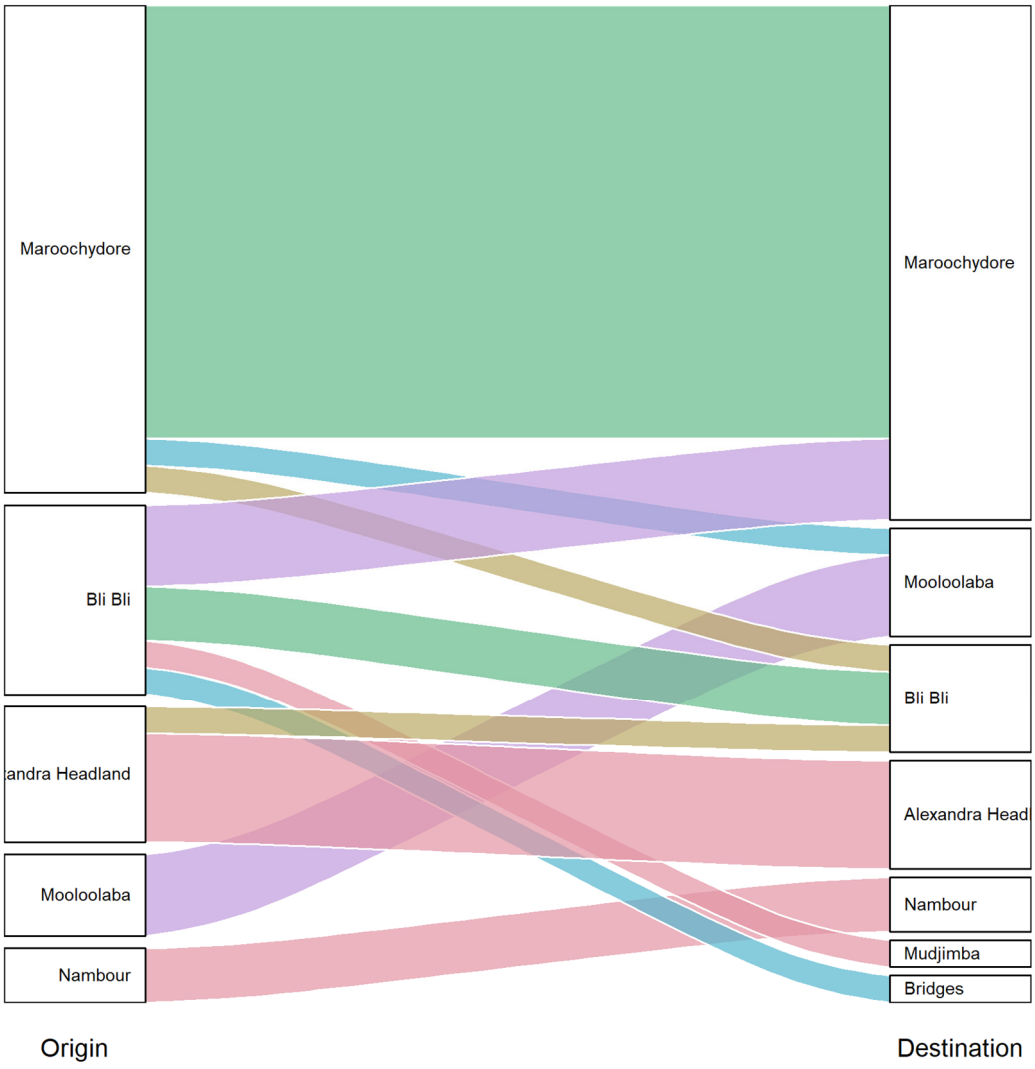
■ **Figure 3.3: Trip duration by mode**



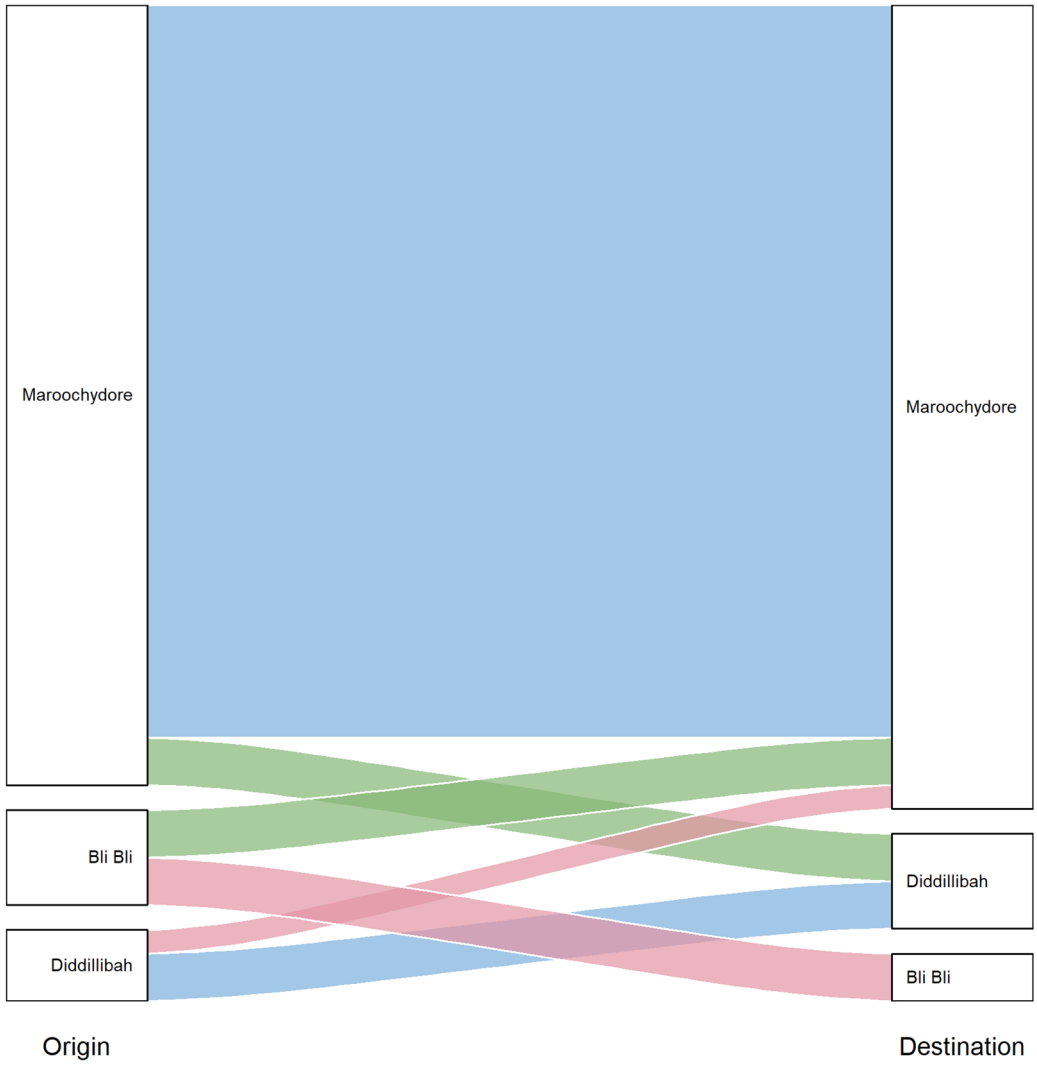
■ **Figure 3.4: Trip distance by mode**

The trip origin and destination suburbs by mode of travel for recreation trips are illustrated in Figure 3.5 for bicycle riders and Figure 3.6 for walking trips. The major trip flows are as follows:

- Most cycling trips for recreation started and finished in Maroochydore (44%), followed by Alexandra Headland (11%) and Bli Bli (6%).
- Most walking trips for recreation started and finished in Maroochydore (67%), with the remainder involving either Bli Bli or Diddillibah .

