

# Appendix B: Phase 1 Community Engagement Results

## Contents

Appendix B: Phase 1 Community Engagement Results.....	1
Contents .....	1
Overview .....	1
Demographics.....	2
Age and Gender .....	2
Suburb of Respondent .....	3
User Type.....	3
Survey Results - Themes .....	4
Heat maps .....	6
Cycle Related Responses.....	11
Pedestrian Related Responses .....	21
Walking Trail and Mountain Bike Related Responses .....	34
School Children Safety and Connectivity .....	40
Northern Beaches .....	45
Intersections Including Rail Crossings.....	49
Additional Comments .....	55

## Overview

Between 19 February to 19 March 2018 an online community engagement survey was undertaken which allowed the community to place comments and feedback on Cycling, Walking and Walking Trail issues and opportunities on a map of the Cairns Regional Council area (utilising the social pinpoint platform). During the month long survey, the website received approximately 1570 visits and 728 comments which have been analysed as input into the Cairns Active Travel Strategy.

Each respondent left an average of 3 responses with the 143 individuals only leaving 1 response in the survey. 89% of respondents left 5 or less respondents with the remaining 11% of respondents leaving between 6-16 responses on the survey. There was one exception to this with one individual leaving 60 survey responses staggered over the month-long period.

An additional 20 comments were left on the Cairns Regional Council Facebook page and 41 comments left on the Cairns Regional Council website during the survey period. These additional responses have been included in the survey results reported here.

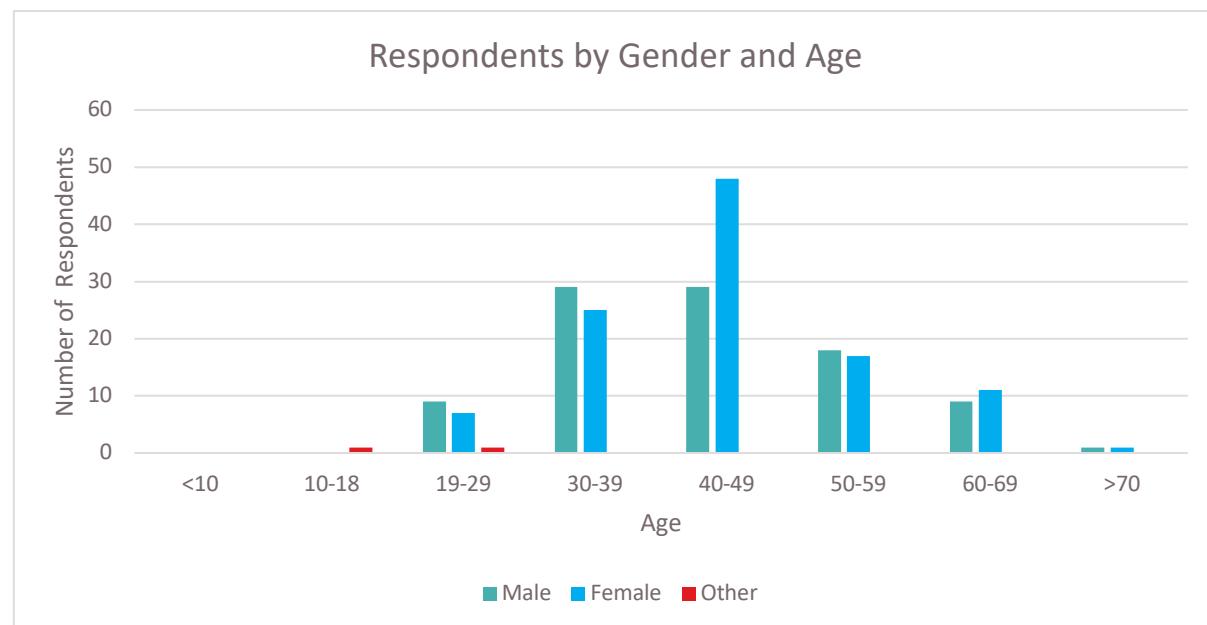
## Demographics

### Age and Gender

Throughout the survey period 285 unique email addresses were recorded in the survey responses. 206 of the responses also recorded gender and age demographics with the 40-49 Female respondents recording the highest response rate (Figure 1). Overall females were approx. 53% of respondents.

*Table 1 – Percentage of Respondents Age and Gender*

AGE	FEMALE	MALE	OTHER
<10	0%	0%	0%
10-18	0%	0%	0.49%
19-29	3.40%	4.37%	0.49%
30-39	12.14%	14.08%	0%
40-49	23.30%	14.08%	0%
50-59	8.25%	8.74%	0%
60-69	5.34%	4.37%	0%
>70	0.49%	0.49%	0%
<b>TOTAL</b>	<b>52.91%</b>	<b>46.12%</b>	<b>0.97%</b>



*Figure 1 – Number of Respondents by Age and Gender (Note only 206 respondents included age and gender details in their response)*

## Suburb of Respondent

One question in the survey allowed respondents to include their suburb, a total of 168 respondents provided these details. The inner north suburb of Brinsmead saw the highest number of respondents with 23 individuals responding (Figure 2). Residents from Redlynch were the second highest responders.

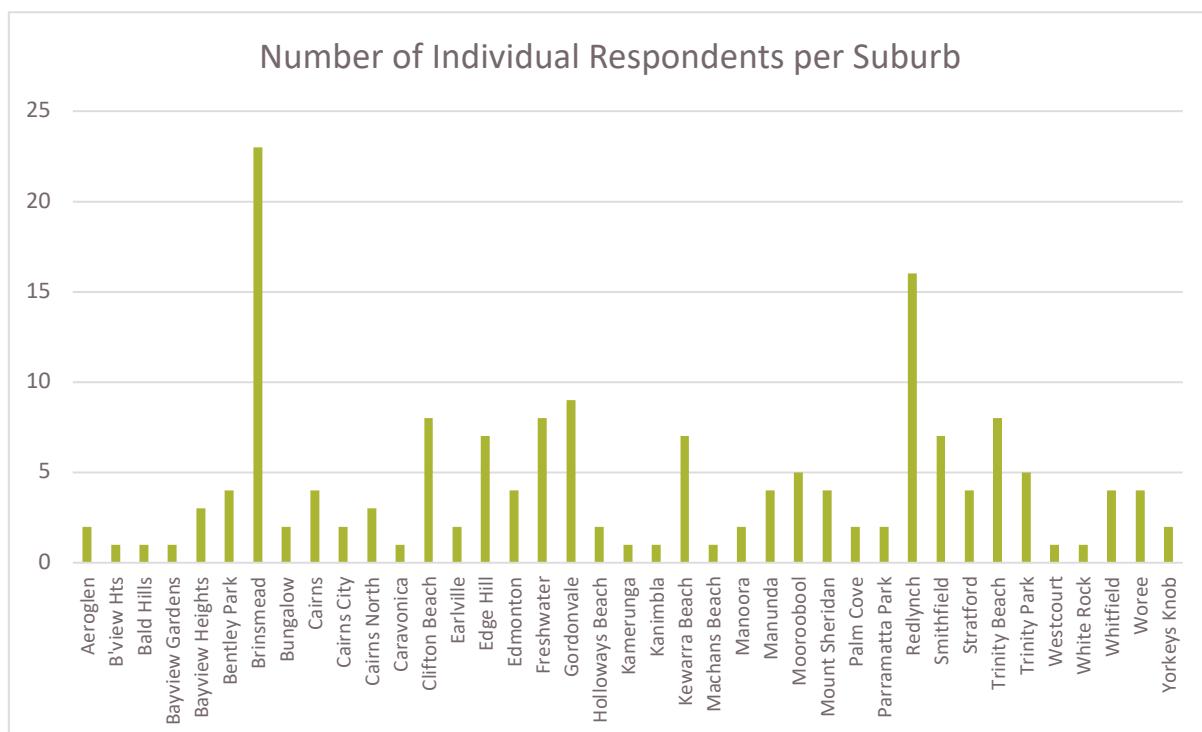


Figure 2 – Number of Respondents by Suburb

## User Type

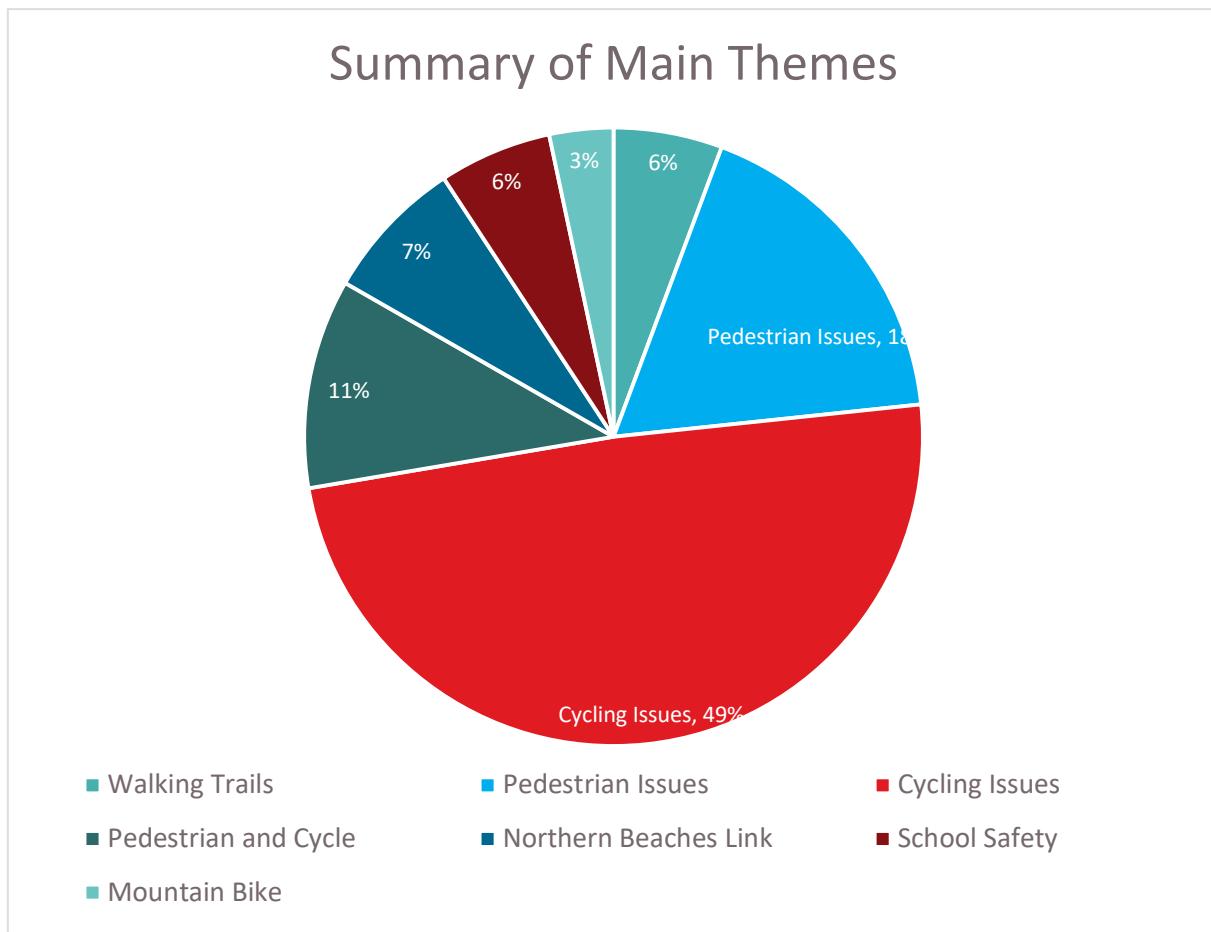
Respondents were also able to provide what type of user group/s they belong to either Commuter, Education, Recreation, Health/Fitness, Utility (Shops, Visiting people) or other. A total of 207 respondents answered this question with 72% of respondents identifying themselves as cycling or walking for Health or Fitness (Table 2).

Table 2 – Percentage of people responding to each user group

Commuter	Education	Recreation	Health/Fitness	Utility (e.g to shops, visiting friends)	Other
39%	11%	61%	72%	27%	5%

## Survey Results - Themes

All comments received were tagged by issue category to understand the themes and issues raised by the respondents. A total of 1435 tags were submitted. Based on this assessment, some main themes evolved on Walking Trails, Pedestrian Issues, Cycling Issues, Pedestrian and Cycle related issues, Northern Beaches Link, School Safety and Mountain Bike trails. Figure 3 illustrates the breakdown of these themes by number of responses. This indicates that cycling related issues consisted of the majority of issues/opportunities in the responses received.



*Figure 3 – Breakdown of Main Theme responses*

Figure 4 illustrates the breakdown of all issue categories. Overall for walking and cycling issues raised by the community they were categorised into connectivity, safety, intersection issues, maintenance or other issues. Some comments raised nominated a number of issues and these were all categorised separately.

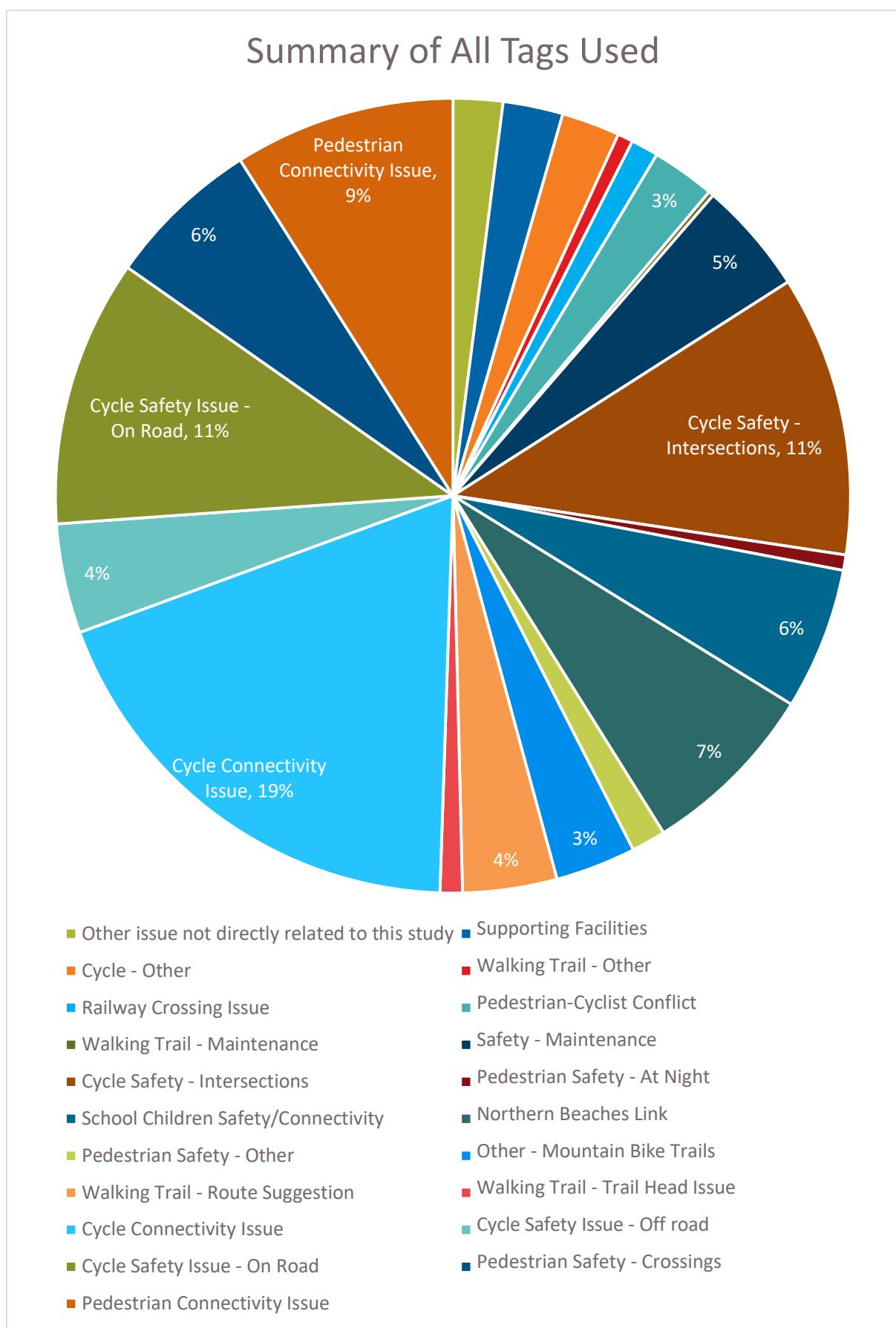


Figure 4 - Summary of All Issue Categories Responses

## Heat maps

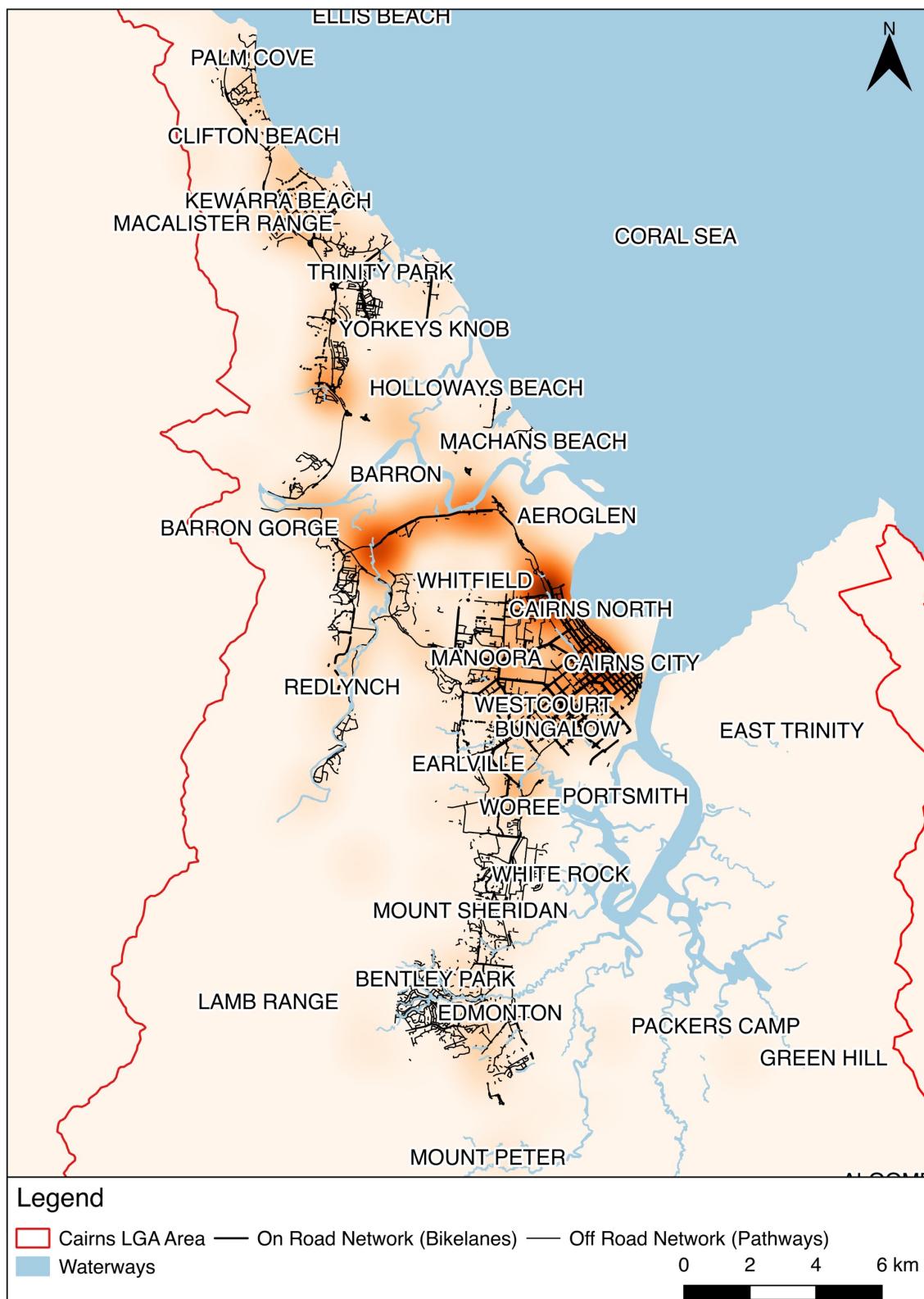
The following heat maps provide an overview of all major theme tags from the Survey. Notable sections of high comments on the overall heat map can be seen in Freshwater, Stratford along the Northern Cycleway along Kamerunga Road and along the Cairns to Aeroglen Cycleway.

Separate heat maps for the majority of key issues tags also have been produced for overall, northern, central and southern areas. Some locations and tags did not have any responses and maps have not been included for those areas.

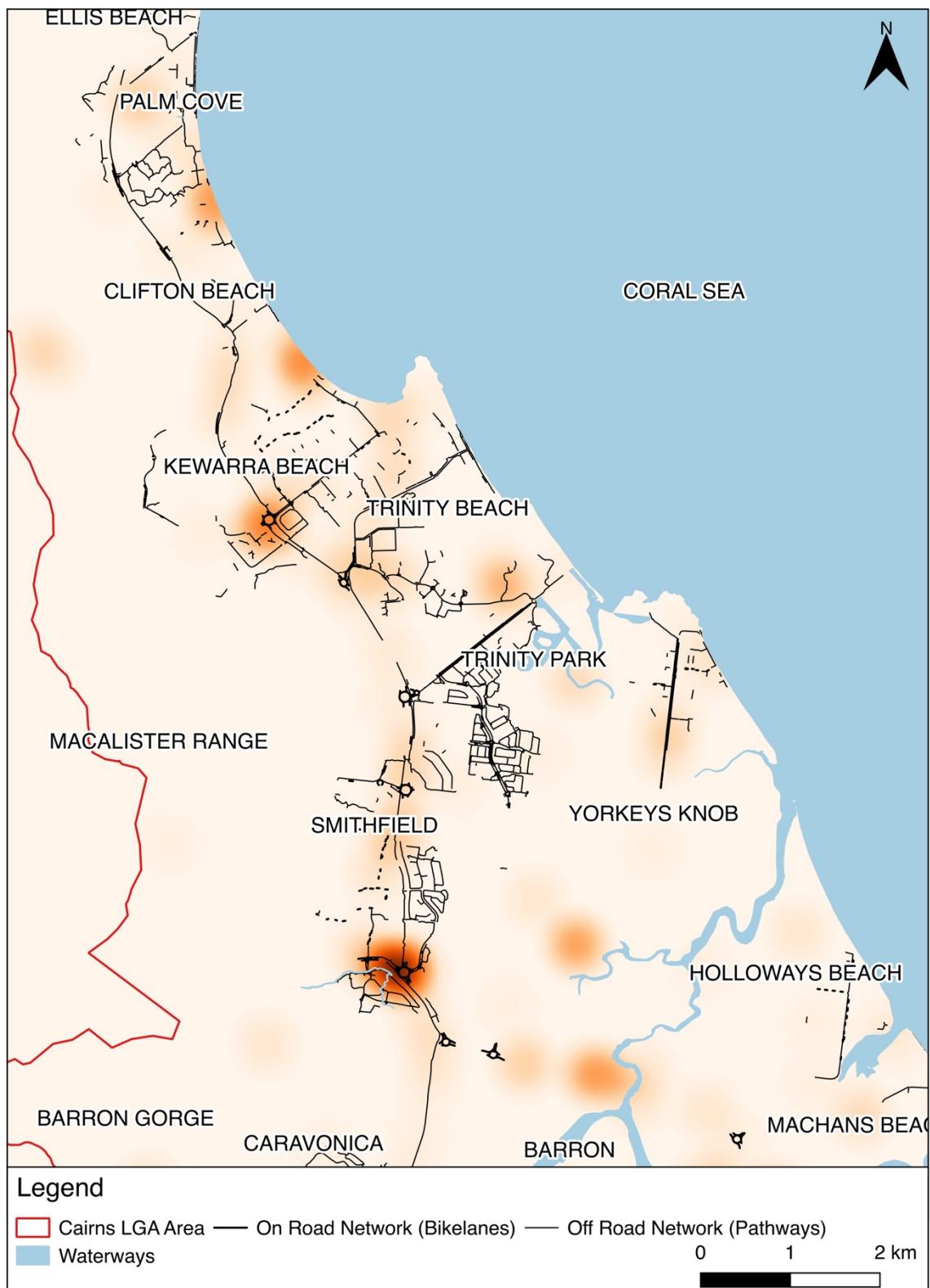
*Table 3 – Overview of Included Heat Maps*

	<b>Overall Area</b>	<b>Northern Area</b>	<b>Central Area</b>	<b>Southern Area</b>
<b>Overall Results</b>	Page 7	Page 8	Page 9	Page 10
<b>Cycle Connectivity</b>	Page 13	Page 14	Page 15	Page 16
<b>Cycle Safety</b>	Page 17	Page 18	Page 19	Page 20
<b>Pedestrian Connectivity</b>	Page 23	Page 24	Page 25	Page 26
<b>Pedestrian Safety</b>	Page 27	Page 28	Page 29	Page 30
<b>Pedestrian and Cycle Conflict</b>	Page 31	Page 32	Page 33	No Responses
<b>Walking Trails and Mountain Biking</b>	Page 36	Page 37	Page 38	Page 39
<b>School Children Safety</b>	Page 41	Page 42	Page 43	Page 44
<b>Northern Beaches</b>	Page 46	Page 47	Page 48	No Responses
<b>Dot Map of Pedestrian and Cycle Intersections</b>	-	Page 51	Page 52	Page 53
<b>Railway Crossings</b>	-	No Responses	Page 54	No Responses

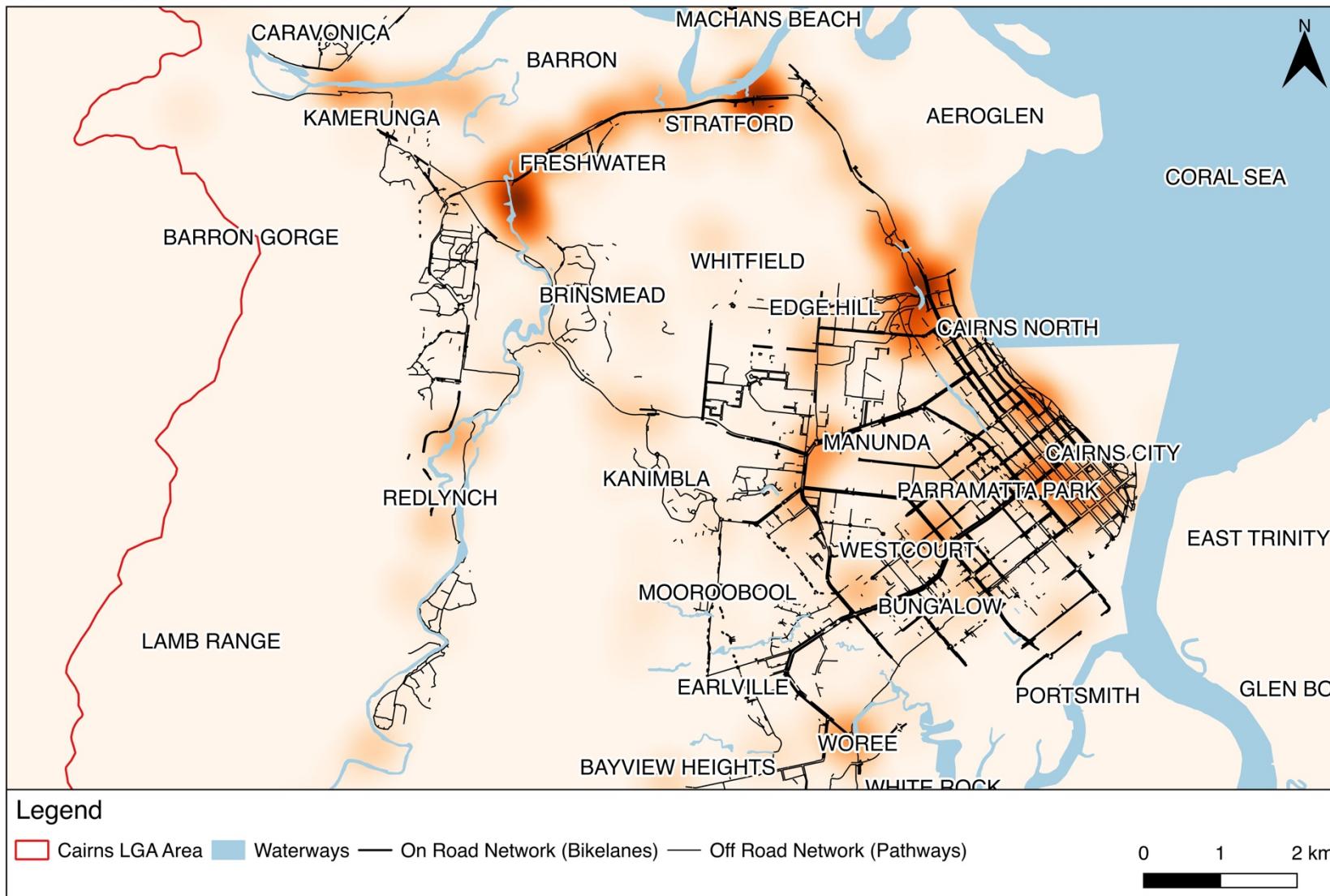
## Cairns Cycling and Walking Strategy Survey Results Heatmap - Overall Results



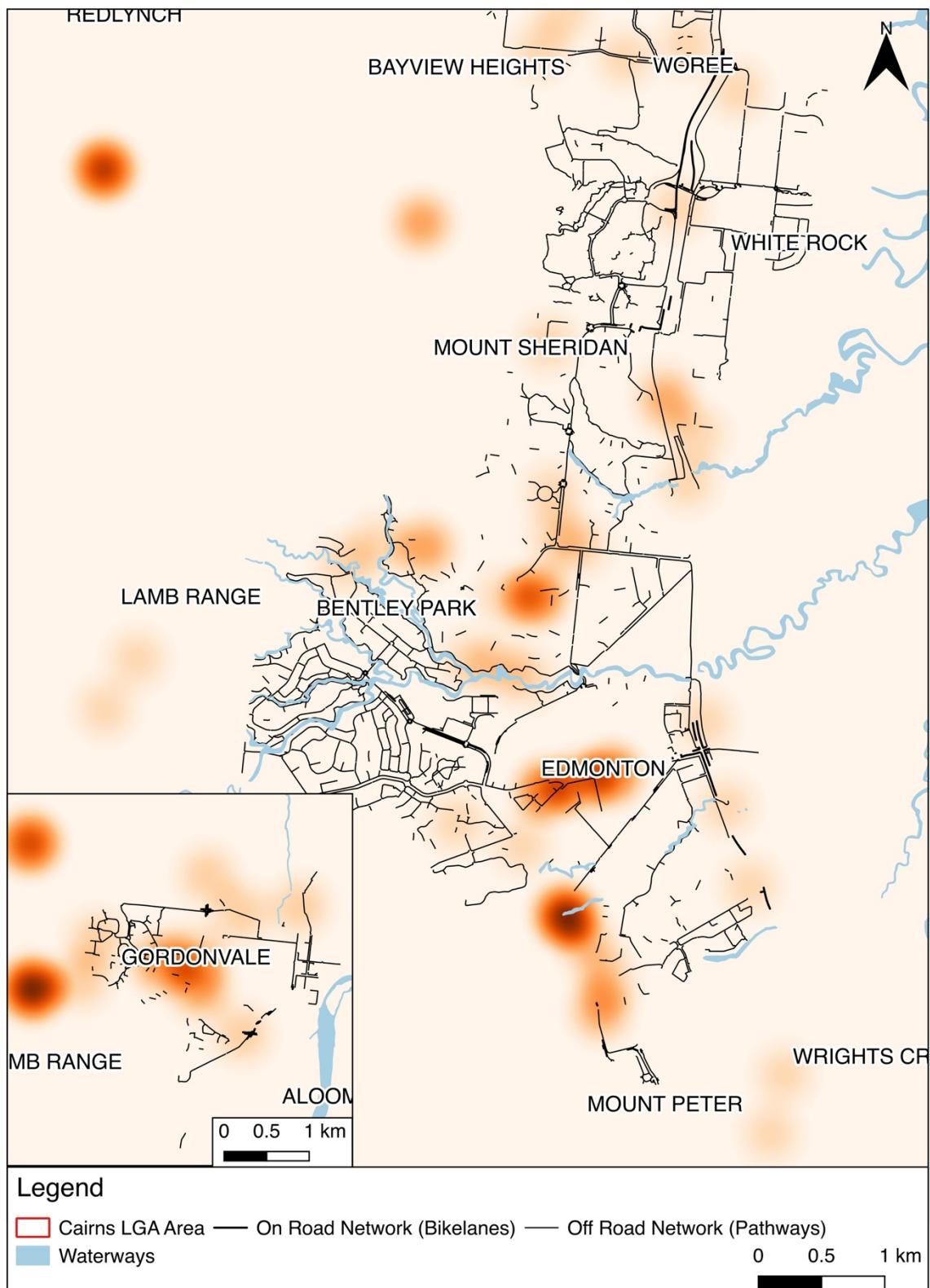
## Cairns Cycling and Walking Strategy Survey Results Heatmap - Overall Results



### Cairns Cycling and Walking Strategy Survey Results Heatmap - Overall Results



## Cairns Cycling and Walking Strategy Survey Results Heatmap - Overall Results



## Cycle Related Responses

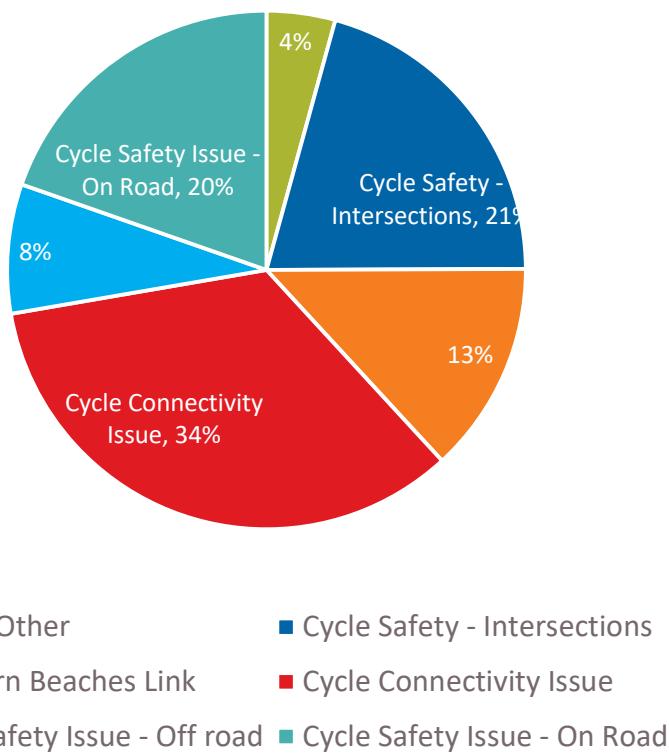
Cycle related issue responses made up 49% of total responses to the Survey. These are made up of the following sub-issues identified in the following table.

*Table 4 – Cycle Related Categories – summary of issues raised*

Tag name	Types of issues
Cycle Connectivity Issue	<ul style="list-style-type: none"> <li>• Missing links (paths, lanes, bridges, under/overpasses) in on-road or off-road cycle network</li> <li>• Cycle facility comes to an end abruptly</li> <li>• Cycle facility does not connect well to destinations</li> <li>• No cycle facility at all to connect desired origin/destination</li> </ul>
Cycle Safety Issue - off road	<ul style="list-style-type: none"> <li>• Path is too narrow</li> <li>• Unsafe bends in paths/ blind corners</li> <li>• Lighting/ night time safety issues</li> <li>• Flooding issues</li> </ul>
Cycle Safety Issue - on road	<ul style="list-style-type: none"> <li>• Bicycle lane/ facility is too narrow</li> <li>• High vehicle speeds</li> <li>• Vehicles crossing bicycle facility/ turning into side streets</li> <li>• Conflicts with car parking e.g. door opening</li> <li>• Conflicts with motor vehicles</li> </ul>
Cycle - other	<ul style="list-style-type: none"> <li>• Anything not covered by other cycling tags</li> </ul>

Based on these issue categories, Cycle Connectivity Issues made up the highest percentage of these responses (Figure 5), followed by cycle safety at intersections and cycle safety on road.

## Summary of Cycle Related Responses

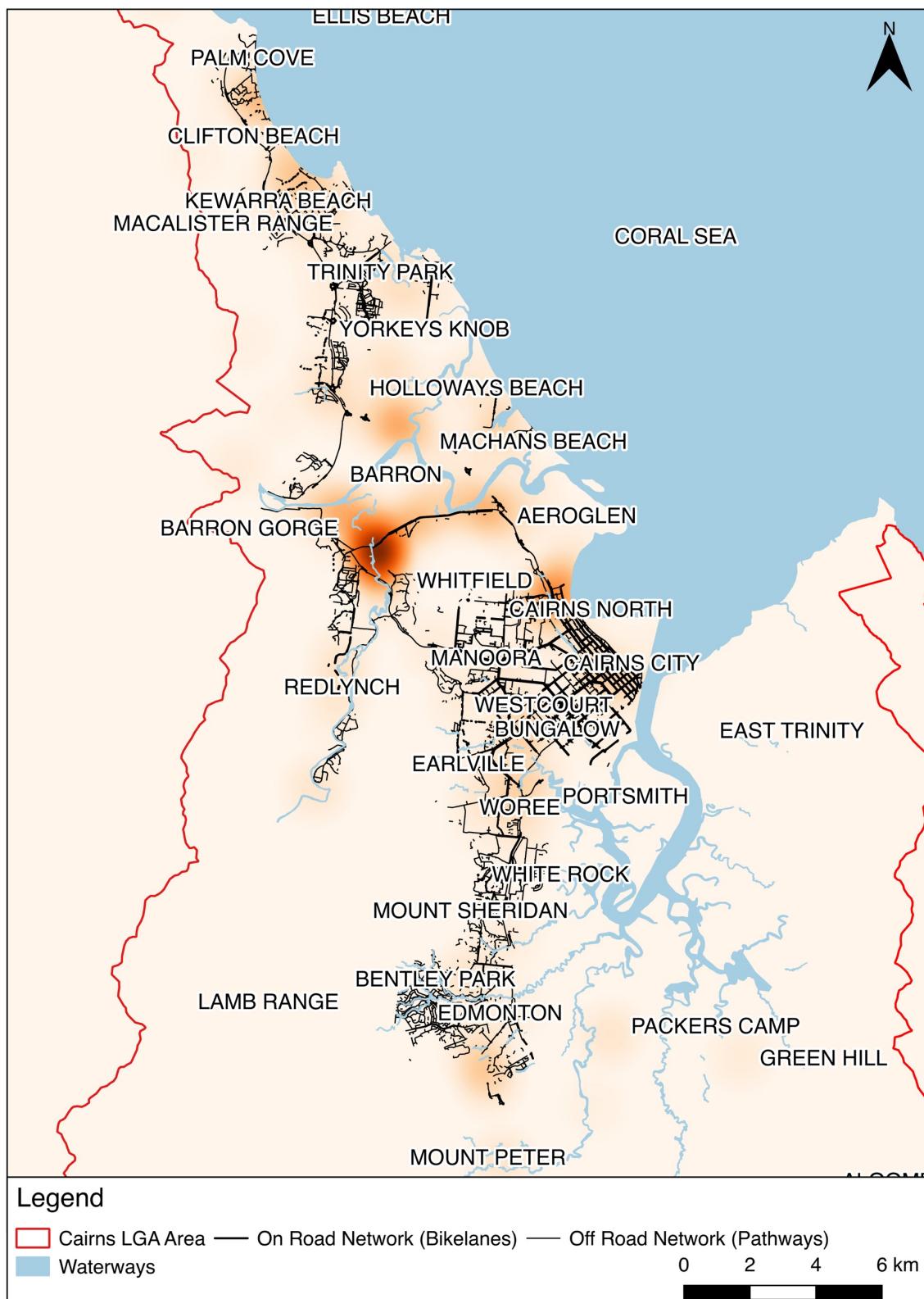


*Figure 5 – Breakdown of Cycle Related Responses*

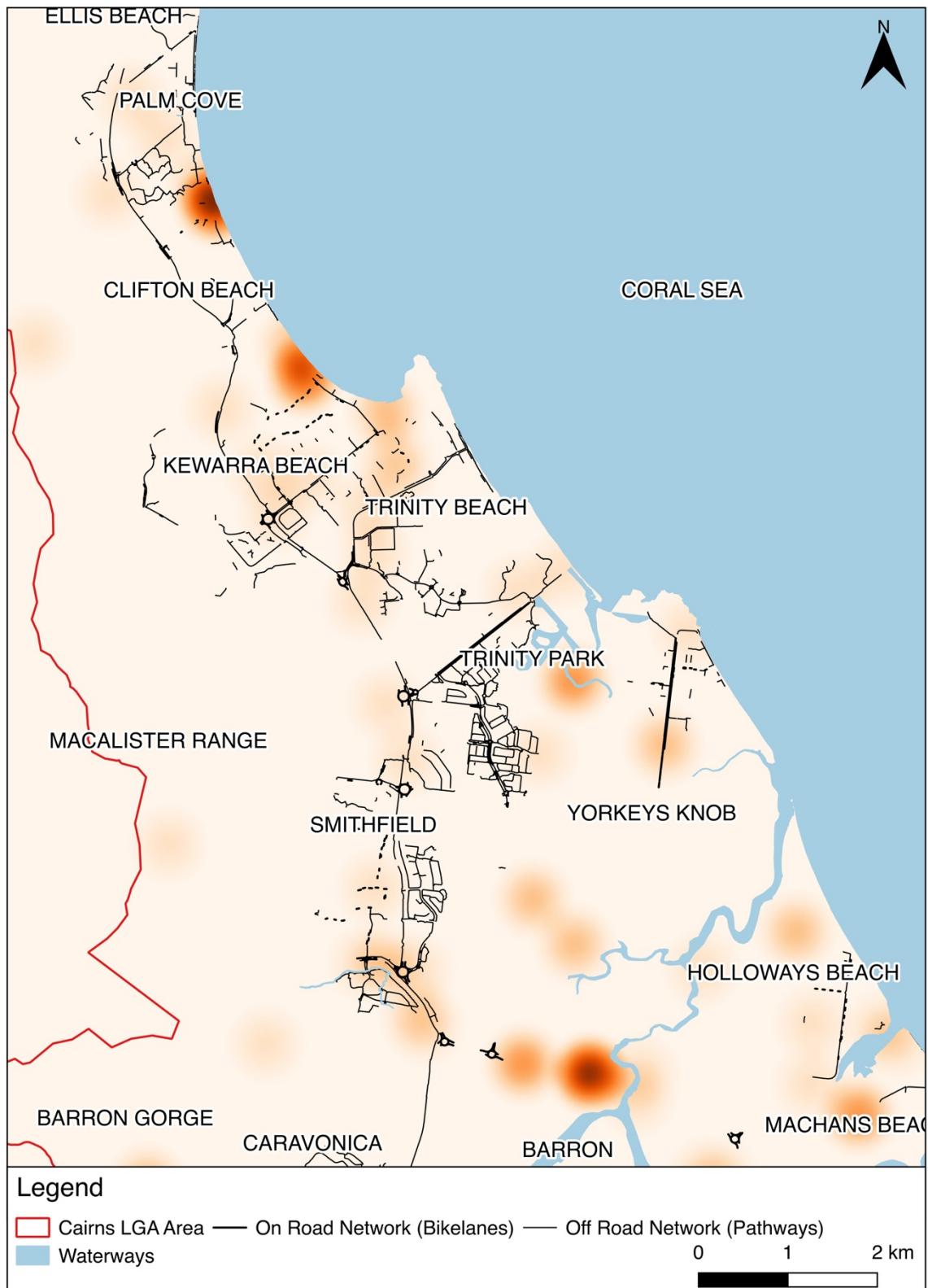
Heat maps documenting the location of the Cycle Connectivity and Cycle Safety related issues are found on the following pages. These indicate the following key issues:

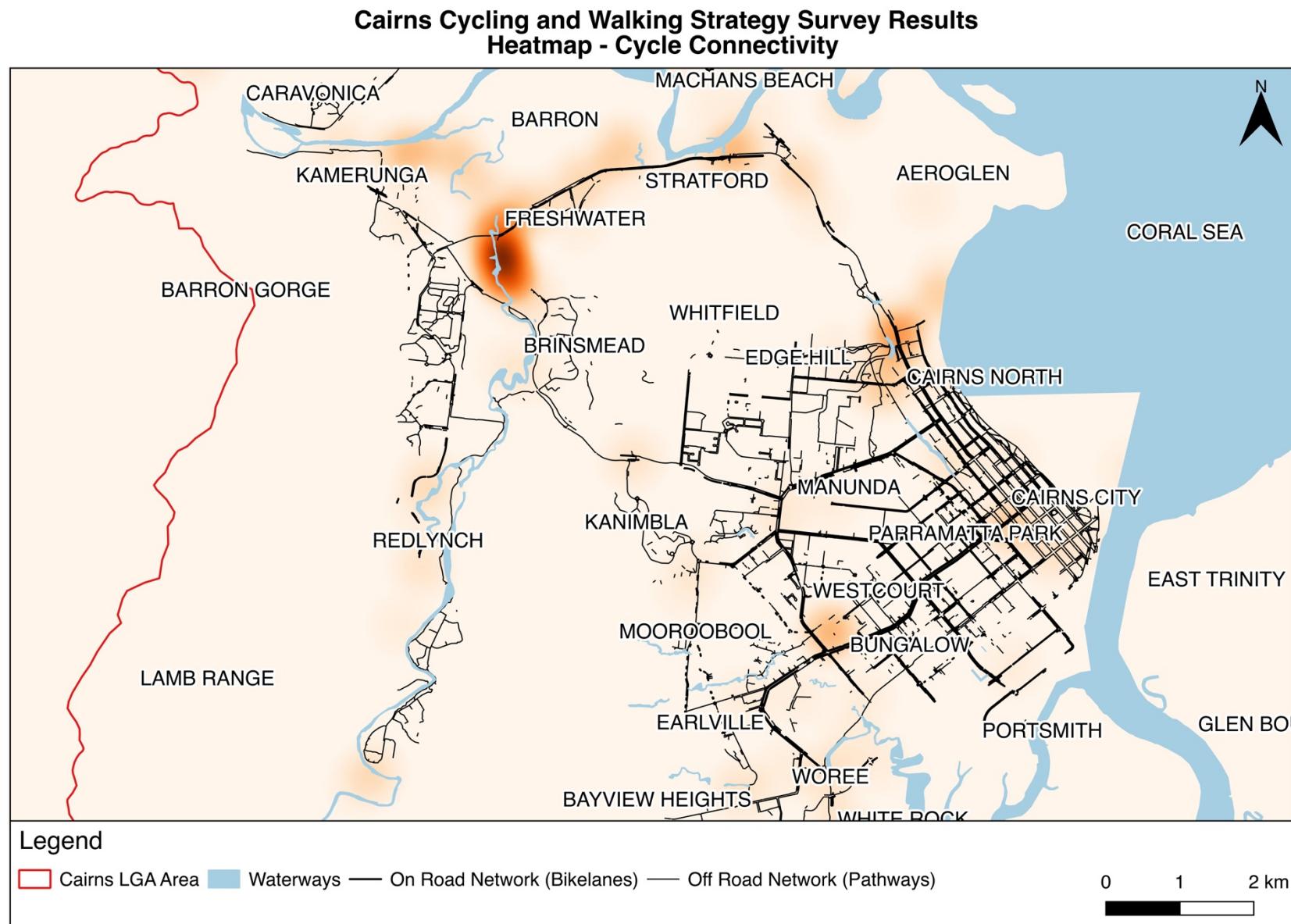
- Cycle Connectivity issues –
  - Connecting the Northern Beaches was a key issue raised, including connectivity across the Barron River
  - Freshwater – connection between Redlynch/Brinsmead and Freshwater
  - Edmonton/Mt Peter including connectivity to the new school in Mt Peter
  - Gordonvale, particularly connectivity across the Bruce Highway
  - Cairns North and connectivity to the Airport
- Cycle Safety issues –
  - Safety at roundabouts was a key issue with the roundabout at Smithfield and Peace Street/Reservoir and Peace/Hoare/Moody at Manundra mentioned multiple times
  - Pathway crossings of the rail line at Stratford and crossings of Kamerunga Road
  - Greenslopes Street
  - Gordonvale associated with Bruce Highway crossing
  - Edmonton – along Mill Road