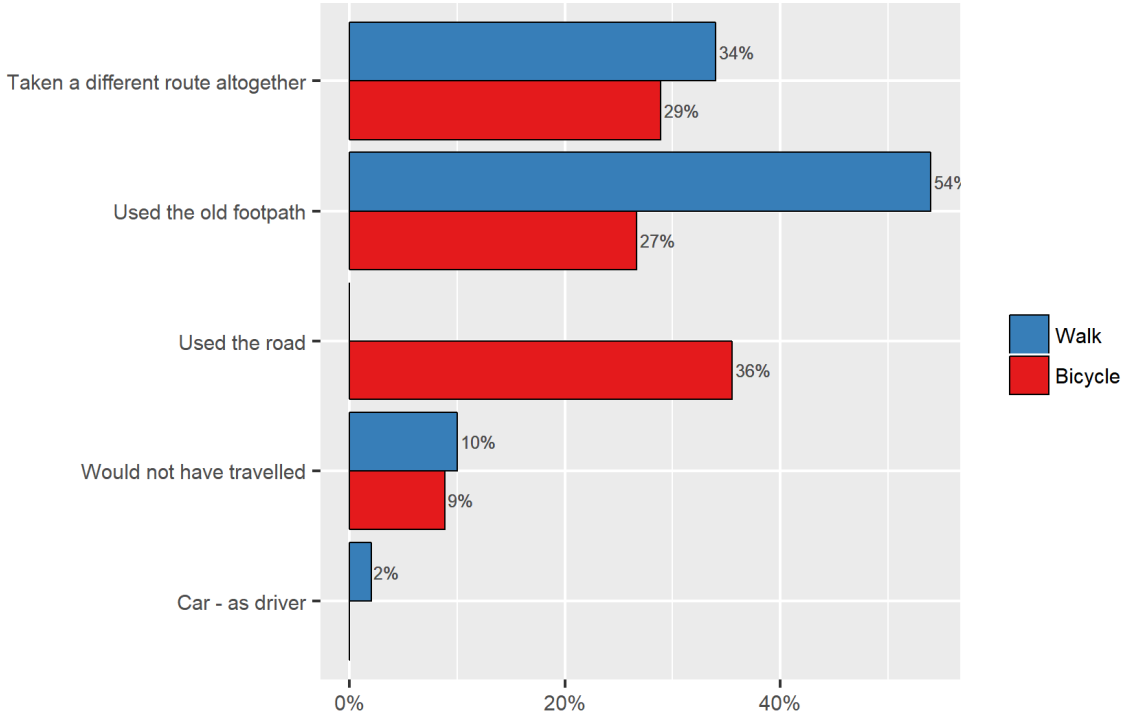


■ **Figure 3.5: Origins and destinations of cycling trips for recreation (n=36)**



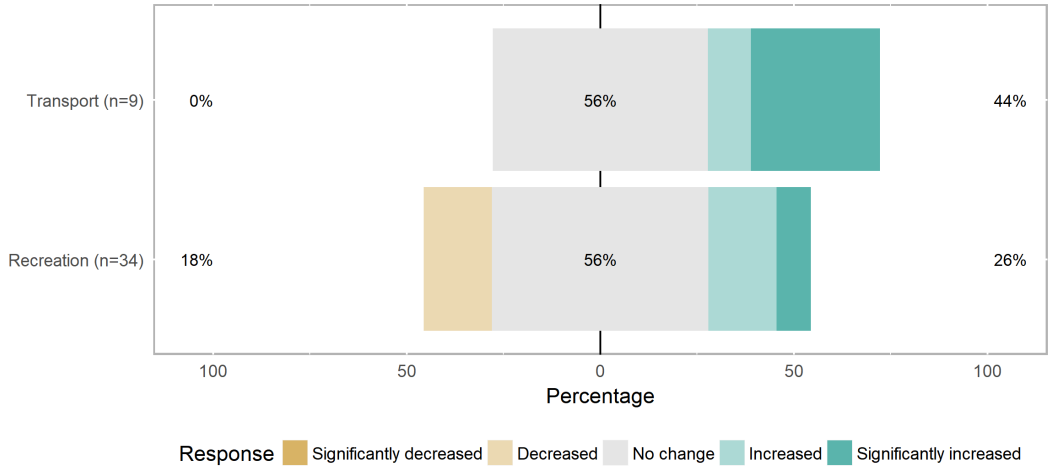
■ **Figure 3.6: Origins and destinations of walking trips for recreation (n=42)**

Respondents were asked what they would have done for their trip if the bridge was not present. Just over half of pedestrians would otherwise have used the pre-existing footpath on the south side of the bridge (Figure 3.7). Among bicycle riders around 36% would have used the road and 27% would have used the footpath. Among both groups around a third would have taken a different route altogether in the absence of the bridge. A further 10% indicated they would not have made this trip at all if it were not for the bridge, and a negligible proportion appear to have shifted from car or public transport. It is possible that those riders and walkers who would not otherwise have travelled have increased their physical activity and therefore improved their health and wellbeing as a result of the presence of the bridge.