## Cairns Cycling and Walking Strategy Survey Results Heatmap - Cycle Connectivity

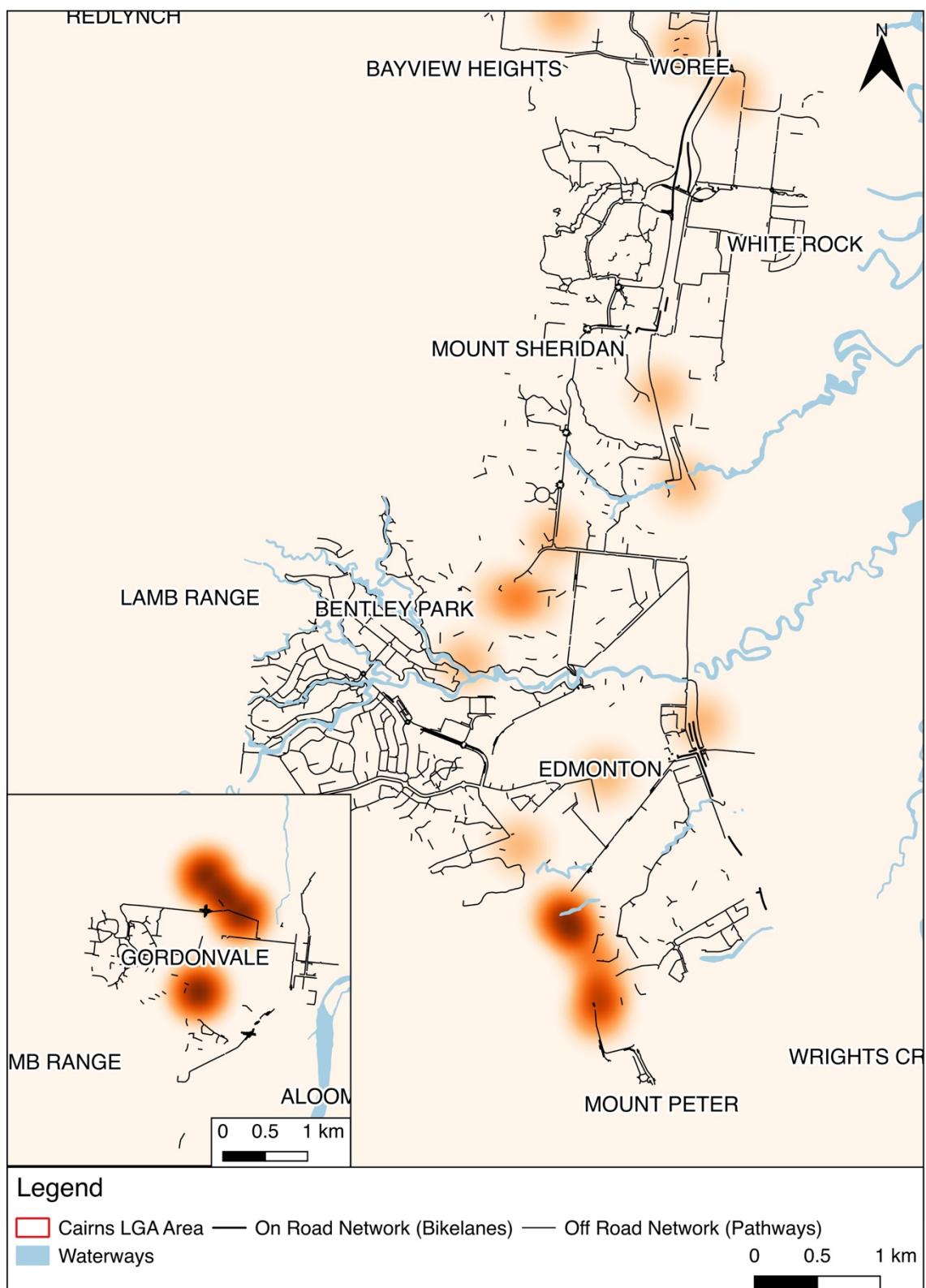


## Cairns Cycling and Walking Strategy Survey Results Heatmap - Cycle Connectivity

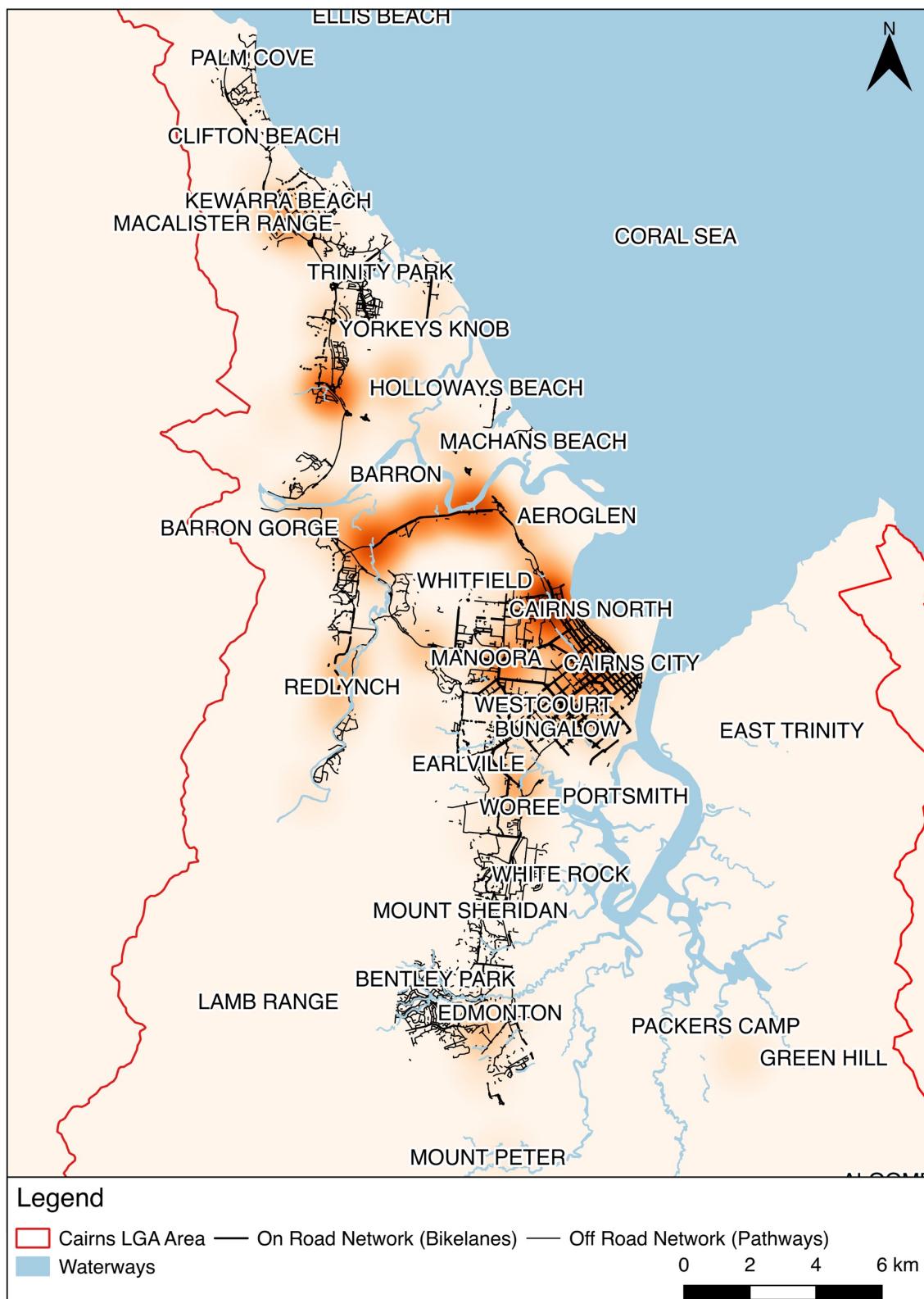




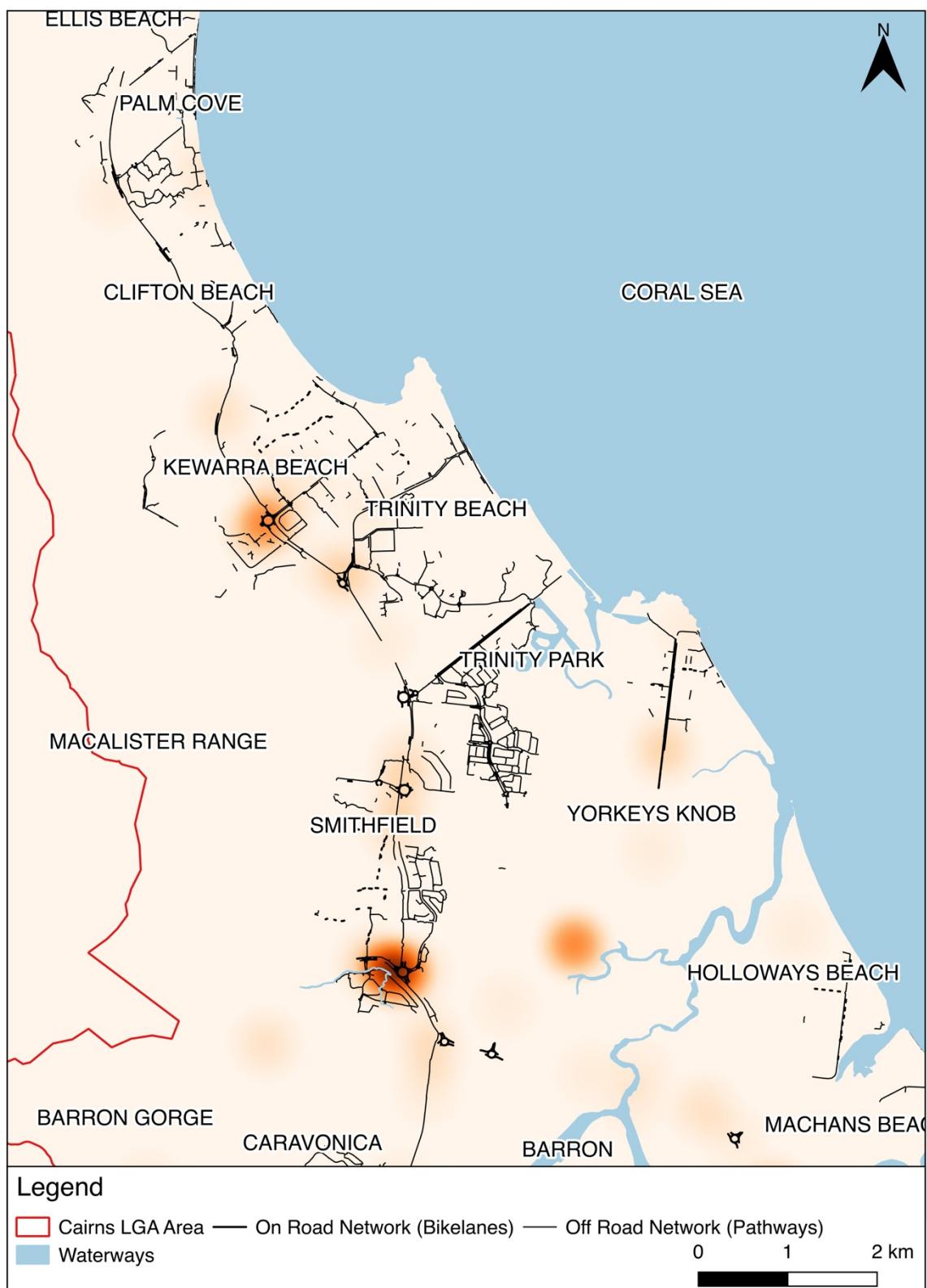
## Cairns Cycling and Walking Strategy Survey Results Heatmap - Cycle Connectivity



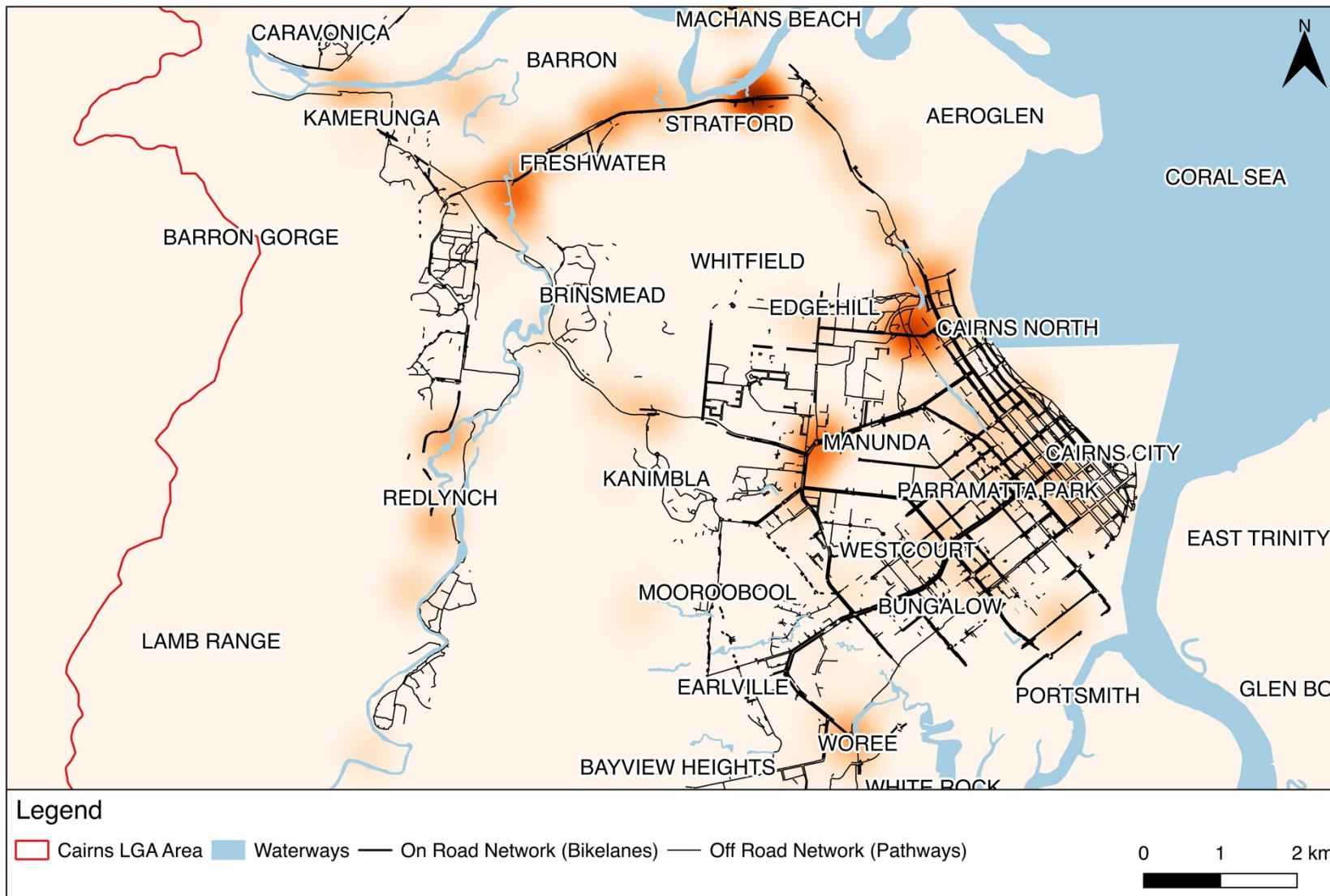
## Cairns Cycling and Walking Strategy Survey Results Heatmap - Cycle Safety



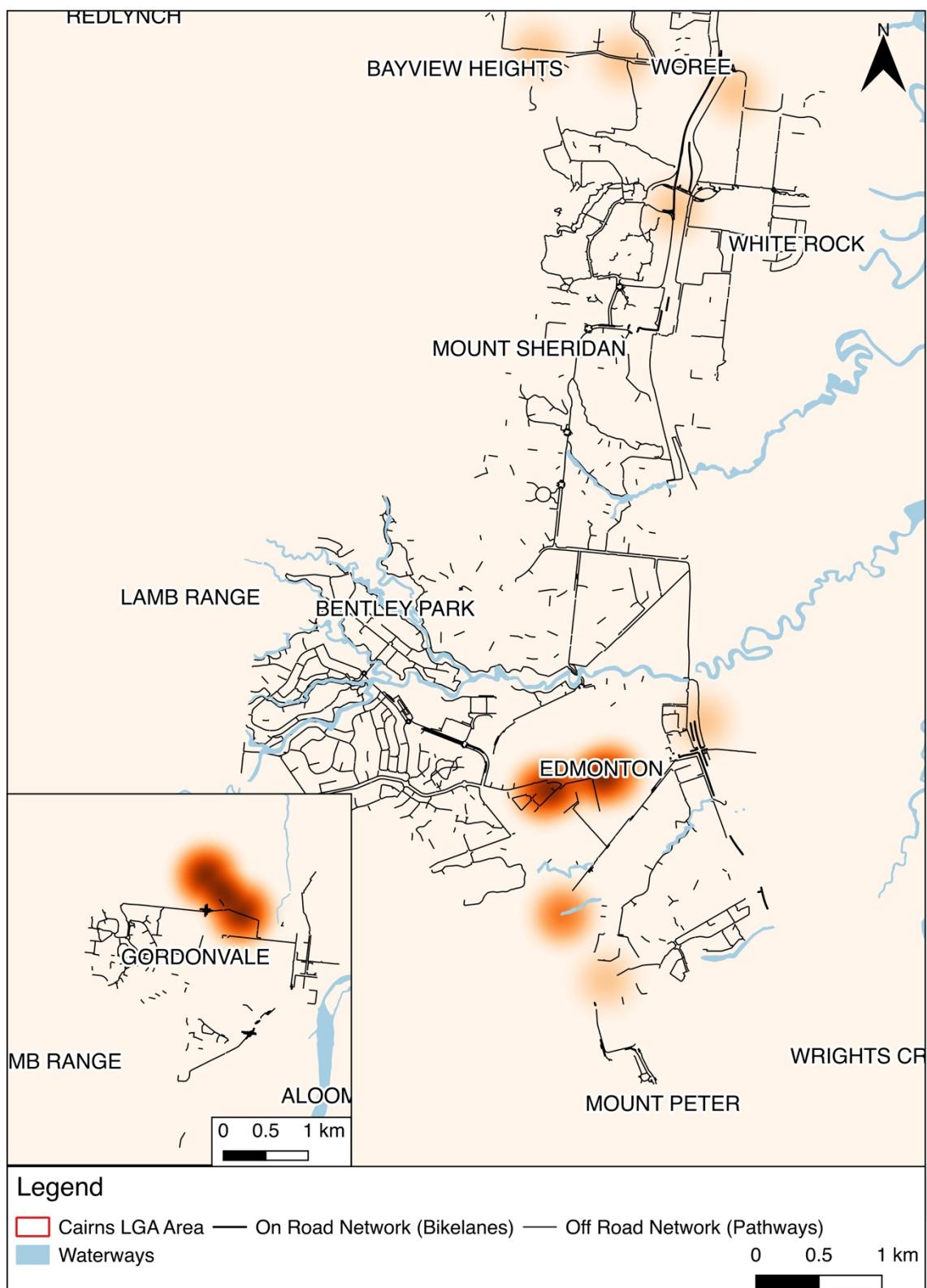
## Cairns Cycling and Walking Strategy Survey Results Heatmap - Cycle Safety



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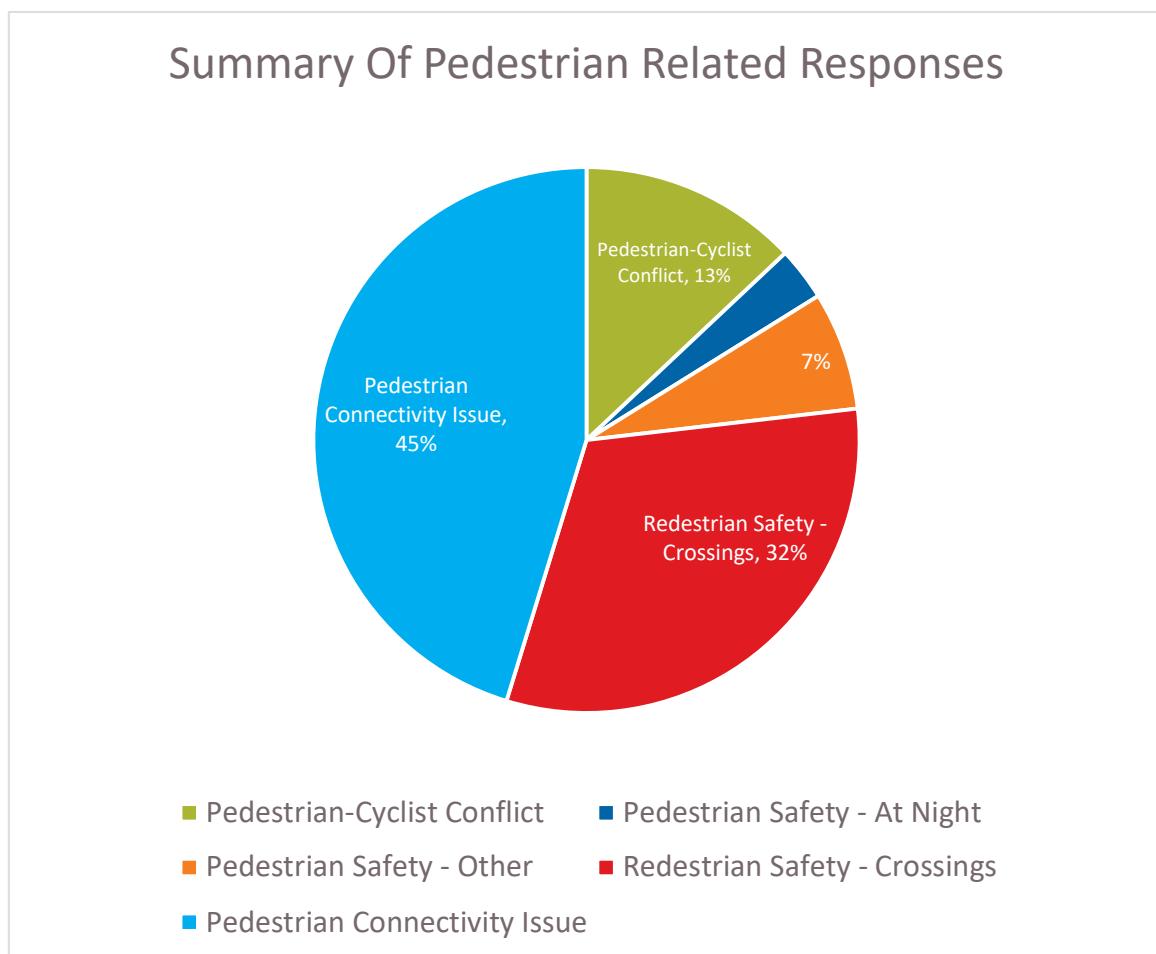
### Pedestrian Related Responses

Pedestrian related issues made up 29% of total responses to the Survey. These were further broken down into sub-issues based on the following table.