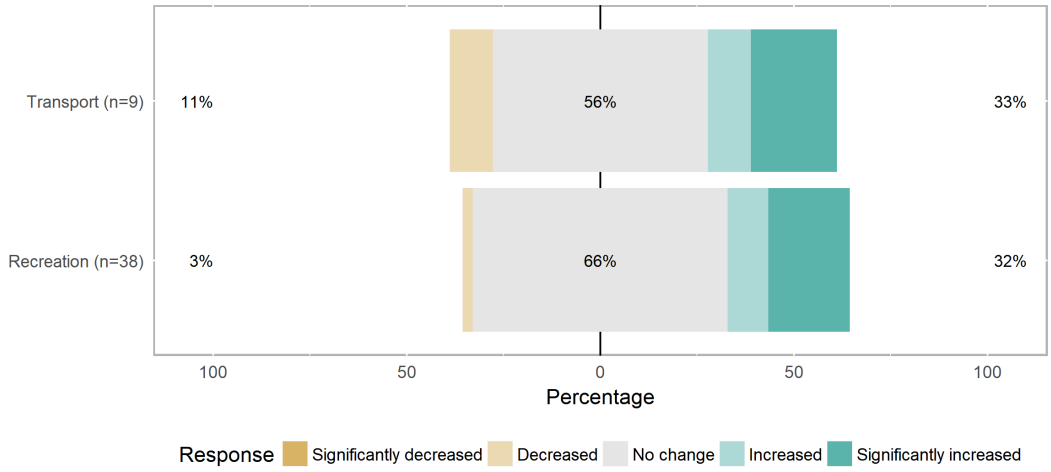


■ **Figure 3.7: What would you have done if the bridge was not here?**

A significant proportion of pedestrians and bicycle riders reported that they increased the amount of walking and riding they had been doing as a result of the construction of the bridge. As illustrated in Figure 3.9 around 44% of bicycle riders travelling for transport indicated they had increased the amount of riding, as had 26% of recreational riders. Unusually, 18% of recreational riders indicated the bridge had reduced the amount of riding they'd been undertaking. Among pedestrians around a third indicated they had increased the amount of walking, while the majority indicated they had not significantly changed their walking duration.

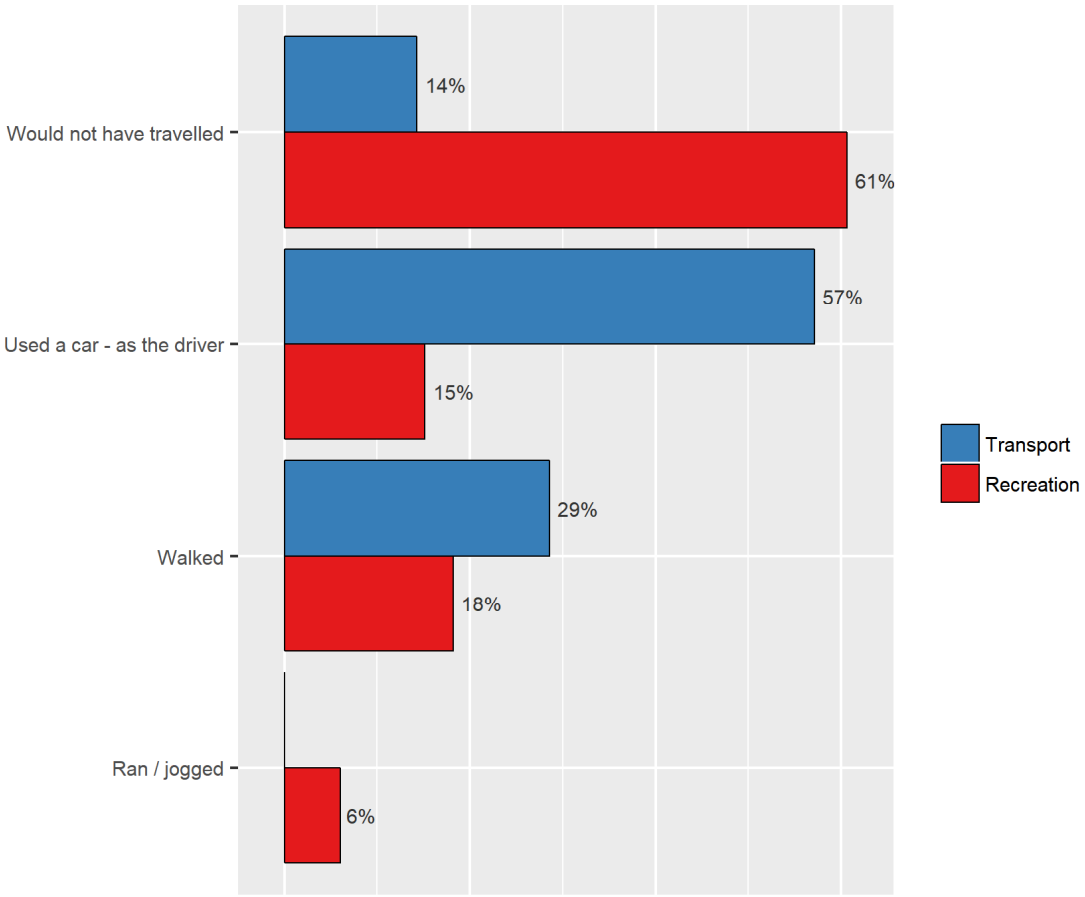


■ **Figure 3.8: Has the bridge changed the amount of time you've spent riding over the past month?**



■ **Figure 3.9: Has the bridge changed the amount of time you've spent walking 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. Almost two thirds of those riding for recreation would not have travelled at all, while a further 18% would have walked or run instead (Figure 3.10). A further 15% would have driven, presumably to a location from where they would have undertaken some form of physical activity. Among the (small) sample of those who rode for transport, most would otherwise have driven a car or walked to undertake their journey.



■ **Figure 3.10: What would you have done if your bicycle was not available for this trip?**

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

- lighting on the bridge,
- improved corner alignment on the path near Fishermans Road, and
- a crossing on the west side of the bridge of David Low Way.

4 Cost-benefit analysis

The cost-benefit analysis framework followed the framework recommended in ATAP Part M4[4] and described in CDM Research (2016). 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, 5% on-road with bicycle lanes, 30% 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),
- relative risk reduction for pedestrians of 20% (relative to the pre-existing narrow footpath on the south side of the road),
- 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 $2.98 m was provided by TMR.

[4] https://atap.gov.au/mode-specific-guidance/active-travel/index.aspx

■ **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)	63	Video counts
Average trip distance	15 km	Intercept surveys
Diversion: car	0%	Intercept surveys
Diversion: reassign	92%	Intercept surveys
Diversion: induced	8%	Intercept surveys
Transport purpose split	20%	Intercept survey
Trip time savings	None	Assume travel time equivalent to roadway
Pedestrians		
Opening year demand (AADT)	118	Video counts
Average trip distance	5.0 km	Intercept surveys
Diversion: car	2%	Intercept surveys
Diversion: reassign	88%	Intercept surveys
Diversion: induced	10%	Intercept surveys
Transport purpose split	18%	Intercept survey
Change in trip distances	0 km	Assume no change
Trip time savings	None	Assume travel time equivalent to footpath
Facility		
Length	0.3 km	Total length of project
Type	Off-road path	
Diverted motor vehicle travel time by period	Busy: 0% Medium: 20%	Guesstimate

Parameter	Assumption	Source
	Light: 80%	
Investment		
Capital cost	2017: $2.98 m	TMR
Operating cost	$10,000 p.a.	Guesstimate

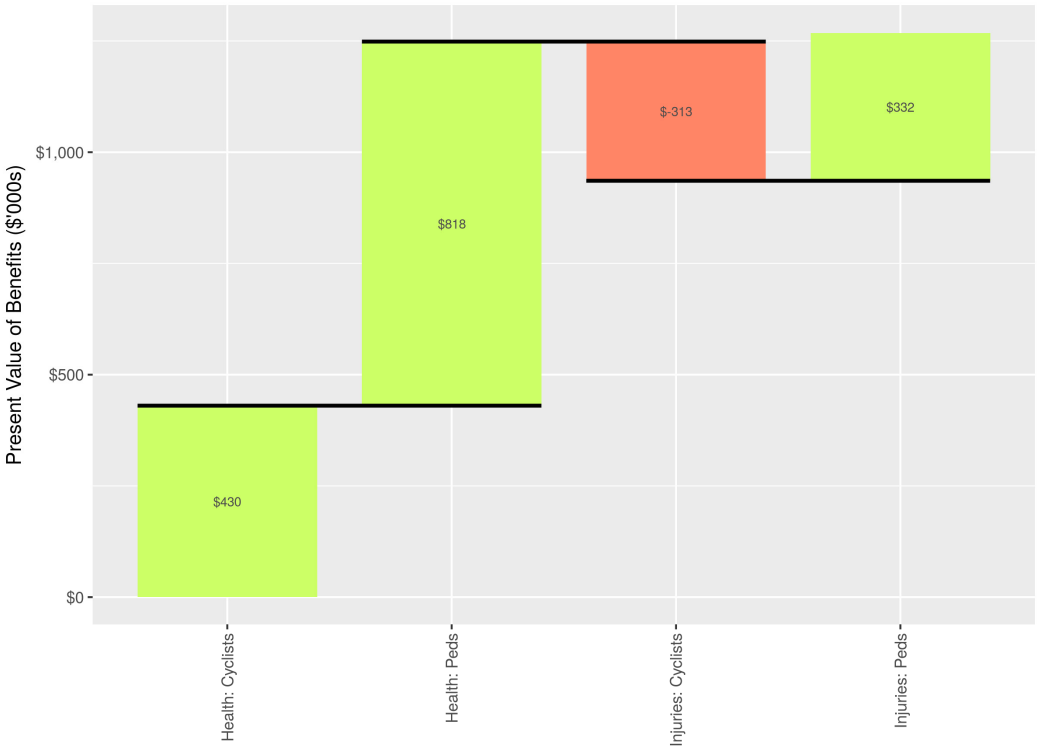
The results of the cost-benefit analysis are summarised in Table 4.2. For the central discount rate of 7% the BCR is 0.4, and the BCR remains less than one for the lower discount rate of 4%.