*Table 5 – Pedestrian Related Categories – summary of issues raised*

Tag name	Types of issues
Pedestrian Connectivity Issue	<ul style="list-style-type: none"><li>• Missing links in footpath network</li><li>• Requests for new footpaths</li></ul>
Pedestrian-cyclist conflict	<ul style="list-style-type: none"><li>• Issues with pedestrians not keeping left, bikes not ringing bells, bicycle-pedestrian collisions/ near misses, paths not wide enough for volume of users</li></ul>
Pedestrian Safety - at night	<ul style="list-style-type: none"><li>• Lighting issues, too dark for pedestrians to be seen by motorists or cyclists</li><li>• Personal safety concerns e.g. fear of being attacked</li></ul>
Pedestrian Safety - Other	<ul style="list-style-type: none"><li>• Anything not covered by other pedestrian tags</li></ul>

Based on these issue categories, Pedestrian Connectivity Issues made up the highest percentage of these responses (Figure 6), followed by pedestrian safety at crossings and conflict with cyclists.

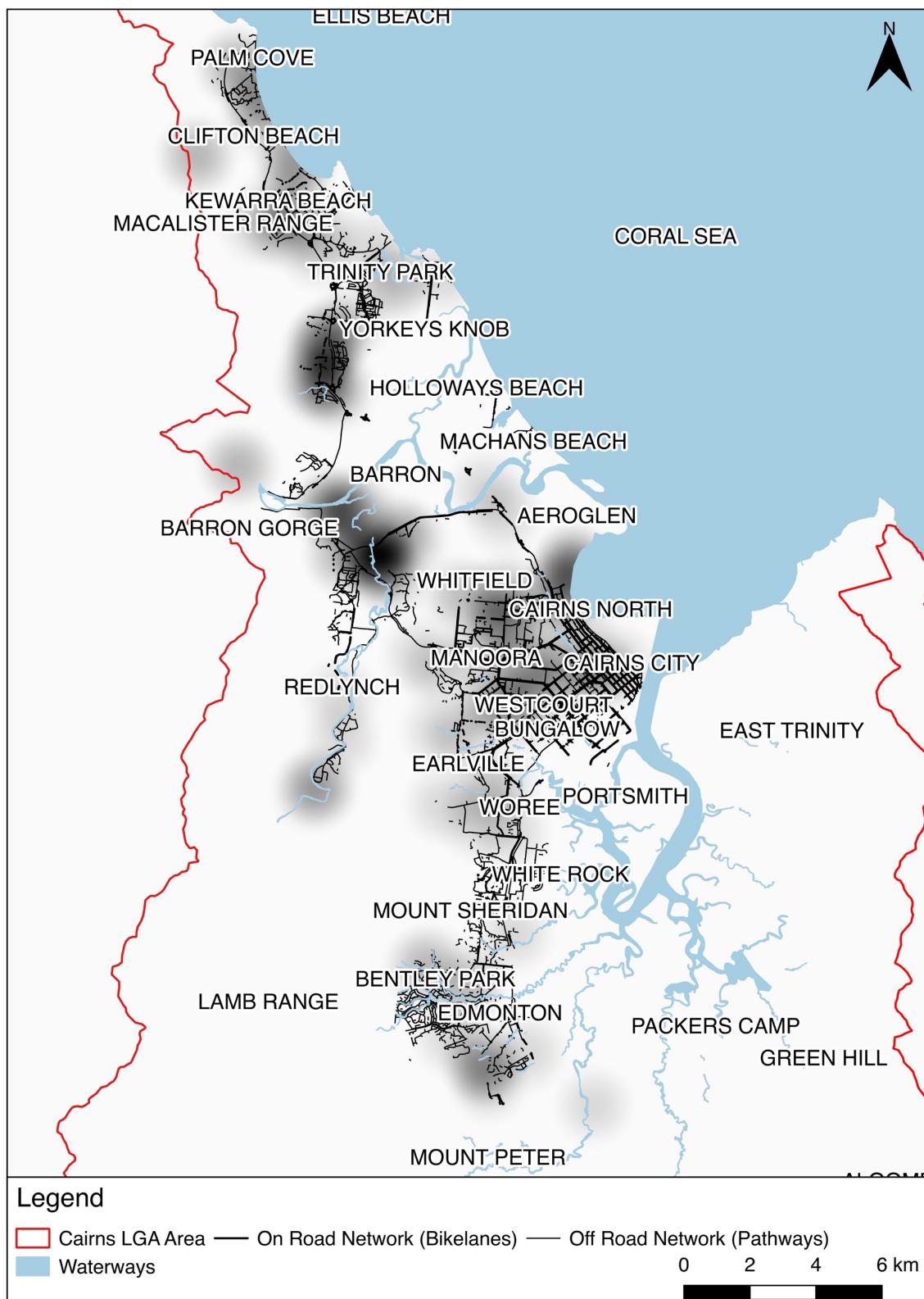


*Figure 6 - Pedestrian Related Responses*

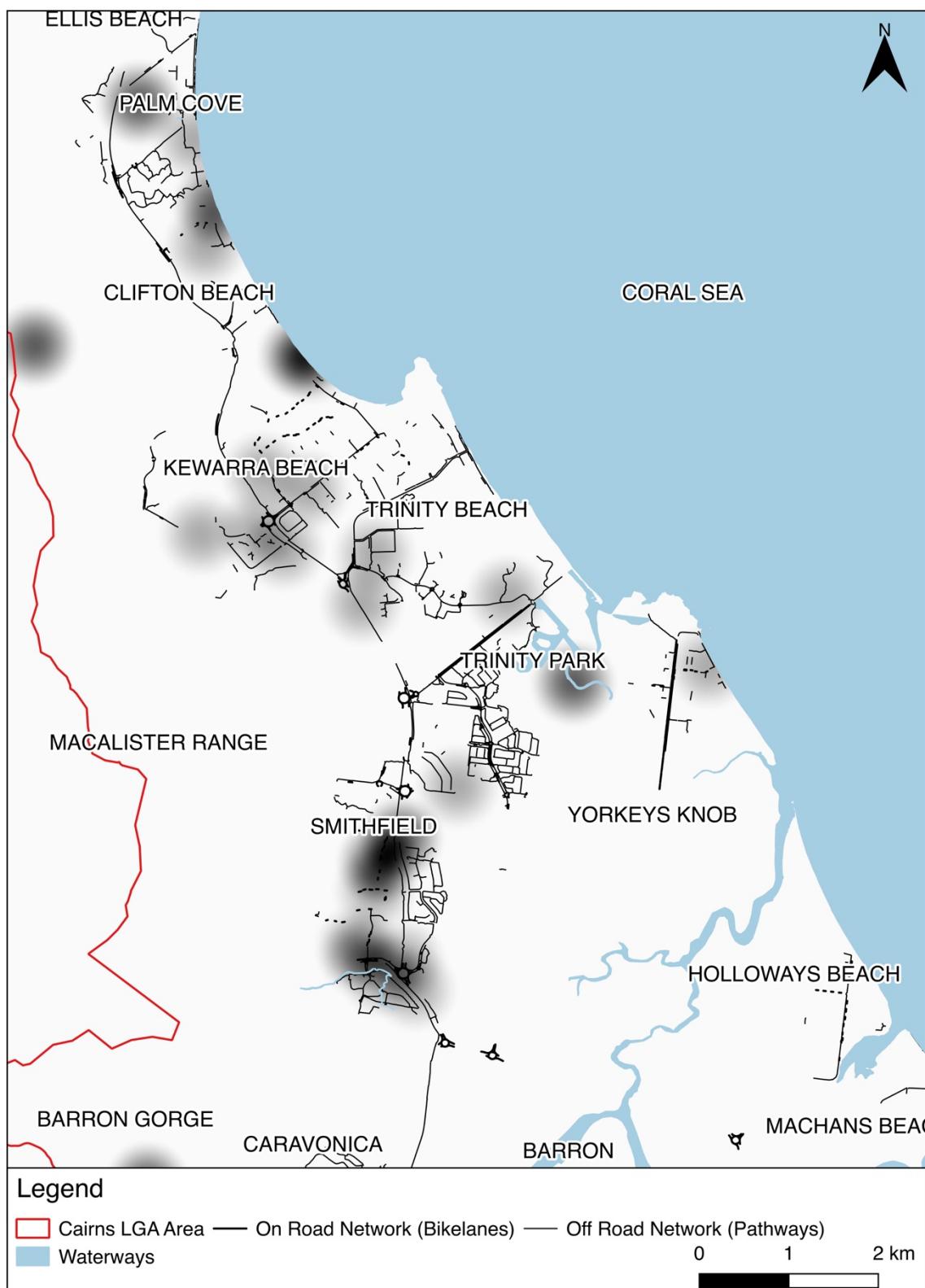
Heat maps documenting the location of the Pedestrian Connectivity, Pedestrian Safety and Pedestrian and Cycle Conflict related issues are found on the following pages. These indicate the following key location issues:

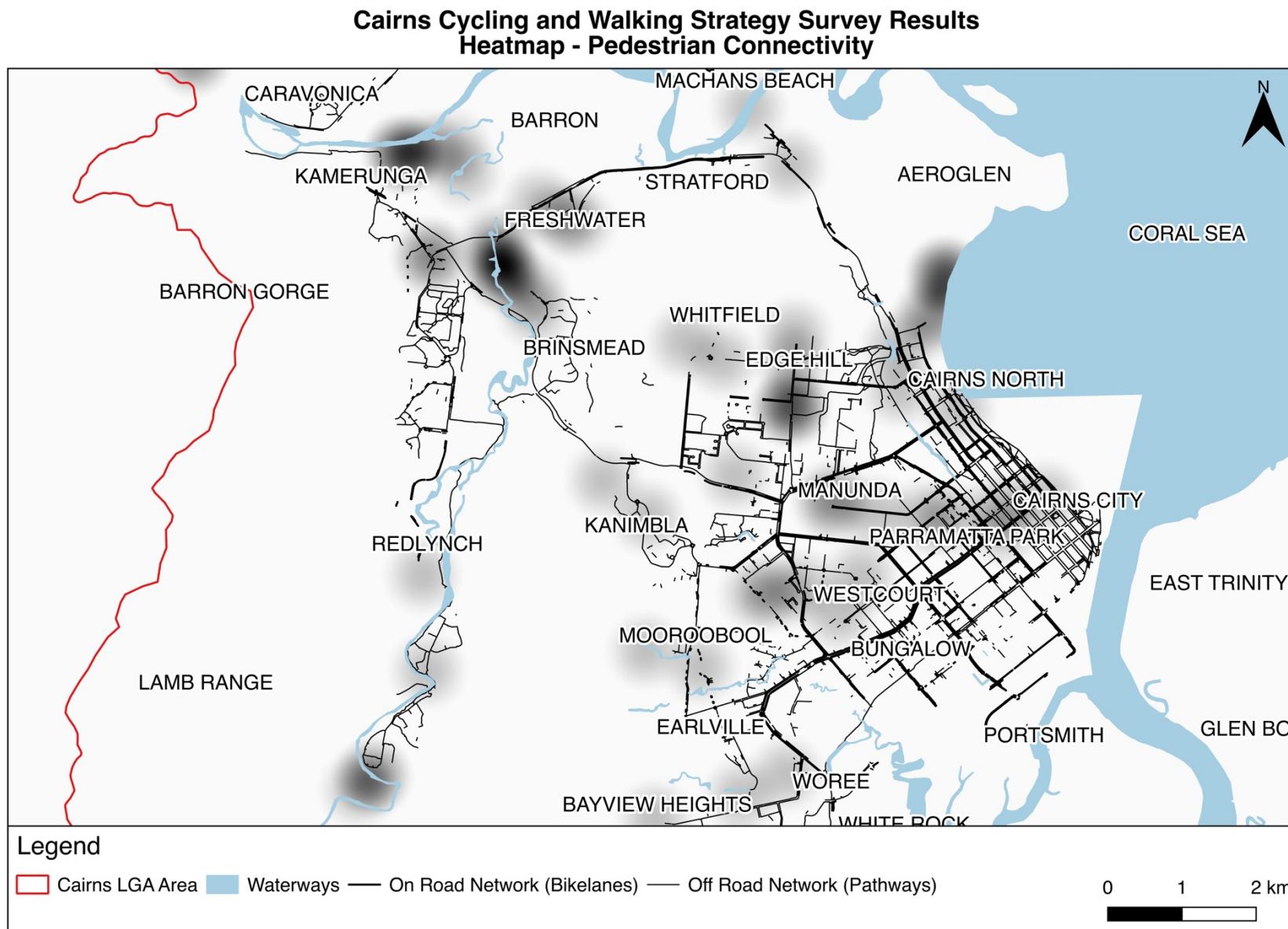
- Pedestrian Connectivity issues –
  - Connectivity between Freshwater and Redlynch
  - Smithfield near the shopping centre and JCU – across highway and roundabouts
  - CBD and inner northern suburbs
  - Lack of safe pathway to the Airport
  - Crossing Barron River at Kamerunga
- Pedestrian Safety issues –
  - Crossings along Kamerunga Road
  - Inner-city safety near the Captain Cook Highway
  - Safety at intersections in the CBD
  - Safety at roundabouts
- Pedestrian and Cycle Conflict issues –
  - General comments around conflict along bikeways (right of way, blocking of paths)
  - Specific concerns along the Esplanade and inner-city locations
  - Dog walking along bikeways

## Cairns Cycling and Walking Strategy Survey Results Heatmap - Pedestrian Connectivity

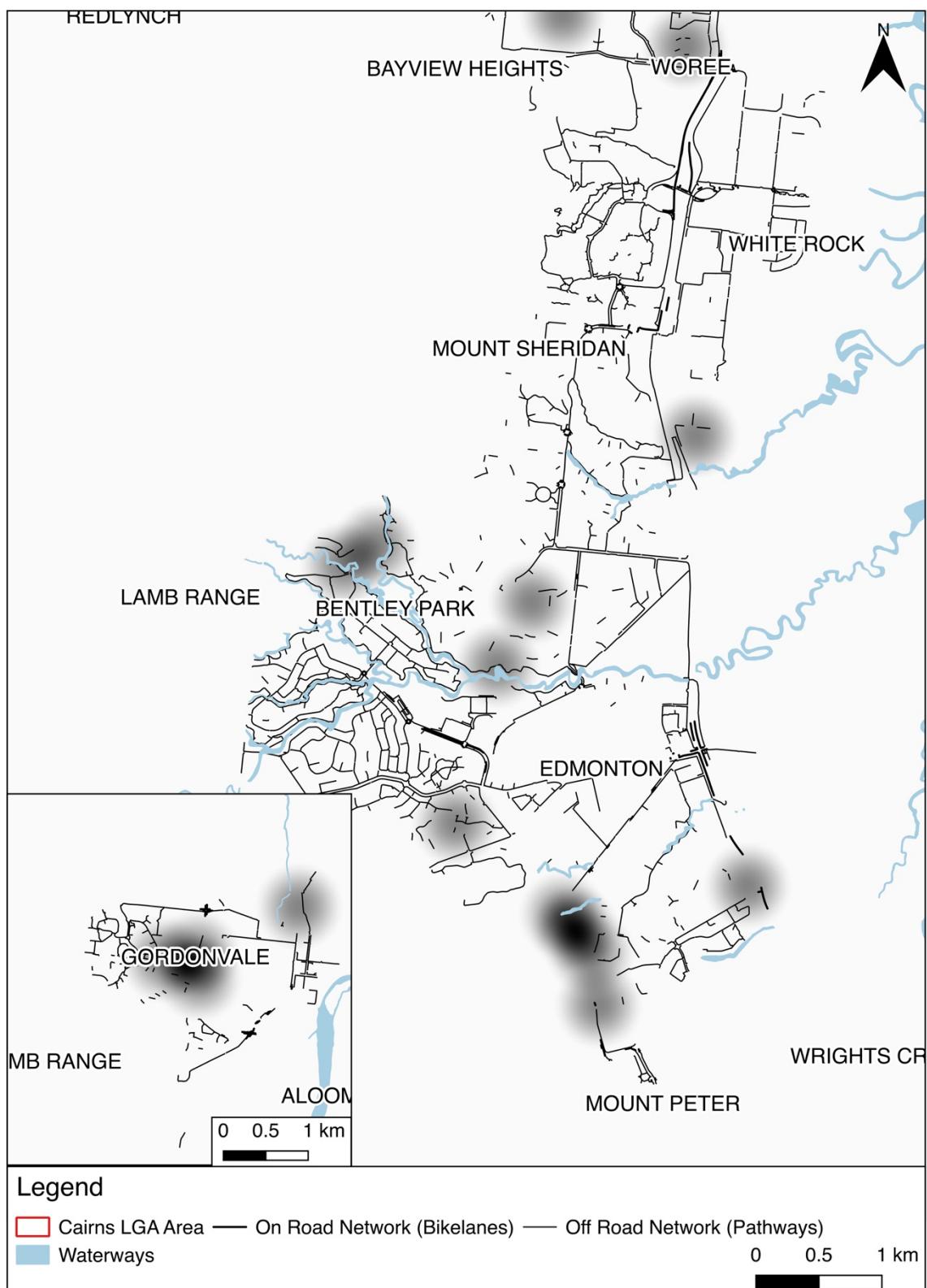


## Cairns Cycling and Walking Strategy Survey Results Heatmap - Pedestrian Connectivity

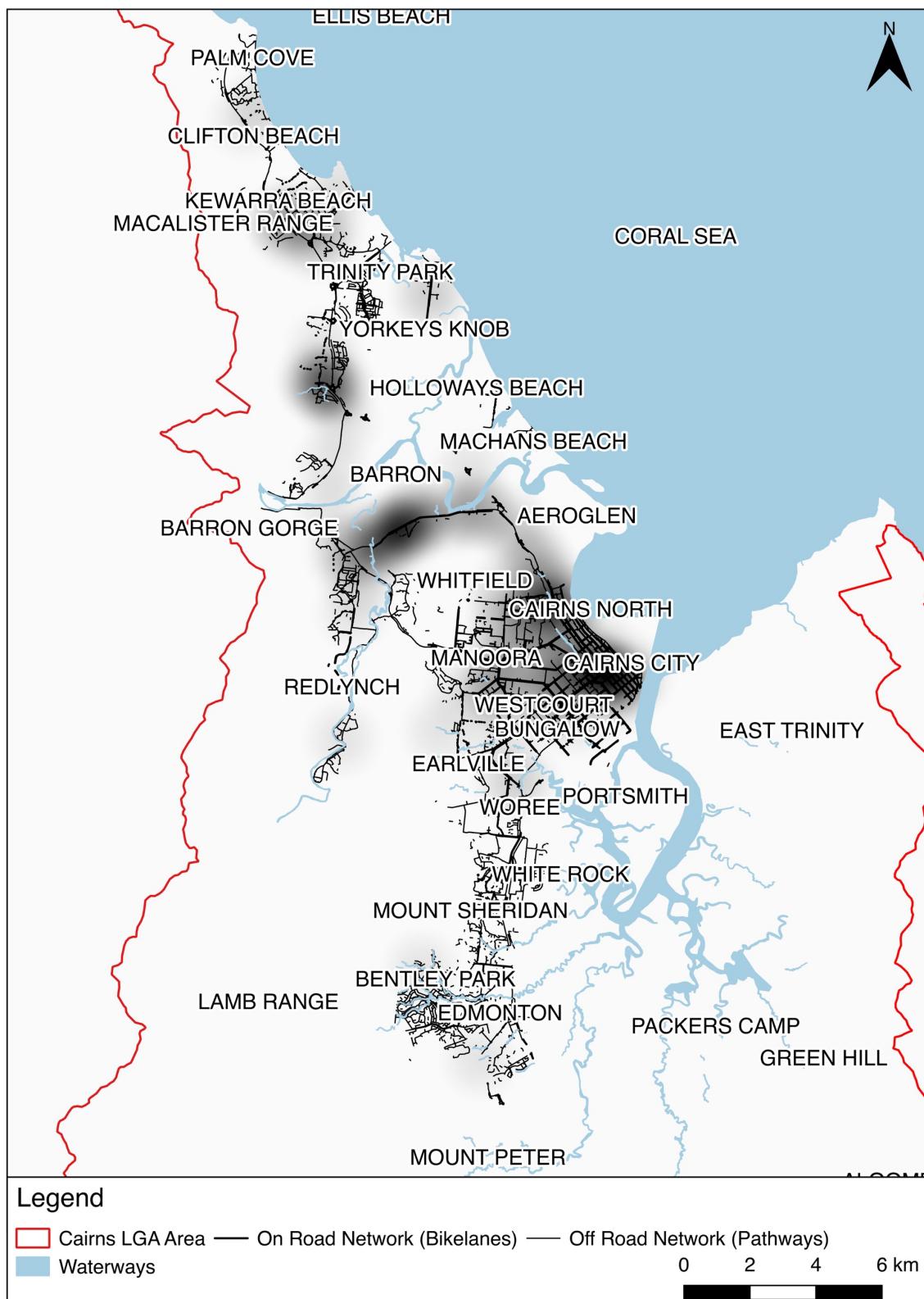




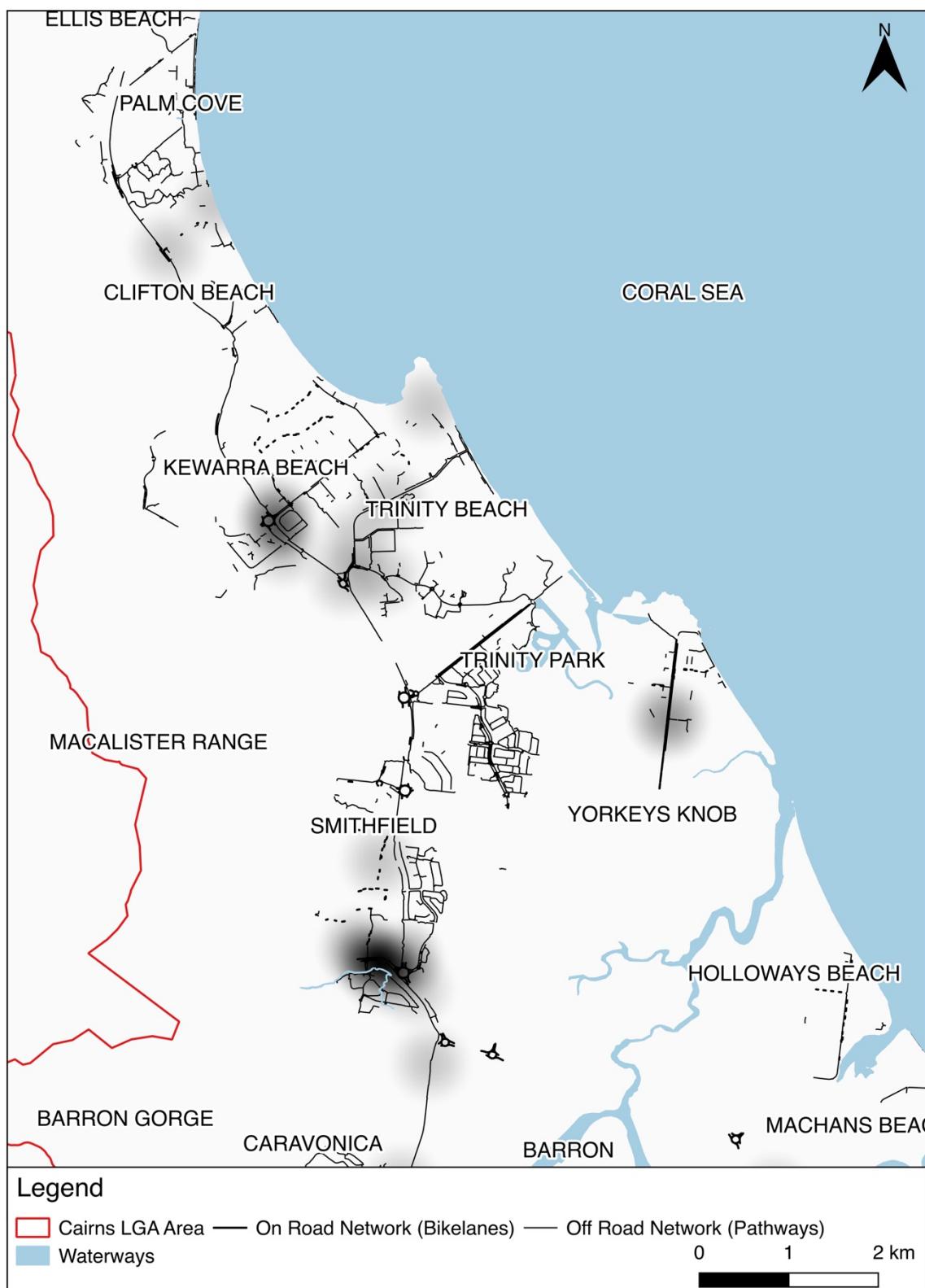
## Cairns Cycling and Walking Strategy Survey Results Heatmap - Pedestrian Connectivity