■ **Table 4.2: Economic assessment**

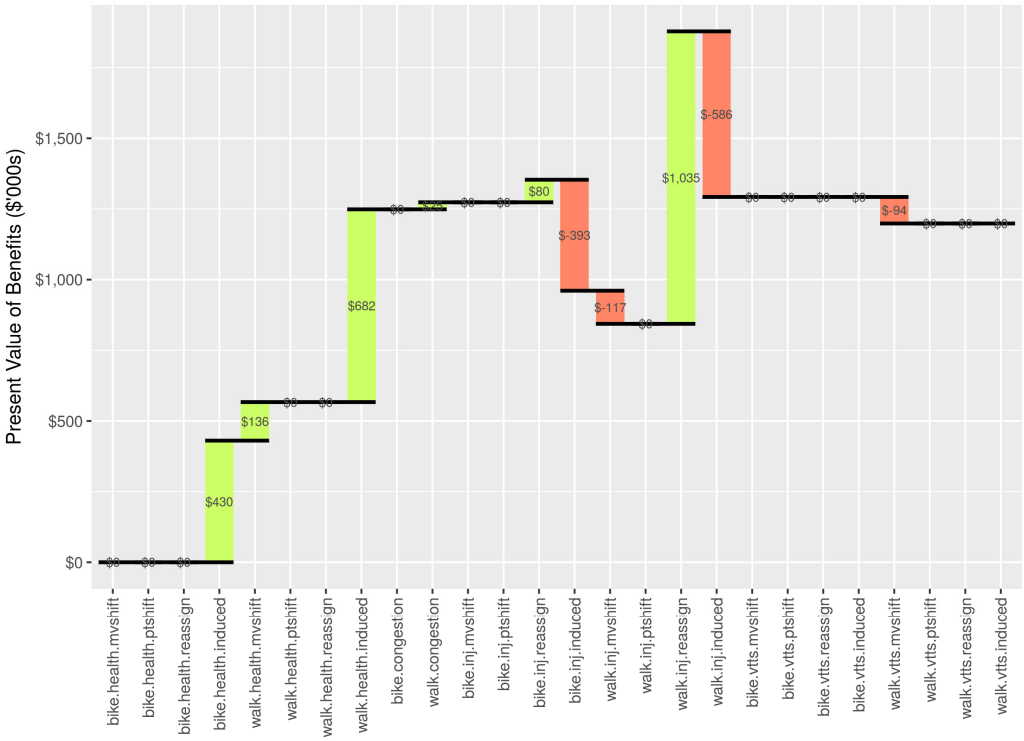
	Discount rate		
Parameter	**4%**	**7%**	**10%**
Benefit-Cost Ratio (BCR)	0.6	0.4	0.3
Likelihood BCR < 1.0	100%	100%	100%
Net Present Value (NPV)	-$1.38 m	-$2.07 m	-$2.45 m
Internal Rate of Return (IRR)	-3.5%	-7.2%	-12.0%
Present Value of Benefits (PVB)	$1.91 m	$1.22 m	$0.84 m
Present Value of Costs (PVC)	$3.29 m	$3.29 m	$3.29 m

All values are 2017 prices and values.