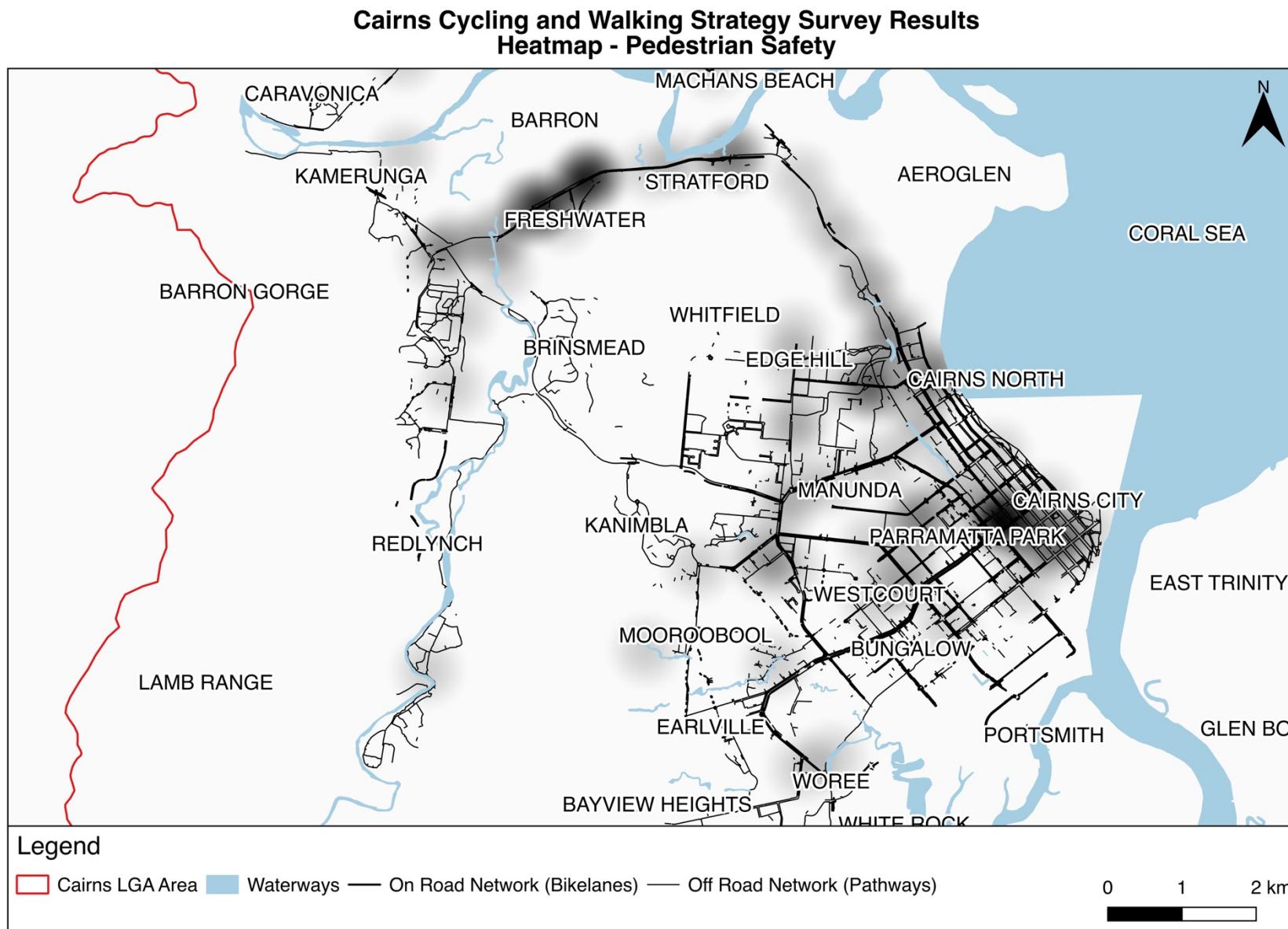


## Cairns Cycling and Walking Strategy Survey Results Heatmap - Pedestrian Safety

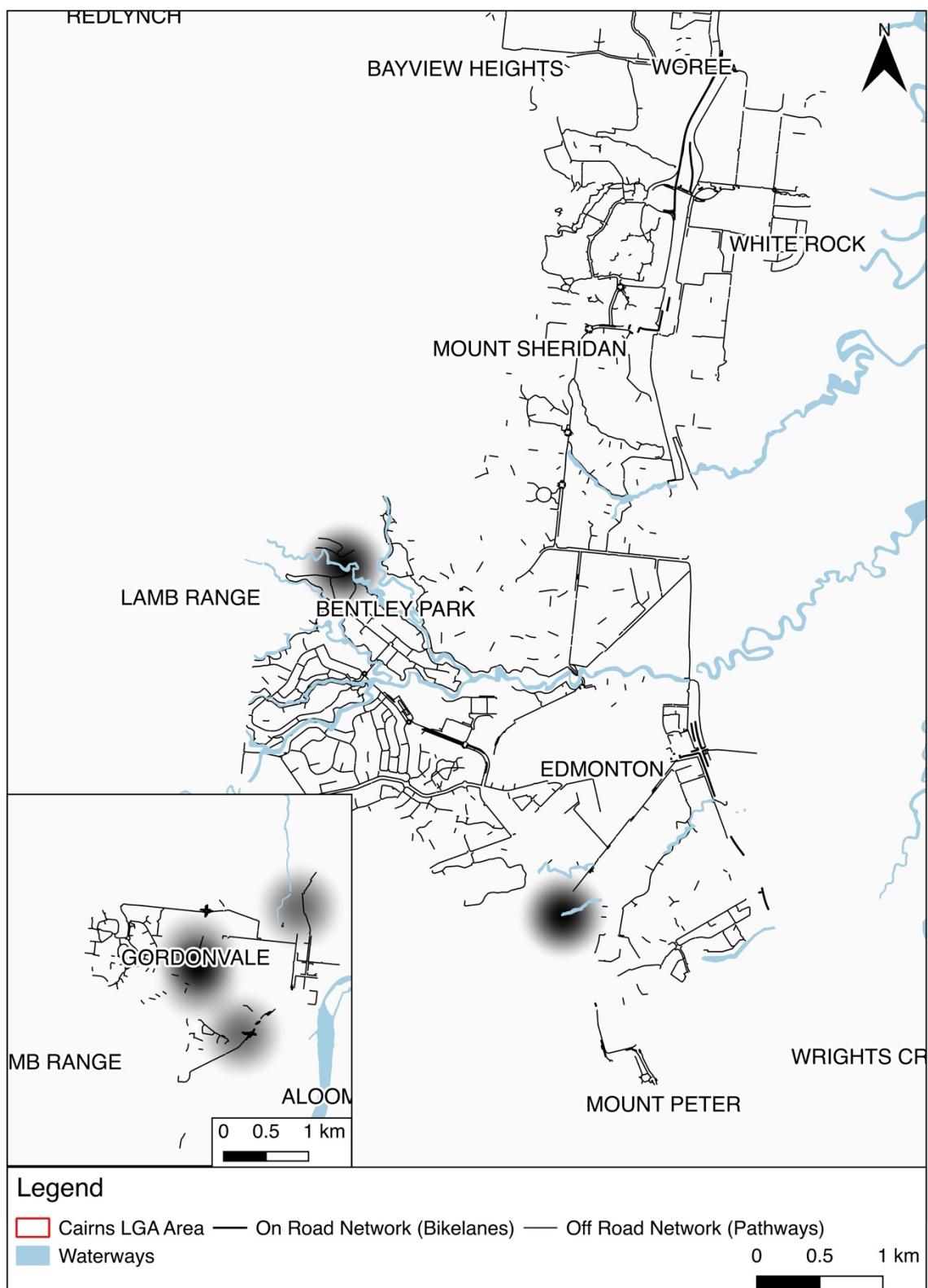


## Cairns Cycling and Walking Strategy Survey Results Heatmap - Pedestrian Safety

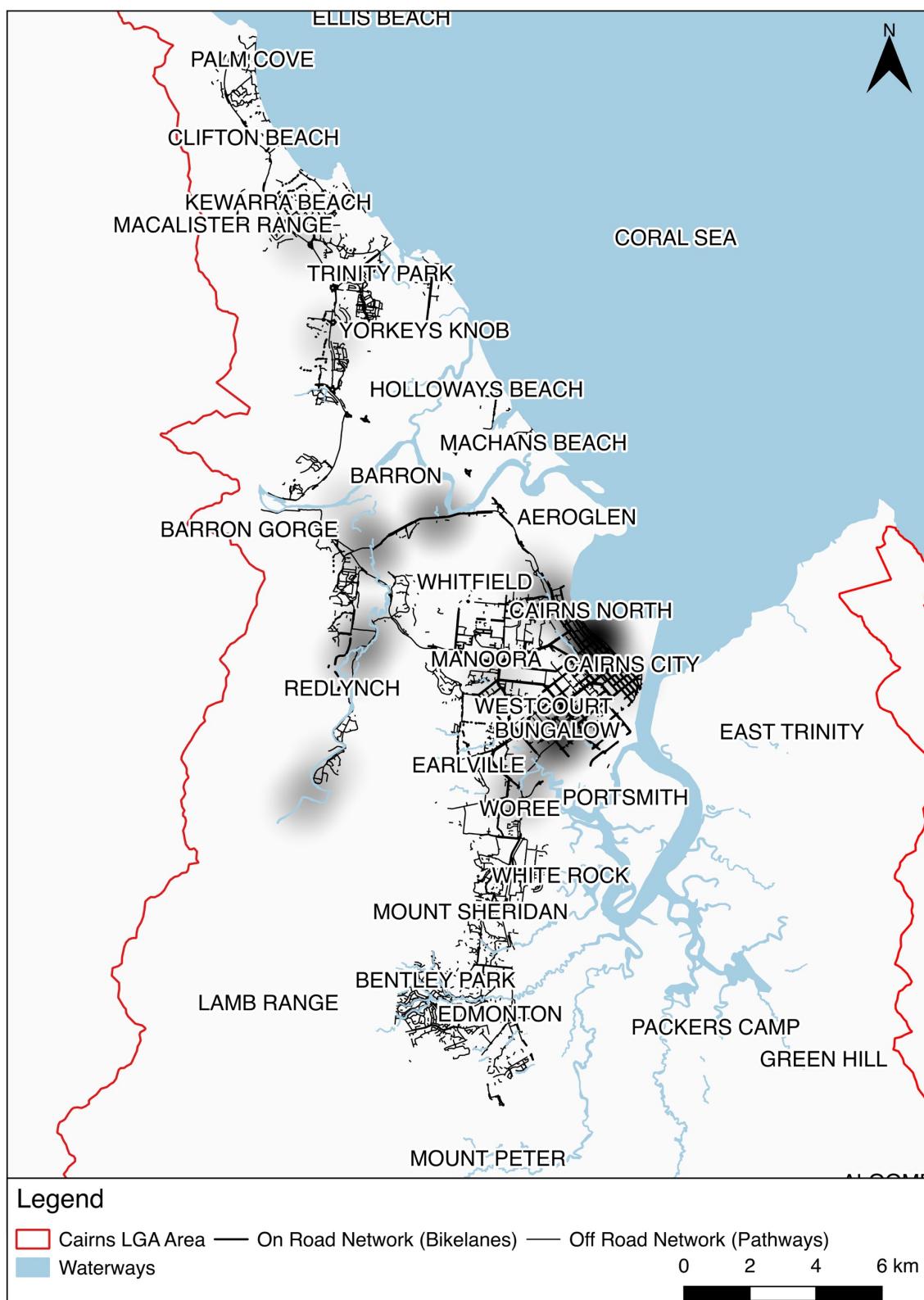




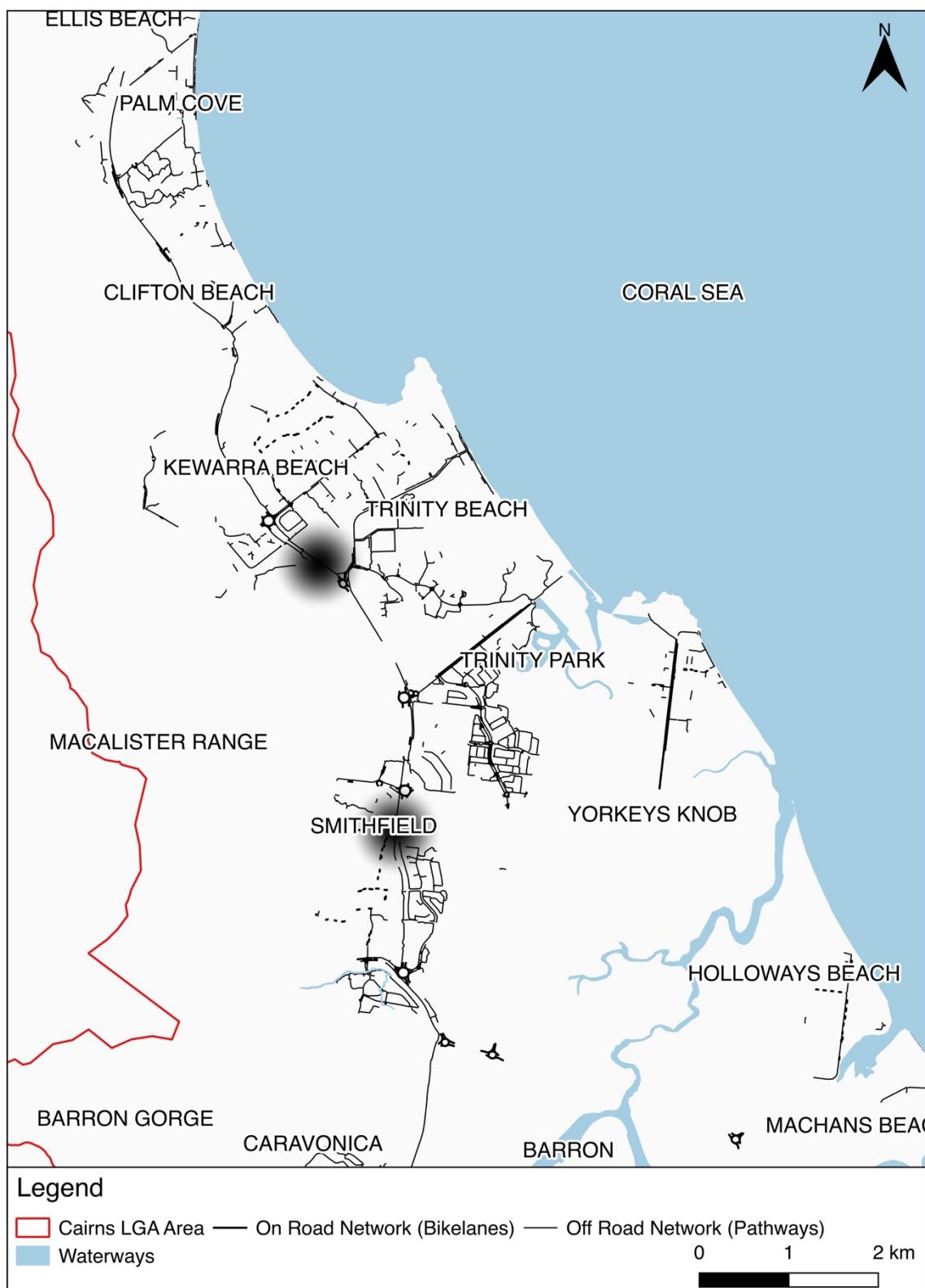
## Cairns Cycling and Walking Strategy Survey Results Heatmap - Pedestrian Safety

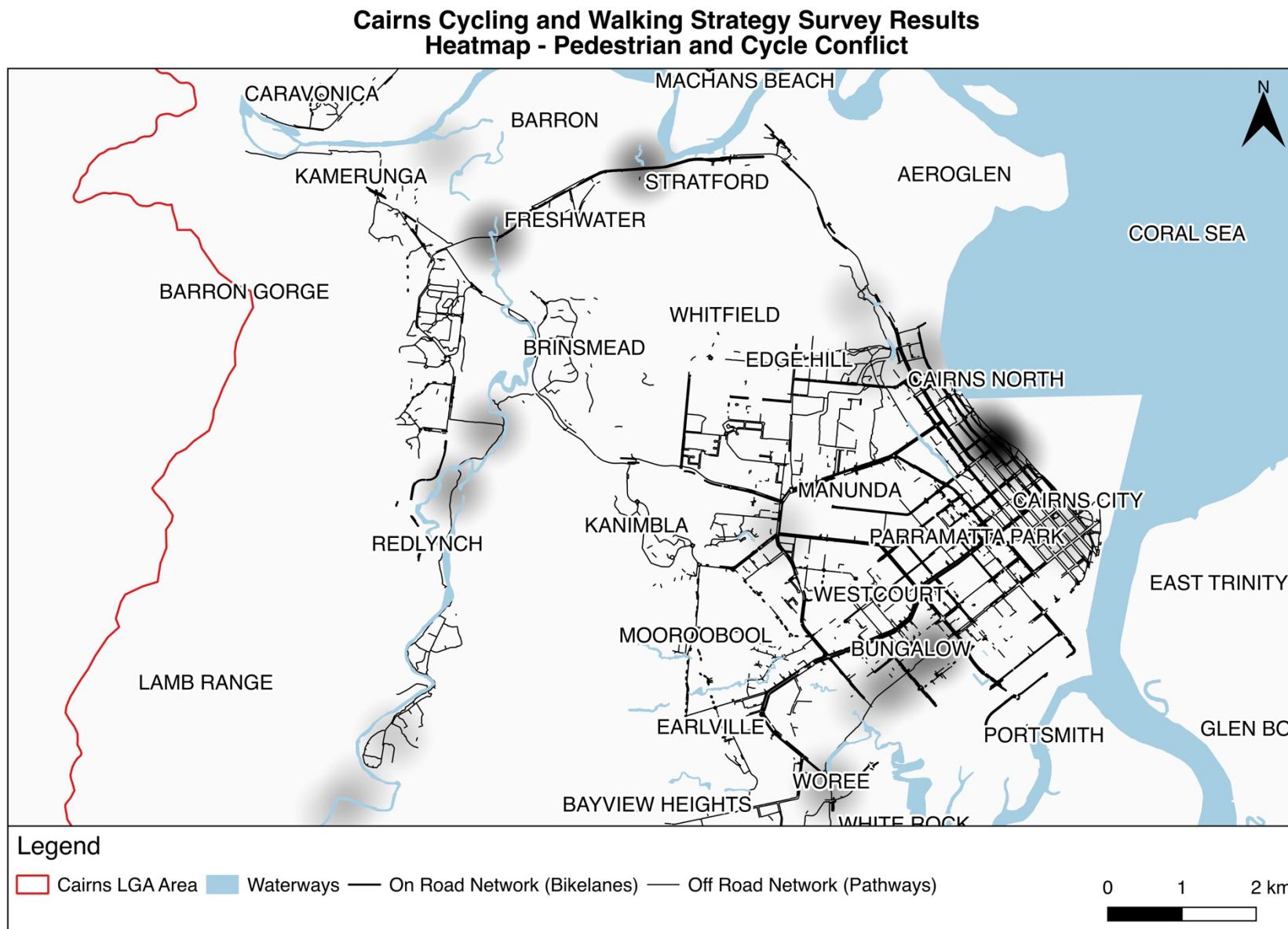


## Cairns Cycling and Walking Strategy Survey Results Heatmap - Pedestrian and Cycle Conflict



## Cairns Cycling and Walking Strategy Survey Results Heatmap - Pedestrian and Cycle Conflict





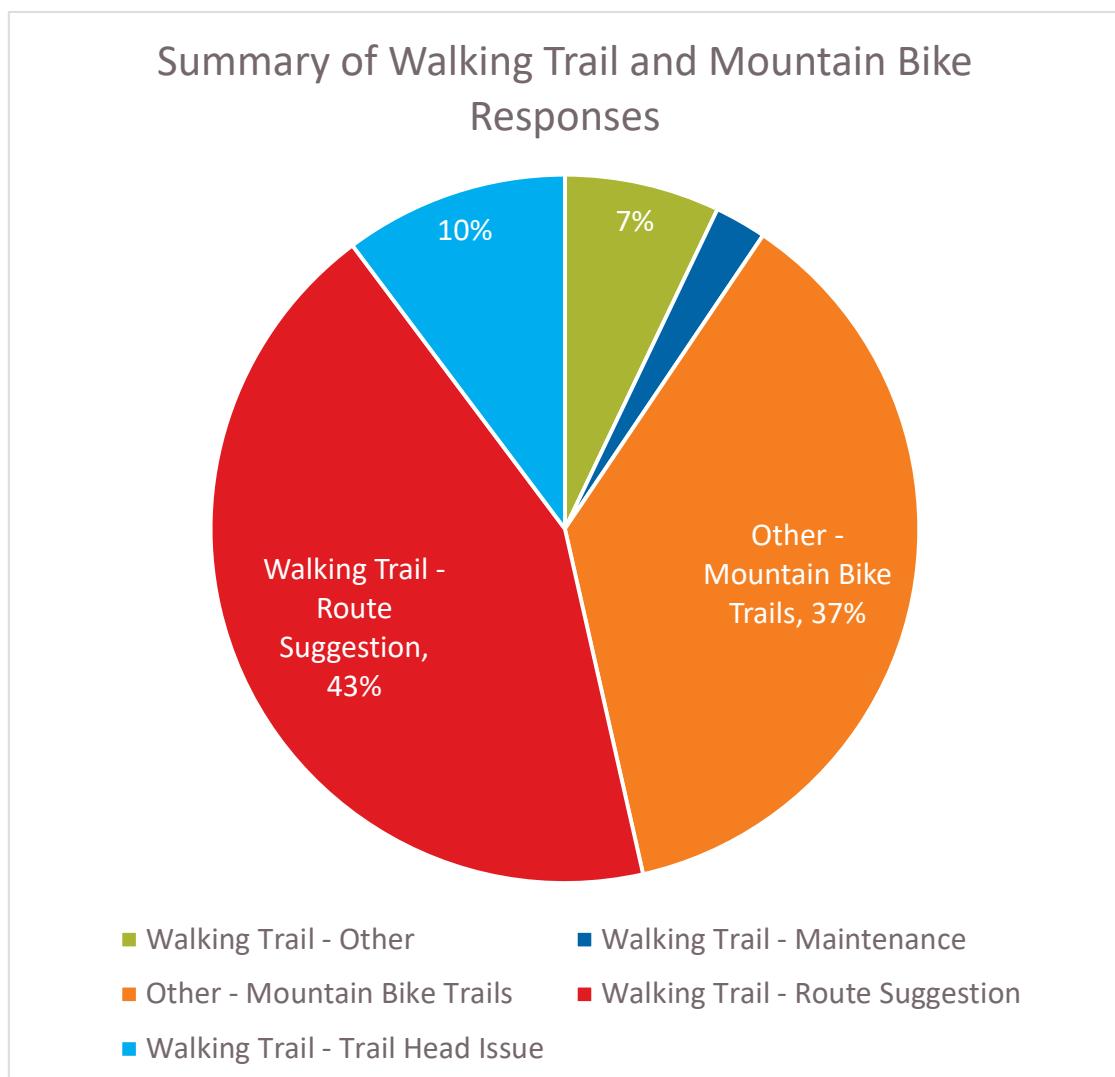
### **Walking Trail and Mountain Bike Related Responses**

Walking Trail and Mountain Bike related responses made up 9% of total responses to the Survey. These were further broken down into sub-issues identified in the following table:

*Table 6 – Walking Trail and Mountain Bike – summary of issues raised*

Tag name	Types of issues
Other - Mountain Bike Trails	<ul style="list-style-type: none"> <li>• Any comments referring to mountain biking</li> </ul>
Walking trail - Maintenance	<ul style="list-style-type: none"> <li>• Maintenance of trail surface/ steps/ bridges</li> <li>• Concerns re. illegal uses taking place on/near trails e.g. syringe use</li> </ul>
Walking Trail - Route Suggestion	<ul style="list-style-type: none"> <li>• Requests for new trails/ formalising existing informal trails</li> <li>• Comments on existing trails</li> </ul>
Walking Trail - trail head issue	<ul style="list-style-type: none"> <li>• Requests for new/improved facilities at the start of trails e.g. signage, water, picnic facilities, toilets</li> </ul>
Walking trail - other	<ul style="list-style-type: none"> <li>• Anything not covered by other walking trail tags</li> </ul>

Based on these issue categories, Walking Trail route suggestions (Requests for new trails and improvements of existing informal trails) made up the highest percentage of these responses (Figure 7), followed by mountain biking comments and suggestions.