The breakdown of the NPV for the central discount rate is shown in Figure 4.1. Most the benefits accrue mainly from cyclist and pedestrian health benefits, with some additional injury reduction benefits for pedestrians. The detailed breakdown of the benefits by user class are shown in Figure 4.2. This figure suggests that most of the benefits are attributable to injury savings to existing pedestrians, health benefits to pedestrians and cyclists making all-new (induced) trips, with minor contributions via health benefits to those who have diverted from car travel to walking for transport and injury benefits to existing bicycle riders. The disbenefits accrue largely to injuries incurred by these new riding and walking trips, although it should be noted that these injury disbenefits do not exceed the health benefits.



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



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

5 Discussion

The project provides a high-quality connection over the Eudlo Creek between two existing shared paths. It provides a far superior level of service to pedestrians, for whom the footpath alongside the pre-existing road bridge is extremely narrow and is positioned immediately alongside traffic. Moreover, the position of the existing paths along the north of David Low Way required that pedestrians use the signalised crossing at Fishermans Road to cross to the south side of David Low Way, cross the bridge and then cross the road again to return to the path (Figure 5.1). There is no provision for pedestrians to cross David Low Way to the west of the bridge.

■ **Figure 5.1: Pedestrian movements prior to bridge construction**

The project provides an attractive alternative to bicycle riders who would feel uncomfortable sharing with traffic on the roadway. The combination of traffic volumes and speed, as well as moderate volumes of trucks, are likely to make the road an unattractive riding proposition for the vast majority of the population. For this majority of the community the bridge makes possible cycling trips for both recreation and transport that would not otherwise be possible. This is reflected in the strong support from users, who almost without reservation support the investment.

However, while the project appears to have good strategic merit and is clearly appreciated by users, the combination of the relatively high cost and low demand produces an unfavourable economic outcome. That is, the BCR of around 0.4 suggests the project returns value to the community of around 40% of the investment. While the path appears to have had a marginal favourable impact on encouraging additional walking and cycling in the corridor this has not, of itself, been sufficient to recover the project costs. In our view, there are fundamentally three issues which lead to this result:

- the project cost is relatively high,

- demand is relatively low, and
- the injury benefits to riders who divert from the roadway to the pedestrian and cyclist bridge may be underestimated.

We now consider each of these issues in turn.

5.1 Project cost

The cost of around $2.98 m is high only in the sense that it exceeds the benefits generated by the users. If the demand were higher, or the impact on mode shift or encouraging new cycling and walking trips greater, the cost would be less of an issue. However, the higher the capital cost the greater the asset has to "work" to generate a net economic return. Moreover, the discounting that is applied to future benefits means that the capital costs are "frontloaded" onto the economic calculation. Put simply, the costs tended to be borne upfront and the benefits accrue far more gradually over time (and are valued less highly).

5.2 Demand

The benefits of the bridge are directly correlated to the number of users; as a general rule the more users, the higher the benefits and therefore the stronger the economic case. However, in our view there are four issues limiting demand:

- the quality of the shared paths immediately to the east and west are poor,
- the shared path eastwards towards the Maroochydore city centre is generally indirect and unattractive to transport riders; the path along the waterfront is narrow in places, has high pedestrian demand and does not extent right into the city centre,
- the peri-urban location (at the edge of the built-up area of Maroochydore) limits local cycling and walking demand, particularly for transport purposes, and
- there are negligible constraints on car use to encourage active transport.

The shared path on either side of the bridge is around 2 m wide, tends to meander towards the east and has corners that are too constrained for training cyclists. We would suggest most cycling demand on this corridor is sport cyclists, for whom these design characteristics make the off-road route an unrealistic option. Moreover, it would seem unreasonable (and indeed undesirable) to seek to force this group of riders to use the path given that doing so would likely lead to elevated risks of collision with pedestrians on the path. Instead, the bridge is relying upon slower recreational and local transport cycling by a cohort that is less confident riding on the road.

Access to the bridge by this less confident cohort is limited by the absence of a quality connection eastwards into Maroochydore, where many are likely to reside. In our view this points to a need to take a more holistic approach to improving the wider cycling network with an emphasis on connecting trip generators (i.e. residences, shops, schools and employment centres). The lower density residential development inland is unlikely to contribute a great deal of walking trip generation given the distances involved. Moreover, for transport travel there is minimal congestion and widespread free parking in the area – all of which serves to encourage car use at the expense of active transport.

While the present demand is modest we would acknowledge that this is likely to develop over time, and may do so at greater than the 3% per annum assumed in the cost-benefit analysis. Higher rates of growth may come from rapid urbanisation towards the west and the construction of tourism accommodation. A recent example of this trend was the opening of the Rivershore Resort holiday part around 1 km west of the bridge along David Low Way. The bridge fills the missing link in the pre-existing path network connecting facilities such as this resort to Maroochydore. Associated with this demand, it is plausible that demand would be greater during holiday periods.