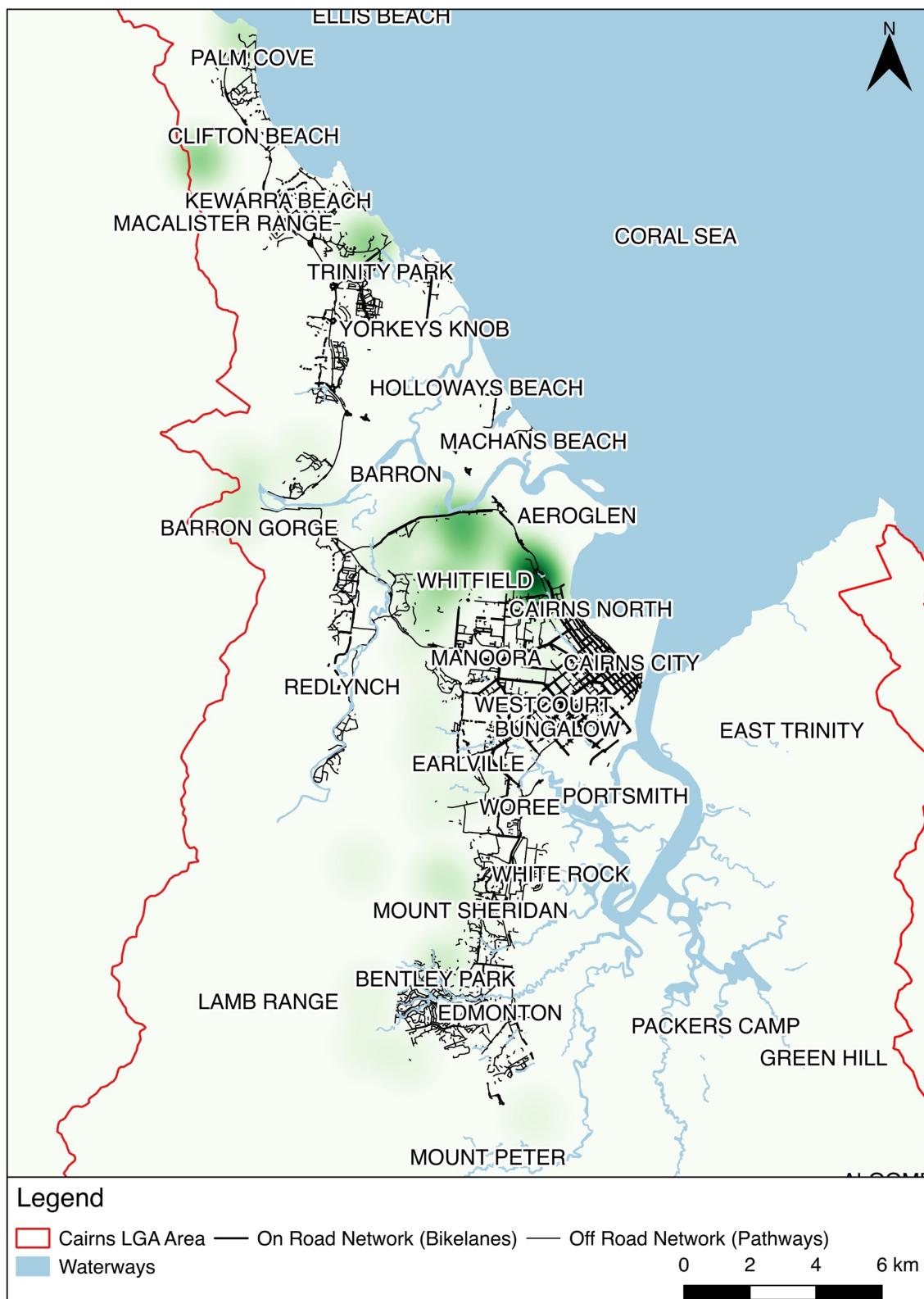


*Figure 7 – Summary of Walking Trail and Mountain Bike Responses*

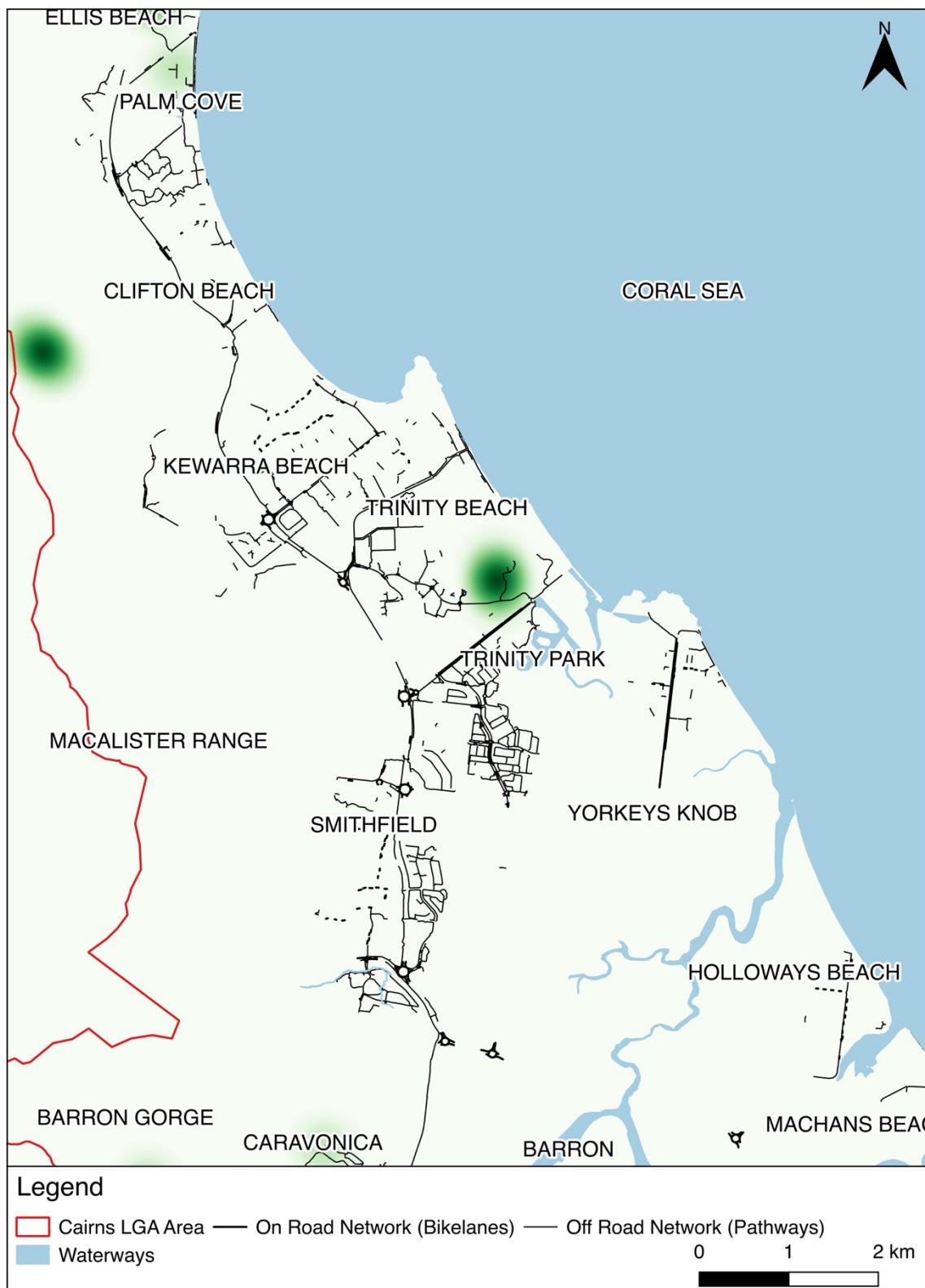
Heat maps documenting the location of the Walking and Mountain biking related issues are found on the following pages. These indicate the following key issues:

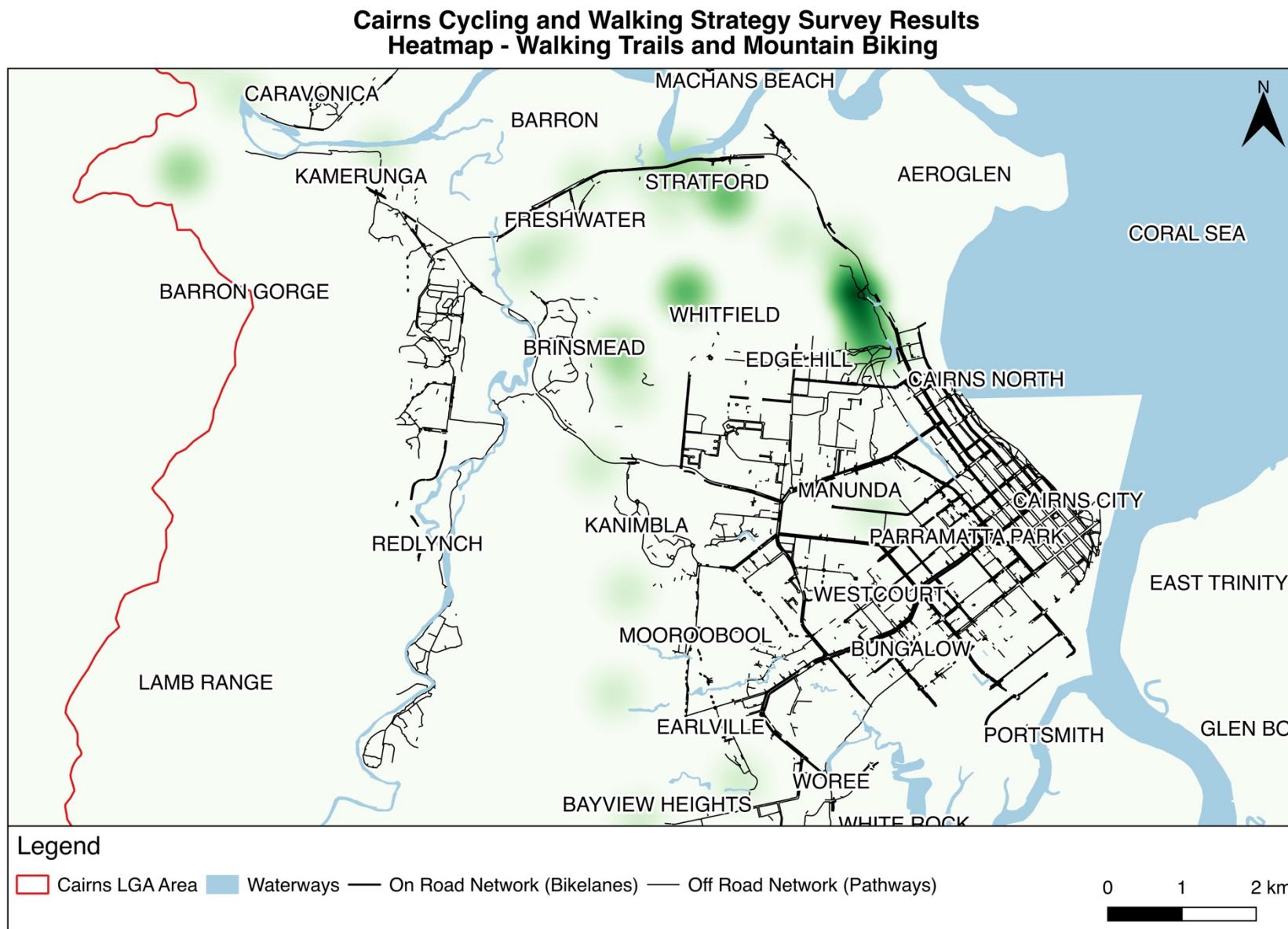
- Walking and Mountain biking issues –
  - Better paths and facilities through the Mount Whitfield Conservation Park – concentrating on the existing Arrow trails
  - Comments about paths around the Northern Beaches including the back of Palm Cove and connectivity to Port Douglas
  - Better paths and facilities around the Mount Sheridan area including White Rock Lookout

## Cairns Cycling and Walking Strategy Survey Results Heatmap - Walking Trails and Mountain Biking

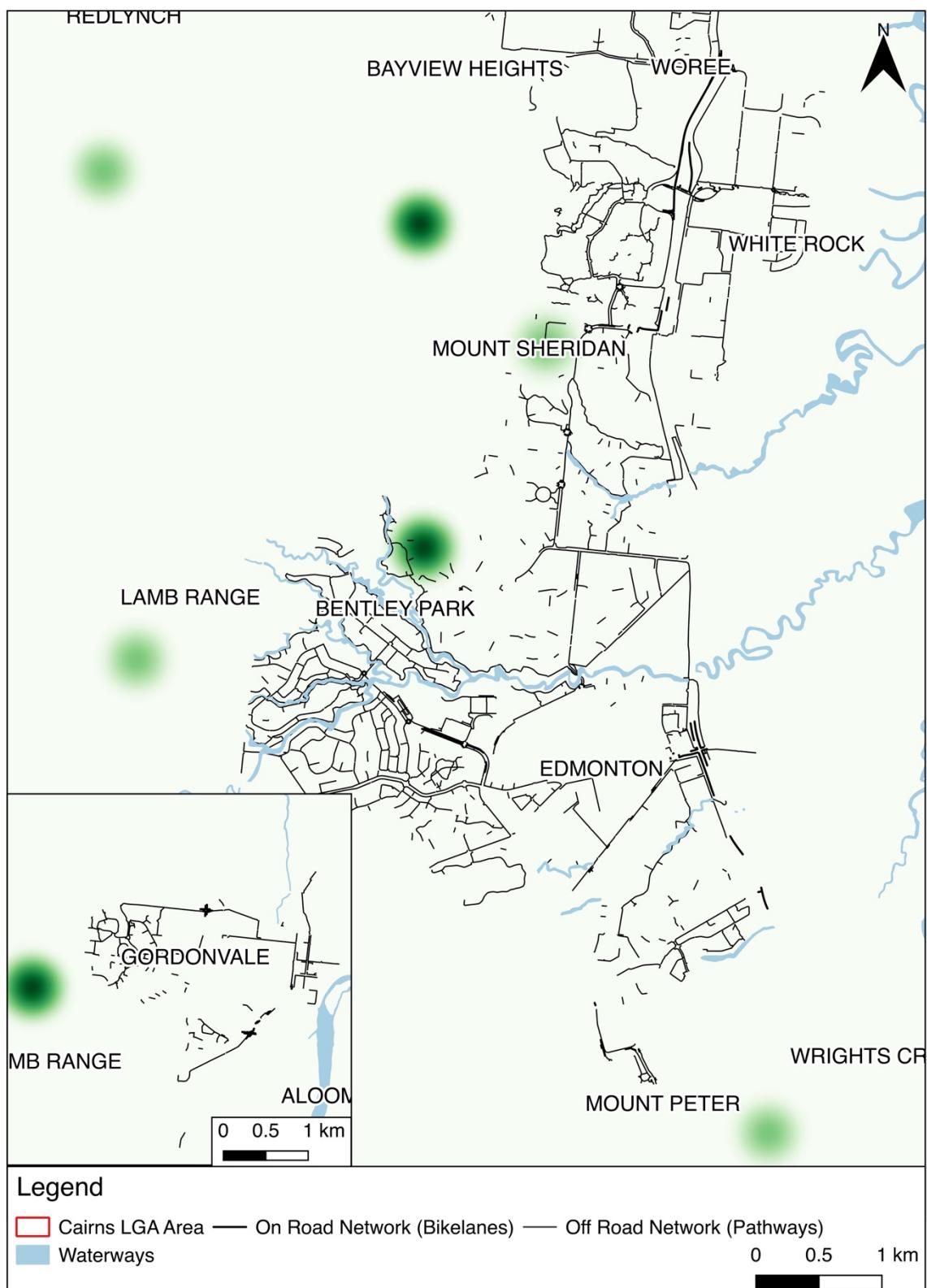


## Cairns Cycling and Walking Strategy Survey Results Heatmap - Walking Trails and Mountain Biking





## Cairns Cycling and Walking Strategy Survey Results Heatmap - Walking Trails and Mountain Biking



### School Children Safety and Connectivity

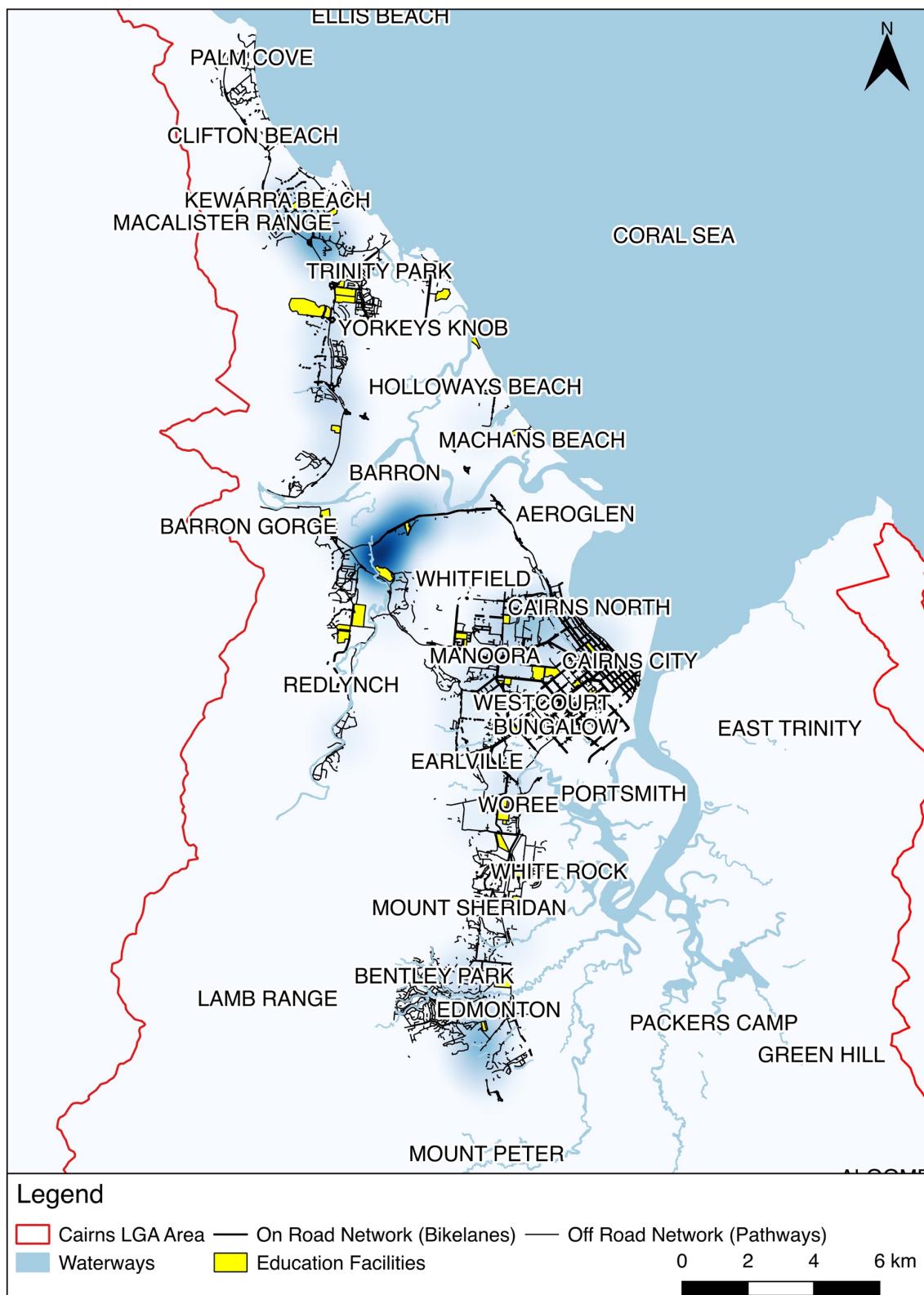
School Children Safety/Connectivity related issue responses made up 6% of total responses to the Survey. Comments tagged as a school safety issue included:

- Missing facilities/ pathways to connect to schools
- Road crossings near schools
- Concerns about safety of children walking and cycling to school

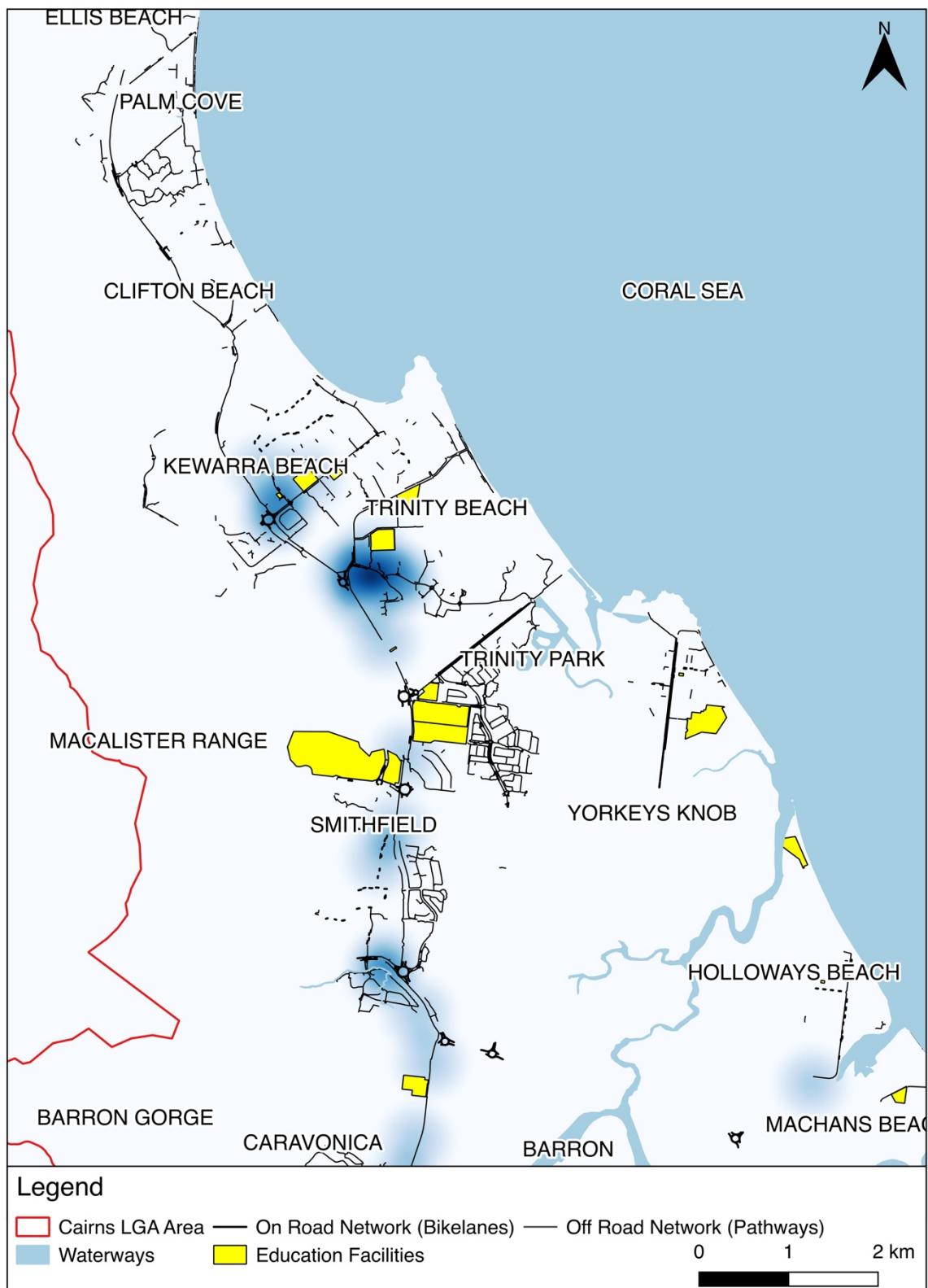
Heat maps documenting the location of the school children safety and connectivity related issues are found on the following pages. These indicate the following key issues:

- School Children Safety/Connectivity issues –
  - Concerns raised near Kewarra Beach and Trinity Beach schools
  - Highest number of concerns around Freshwater State School and Freshwater Christian College
  - Comments also made about connectivity of areas surrounding Edmonton and Gordonvale schools

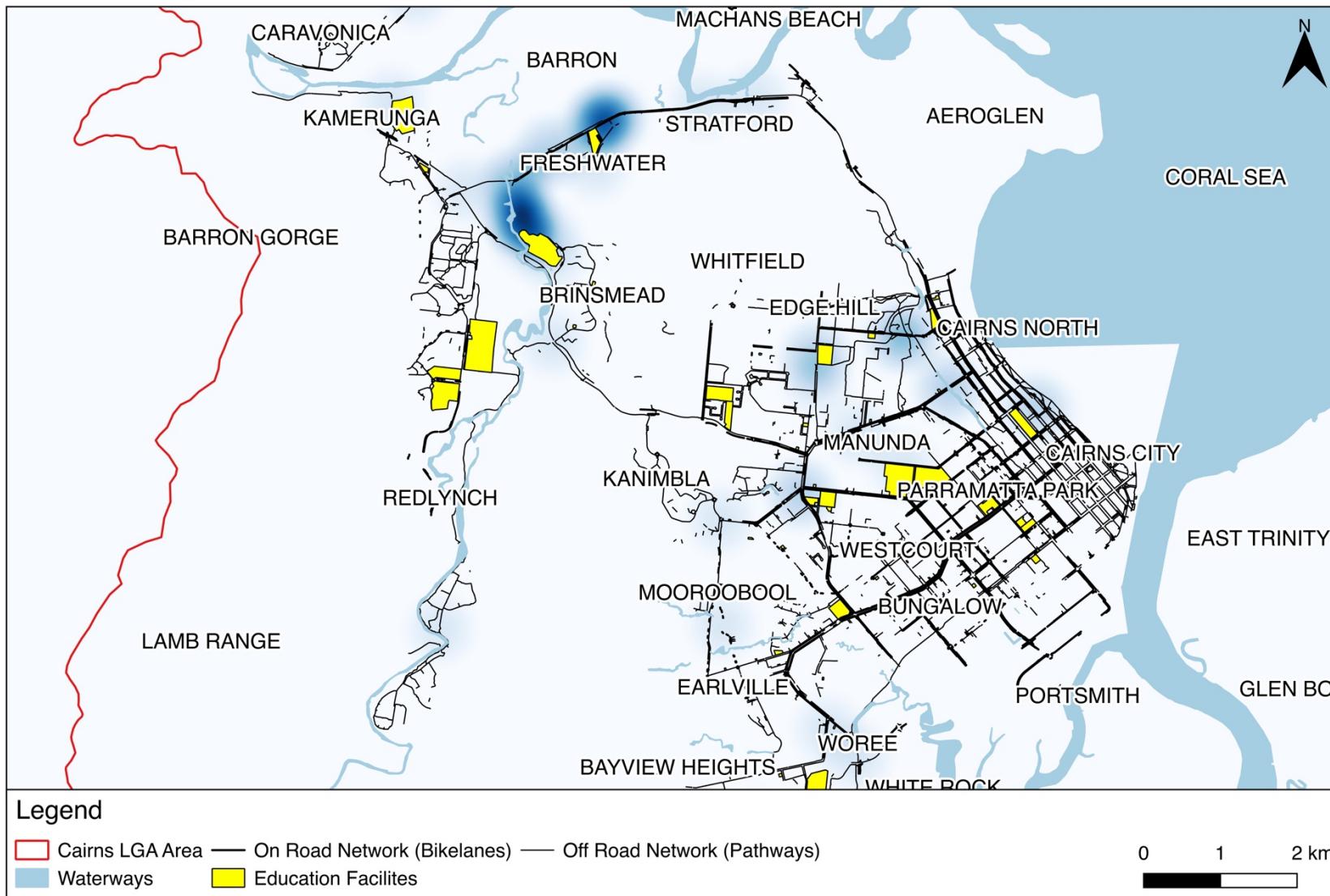
## Cairns Cycling and Walking Strategy Survey Results Heatmap - School Children Safety



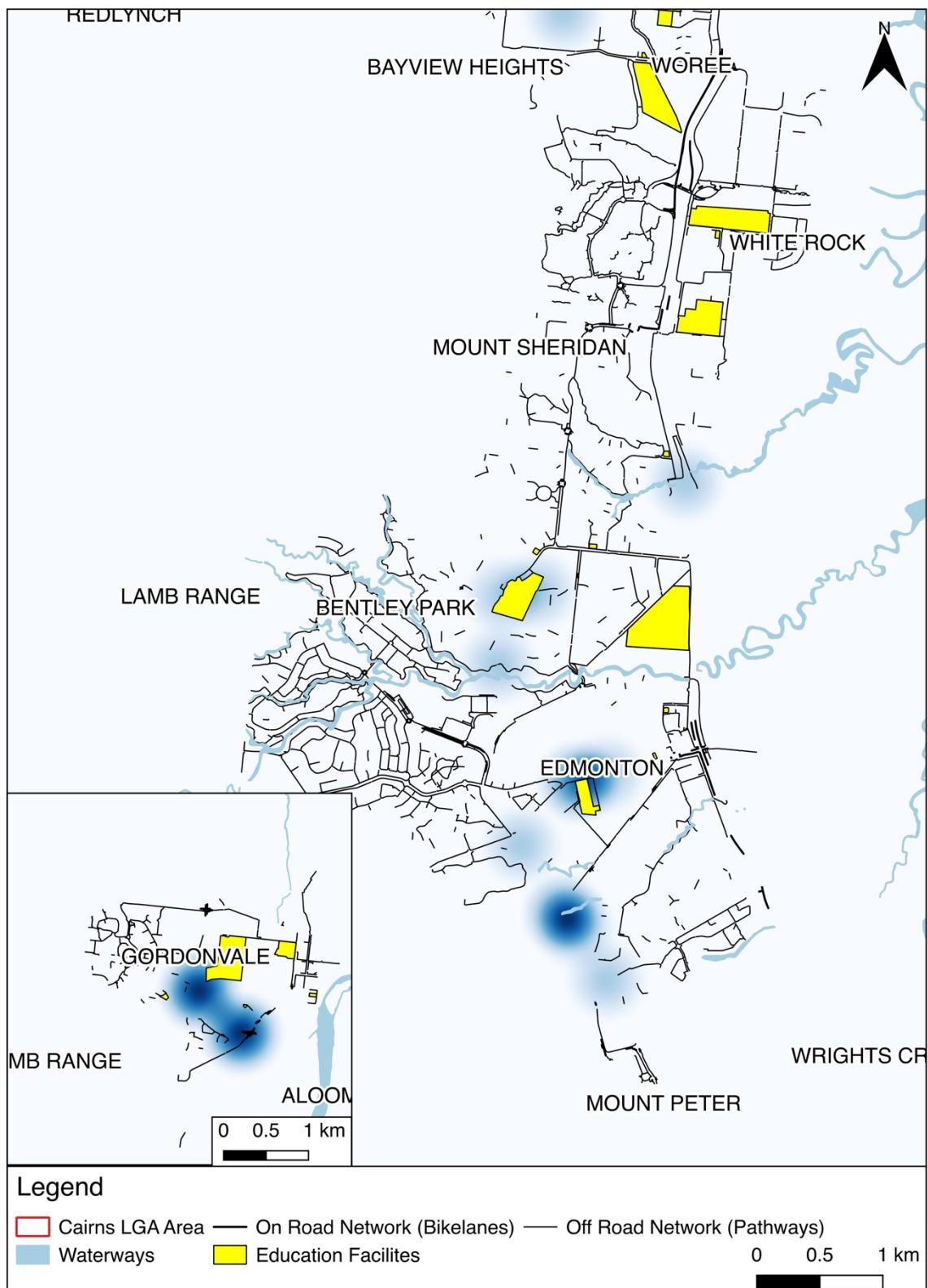
## Cairns Cycling and Walking Strategy Survey Results Heatmap - School Children Safety



## Cairns Cycling and Walking Strategy Survey Results Heatmap - School Children Safety



## Cairns Cycling and Walking Strategy Survey Results Heatmap - School Children Safety



## Northern Beaches

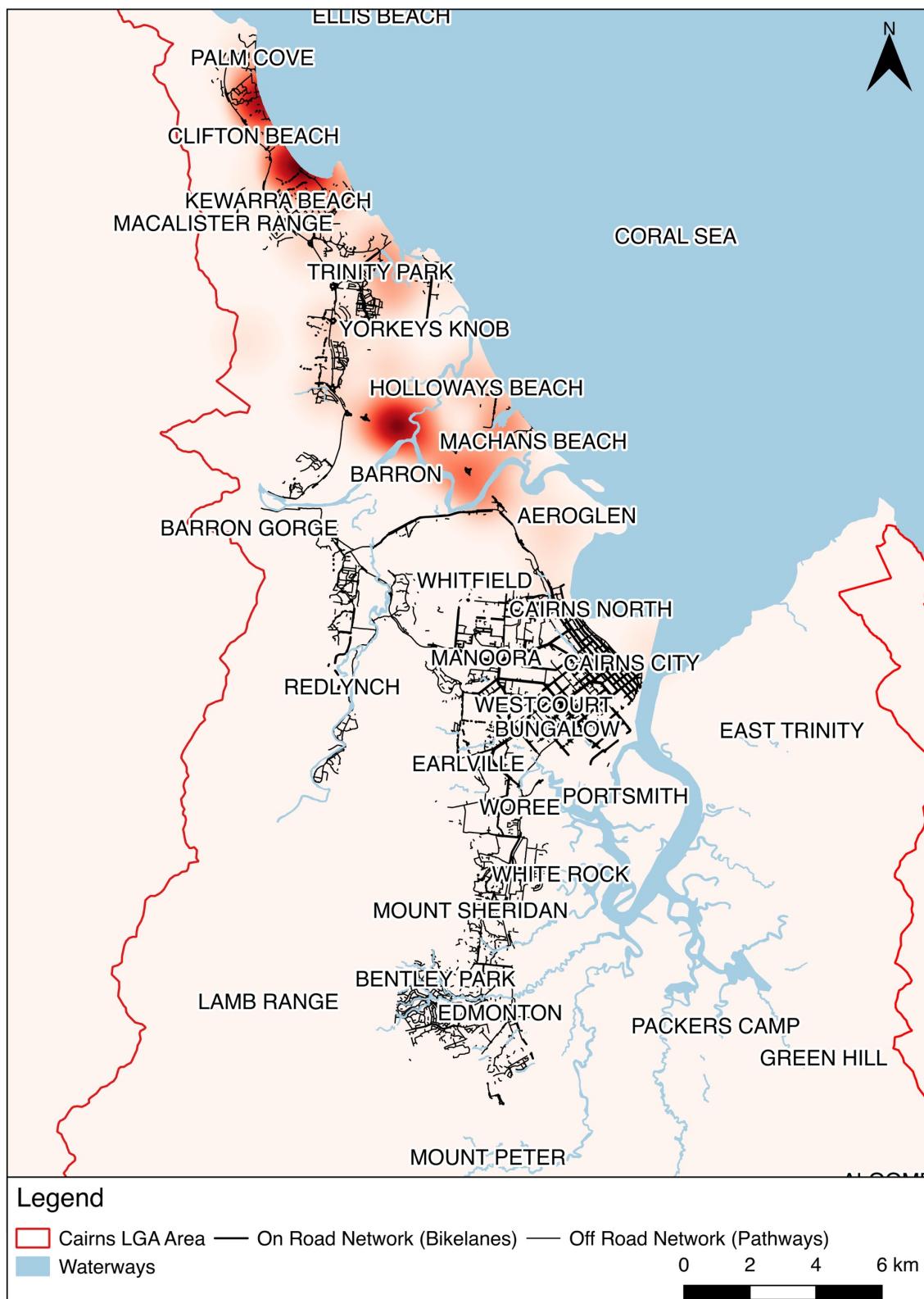
Northern Beaches related responses made up 7% of total responses to the Survey.  
Comments tagged as connectivity issues associated with the Northern Beaches included:

- Requests / safety issues relating to cycling between northern beaches/ suburbs north of Cairns CBD e.g between Cairns North and Palm Cove
- Cycling on Captain Cook Highway north of Aeroglen
- Crossings of the Barron River

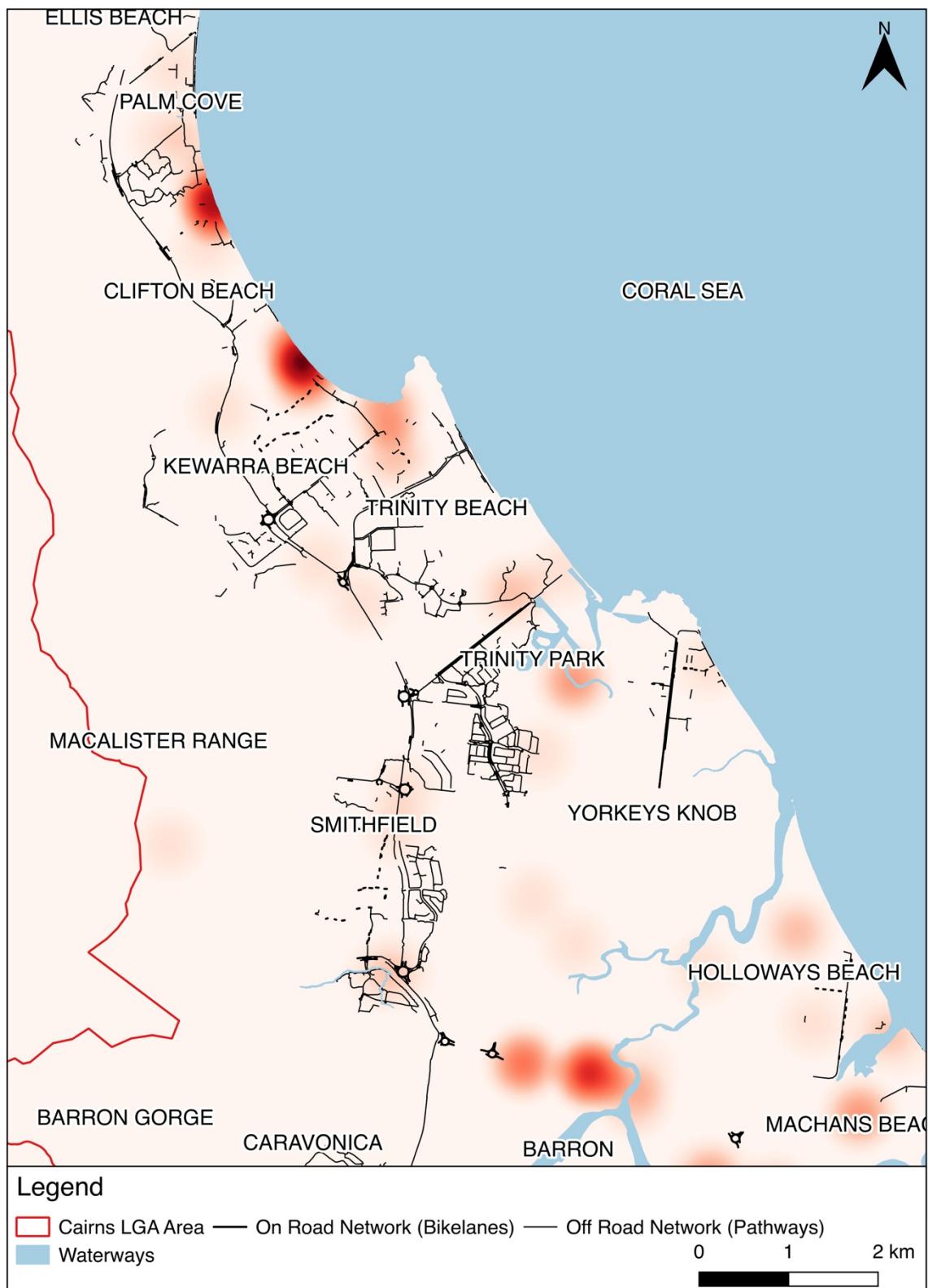
Heat maps documenting the location of the Northern Beaches related issues are found following. These indicate the following key issues:

- Northern Beaches issues –
  - Connectivity across the Barron River
  - Connections between Palm Cove, Clifton Beach, Trinity Beach, Yorkeys Knob and Holloways Beach particularly between Palm Cove and Clifton Beach.

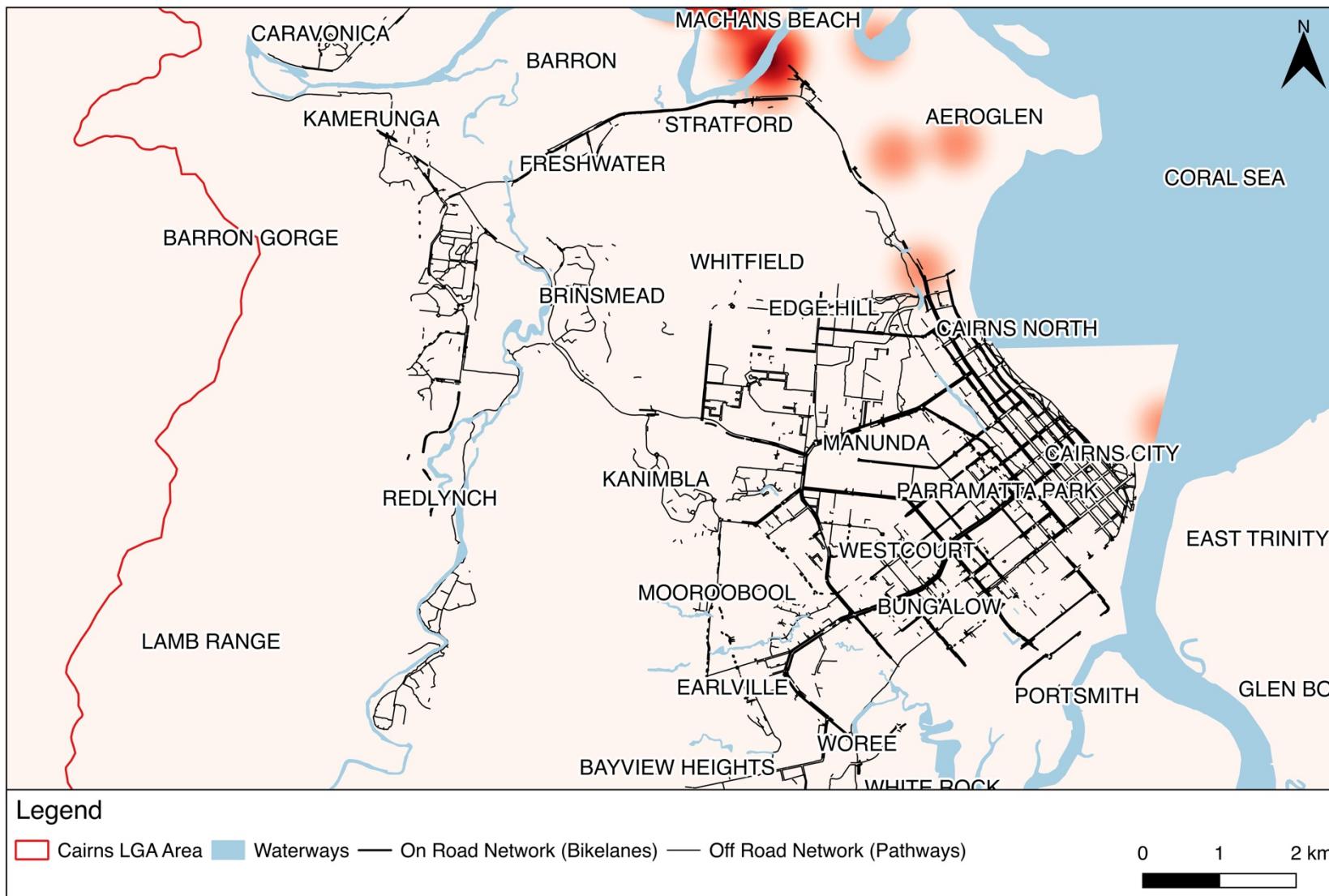
## Cairns Cycling and Walking Strategy Survey Results Heatmap - Northern Beaches