5.3 Injury benefits

The injury reduction benefits to existing bicycle riders are low in the model. This may appear surprising given the inherently hostile and hazardous situation that exists when riders share the roadway with traffic. Indeed, if the path were to save a single bicycle rider or pedestrians' life the "saving" of around $4 m would more than cover the capital cost of $2.98 m.[5] The cost-benefit analysis uses *average* crash likelihoods by facility type to estimate the crash reduction. As per the ATAP guidance this gives an injury cost per kilometre cycled of $1.02 (2017 prices). We then assume a 70% reduction in this cost for riders who divert to using the shared path instead. It could be argued that both the magnitude of the injury risk and the reduction are too low at this location – that is, the injury risk is higher here than is typical for Queensland roads. However, the Police-reported crash data does not record any cyclist-involved crashes having occurred on the road bridge from 2001 to present, making it difficult to substantiate such an argument.

5.4 Conclusion

Overall, it is suggested that the project cannot be justified purely on economic grounds given the modest levels of usage and modest impacts on mode shift and encouraging cycling and walking activity. However, this does not mean it cannot be justified on broader grounds, and on factors which are not accounted for in the cost-benefit analysis. Moreover, we suggest that as part of a broader investment into an active transport network that connects trip generators and attractors the overall package of investment may show favourable economic returns.

[5] 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.

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 bridge 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. Bus
g. Taxi
h. Don't know
i. 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. Bus
    f. Taxi
    g. Walked
    h. Ran / jogged
    i. Don't know
    j. 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:

Iit was very dangerous before on the road
Its much better and safer
More bike paths
Great job, please do more of this!
More footpaths
We wouldn't ride at all if there wasn't the bridge
Good one!
Lovely bridge
Take the bike signs of the road - all bike riders should use the bridge not the road anymore
Bridge is good
Very good job, so much safer, lots of people use it
Great to see money is spent at right place
Good to have this bridge
Good bridge
Excellent, long overdue
There should be straight way to the road over the grass because for fast riders it is difficult to make a corner
We were looking forward the opening of the bridge
Better entry to traffic light, T-junction too sharp
No lighting on middle of bridge. More people should use it. Most bikes still go over road bridge
Crossing the roads to get to the bridge on both sides is a hassle
Lovely
Brilliant, build more like this
Crossing the road on the other side of bridge is impossible with kids
Love the bridge, the more bike paths the better
The bridge wasn't worth the money it costed
Thank you for the bridge
Its much safer with bridge
Best thing ever
Excellent bridge
Widen the car bridge
Very nice bridge
Waste of money - let people know who funded it ask people before building
Bike path along Maroochydore golf course please

Pedestrians:

During night no light in the middle of bridge-could be little dangerous
Should be posts in bridge entrances because once he saw car coming to the half a way on the bridge

Looks wonderful, inviting, good bridge, great views
Good job!
Love the bridge
Great job, good bridge
Happy with the bridge
Looks good, great facility
Sold her bicycle because there wasn't any good roads where to use it
Happy with bridge, would like to see more such projects
Road bridge should be wider
Decoration isn't needed
Thank you very much for the new bridge, the old road bridge was so dangerous
Loves the bridge, the incline is great, a water bubbler would be great
No pedestrian crossing on Didillibah side of bridge to get to hotel. Dangerous. Bridge itself is great.
Pretty bridge
Beautiful bridge, likes the decorations
Awesome bridge
It is much safer on the bridge
Good bridge, nice decoration
Love it
Love the trail, make clear if dogs need to be on lead
There should be post in the entrance that cars cant get on
Its better with new bridge
There is nothing what shows to the driver that pedestrians are passing and going on the bridge
Expensive bridge
There should be zebras on Fishermans Road crossing because it is very busy on Sundays
Clean leaves and fishing rubbish off bridge, makes it slippery. Pedestrian crossing on north side!
Very good bridge
Fantastic
They are thankful
Wonderful, big improvement
There should be better crossing on the other side
Lot better with bridge
Great bridge
Timber decoration is waste of money
Bridge is awesome, glad it's there
They parked a car on the other side of bridge and came on foot
Enhancement to the area!
Much safer now
Pedestrian crossing needed on north side to get to the river
Great for walkers, much safer