## Cairns Cycling and Walking Strategy Survey Results Heatmap - Northern Beaches



## Cairns Cycling and Walking Strategy Survey Results Heatmap - Northern Beaches



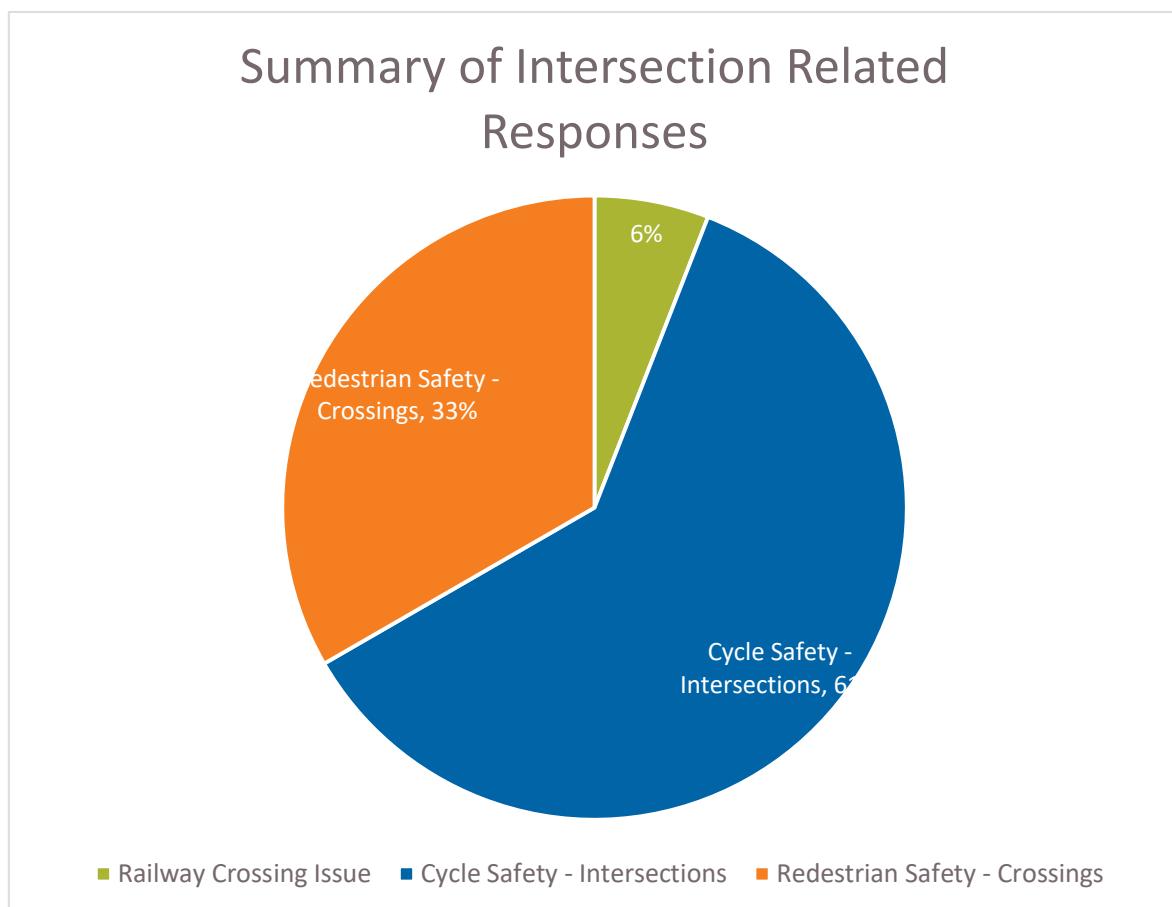
### Intersections Including Rail Crossings

Responses relating to Cycle intersections, Pedestrian crossings and Rail crossings made up 18% of total responses to the Survey. These were further broken down into sub-issues based on the following table.

*Table 7 - Intersections Including Rail Crossings – summary of issues raised*

Tag name	Types of issues
Cycle Safety - intersections	<ul style="list-style-type: none"> <li>• Bike lane runs out/ narrows at intersection</li> <li>• Confusion between road users on right of way at intersections</li> <li>• Can include where off-road paths cross roads or where on-road bicycle lanes continue through intersections</li> <li>• Delays experienced at intersections</li> </ul>
Pedestrian Safety – Crossings	<ul style="list-style-type: none"> <li>• Existing crossing facility not suitable e.g. crossing time is too long/ distance is too far, pedestrians jaywalking</li> <li>• New crossing facility required</li> <li>• Safety concerns related to signalised pedestrian crossings, refuges, zebra crossings, over/underpasses</li> </ul>
Railway crossing issue	<ul style="list-style-type: none"> <li>• Any comment that is related to an open-level rail crossing</li> <li>• Safety concerns re. slippery tracks, boom gates</li> <li>• Complexity/ time required to cross roads/ tracks</li> <li>• Narrow crossings not suitable for all path users e.g. bicycles with trailers</li> <li>• Connectivity over rail lines</li> </ul>

Based on these issue categories, Cycle Safety at intersections made up the highest percentage of these responses (Figure 8), followed by pedestrian crossings.

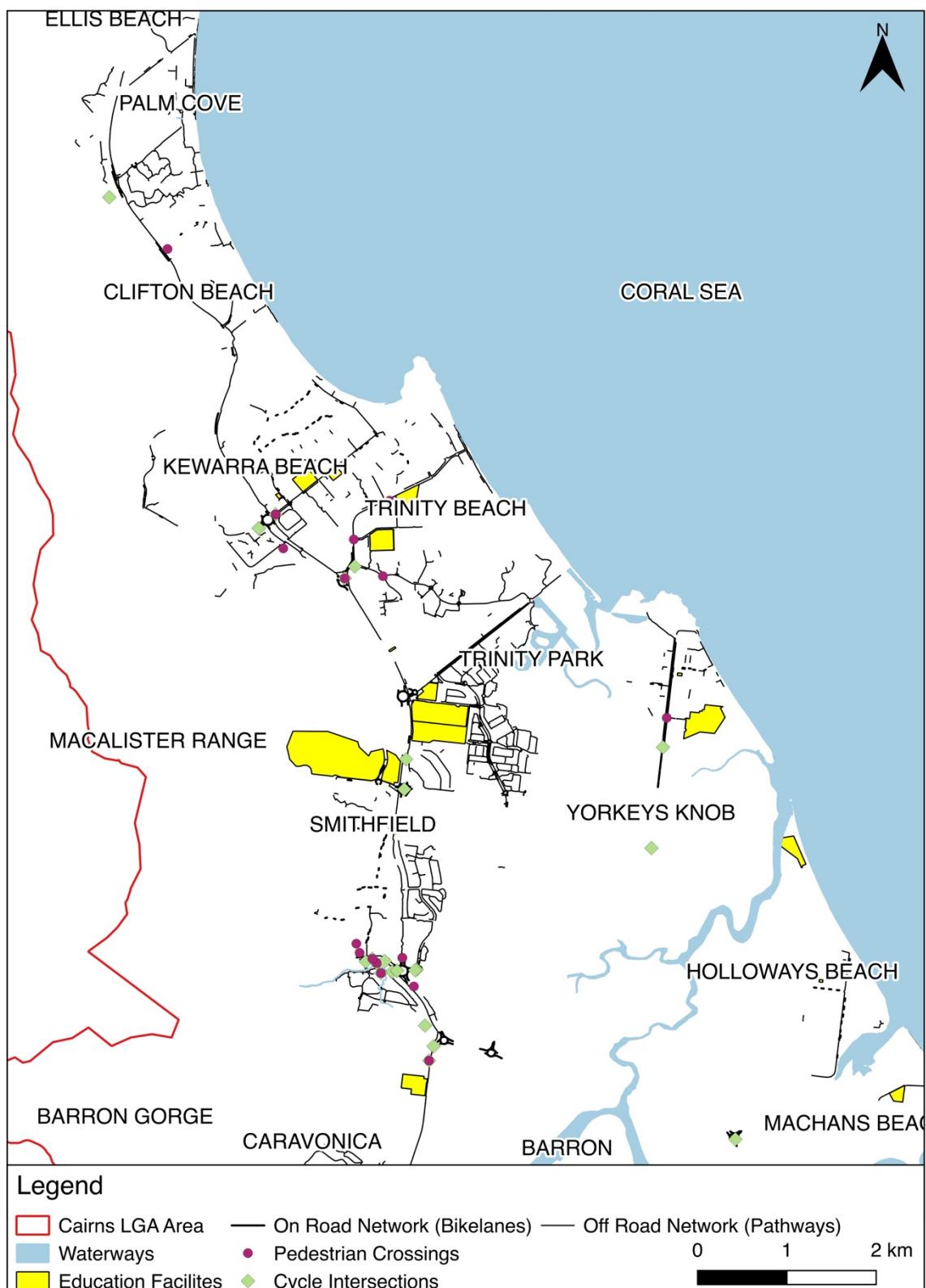


*Figure 8 – Summary of Intersection related responses*

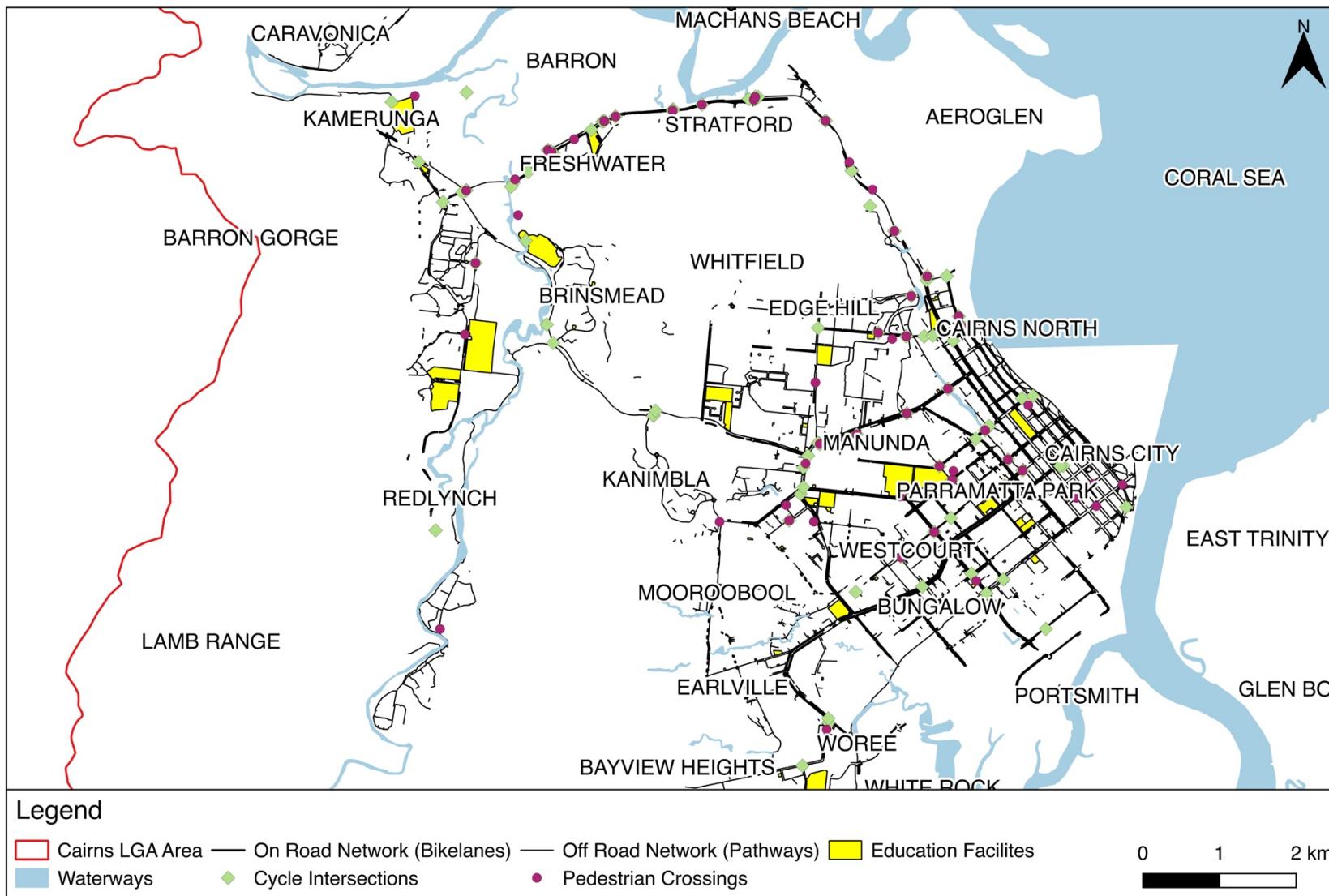
Dot maps documenting the location of cycle intersection, pedestrian crossing and railway crossing related issues are found on the following pages. These indicate the following key issues:

- Cycle Intersection and Pedestrian Crossing issues –
  - Concerns about crossing near the Smithfield Shopping Centre particularly associated with crossing the Highway (underpasses and roundabouts)
  - Roundabouts linking the Captain Cook Highway to Kewarra Beach and Trinity Beach
  - Pedestrian and Cycle Crossings required along and across Kamerunga Road
  - Pedestrian Crossings through Manunda near Pease St and Anderson St
  - Bruce Highway crossing at Gordonvale
- Railway Crossing issues –
  - All concerns were related to crossings of the rail line near Stratford and crossings along Kamerunga Road

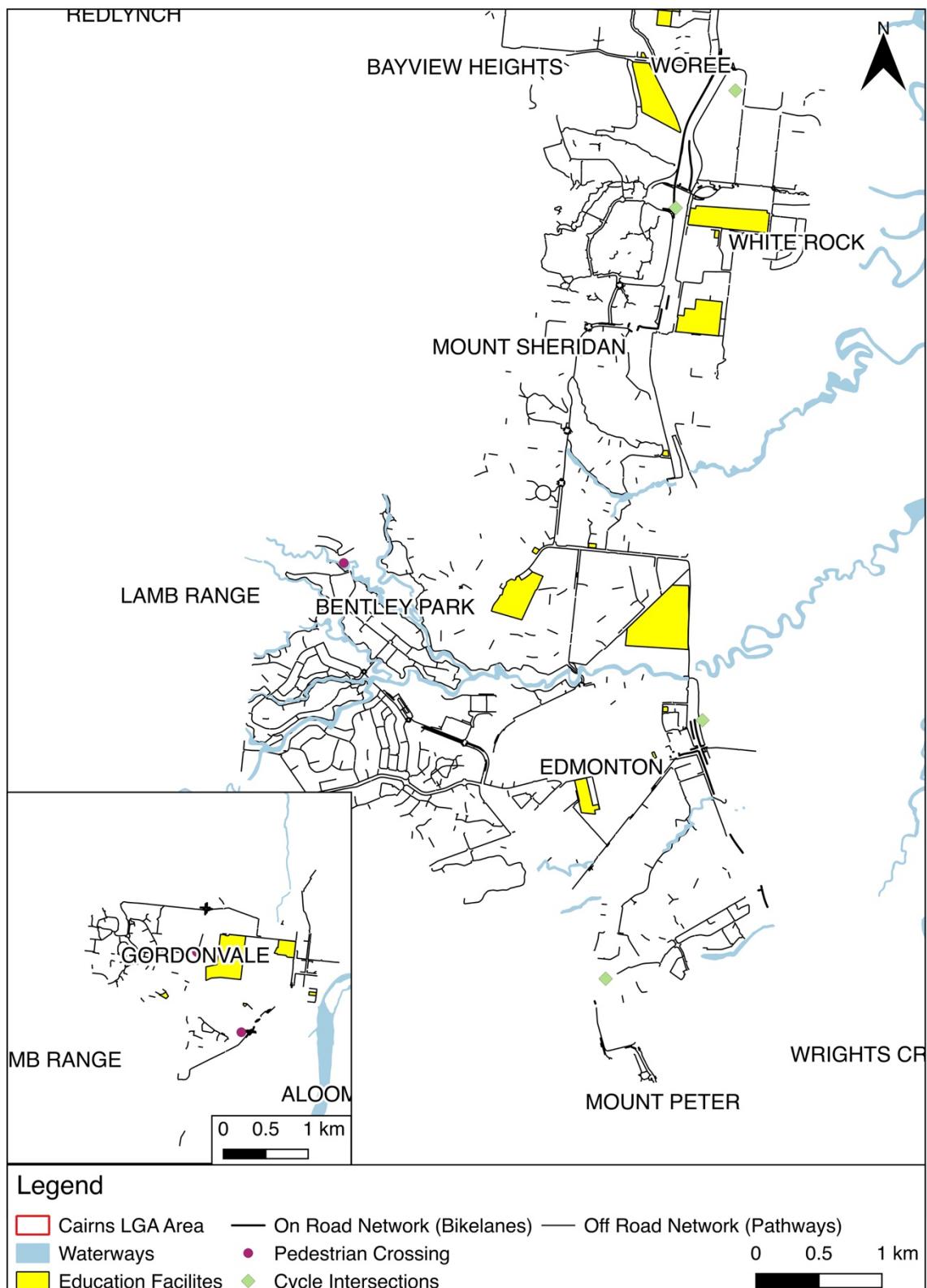
## Cairns Cycling and Walking Strategy Survey Results Pedestrian and Cycle Intersections



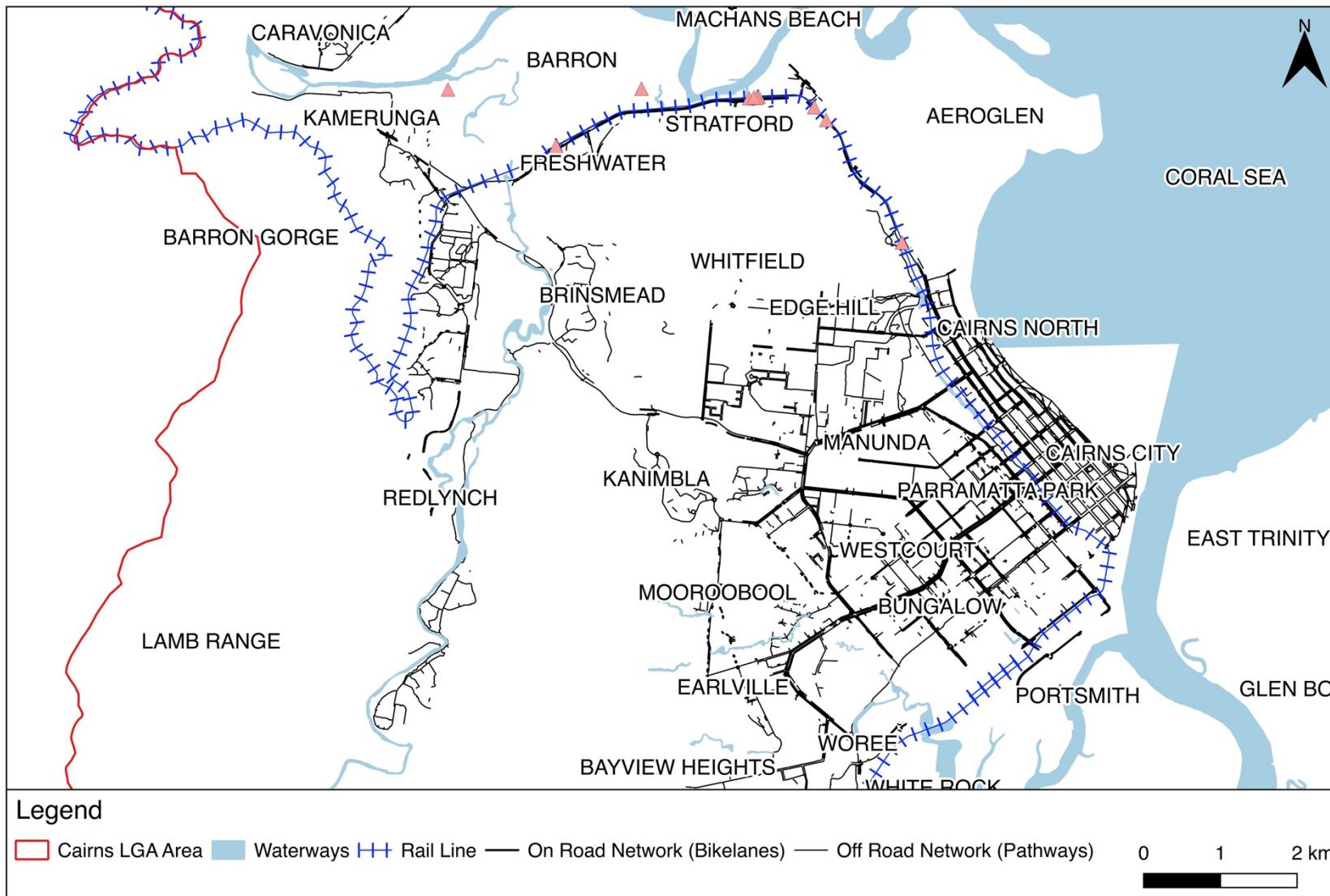
## Cairns Cycling and Walking Strategy Survey Results Pedestrian and Cycle Intersections



## Cairns Cycling and Walking Strategy Survey Results Pedestrian and Cycle Intersections



## Cairns Cycling and Walking Strategy Survey Results Railway Crossings



## Additional Comments

The following additional comments relate to tags about Supporting facilities and Other Cycle Comments.

***Table 8 – Supporting facilities – comments received***

---

Need a sign here to point cyclists off Martyn St and towards the Lily Creek path.

---

This path from Greenslopes St all the way to Minnie Street is a gem. But I still see cyclists using Martyn St rather than the path. Maybe some signage is needed at the Gatton/Martyn St roundabout to indicate the path and also where it crosses other roads?

---

Need a public walkway / cycleway connection from Clifton to Palm Cove. Also toilet block and water stop. Can we always be guaranteed entry through the gates at Argentea?

---

When when when will CRC put in a cycling / walking path that connects Clifton to Kewarra? Also needs a toilet block and water stop somewhere along the way.

---

Many cyclists enjoy the ride out to Crystals but the bike lane vanishes at Rocks Road. Proper bike lane all the way out would be heavily used and make the road much safer.

---

Also I see a lot of tourists cycling out on Intake Road - I presume they are unaware of the great track along Freshwater Creek. Better sign posting at the traffic lights at Cool Waters Caravan Park would be great

---

The bike/pedestrian path along Freshwater Creek is fantastic! The path is wide, there are clear left and right-hand-sides to the path. My only concern is the number of people who walk their dogs off leads. It's a hazard to cyclists, other dog walkers, runners, etc. Not that the owners would take much notice, but perhaps a couple more signs reminding them to keep their dogs under control. Also, maybe a bin along the path for all the poo bags that get left beside the track.

---

Please plant trees next to off-road bicycle path alongside Aeroglen Drive to cool path users and reduce heat island effect.

---

Please plant trees to provide shade for pedestrians and reduce heat island effect along new footpath in Tills St outside Cazaly's.

---

The cement pathway is virtually treeless. If children are to be encouraged to walk/cycle to school, they (and other path users) need trees for shade protection. Trees would also add to the attractiveness of the path and adjacent road.

---

My comment refers to AL cycling and walking paths in and around Cairns but particularly to the one along Aeroglen Road. Please please please consider planting shade trees along the pathways! Appropriate trees (large or small) would not only cool the environment but add beauty to our town. Look at Singapore with its shady city. We could put ourselves on the world stage IF we shaded the walking and cycling paths with trees. Yes, we have to consider cyclones and cost but let those not deter us!

---

Is it possible to have shower facilities in this area for people who bicycle into work because of the parking difficulty?

need to re introduce signs on esplanade paths i.e keep to the left of the dividing lines like roads, every day bikes and joggers forced off tracks, mainly ignorant Chinese tourists occupy whole path though some locals do as well, walking three and four abreast., this works on the gold coast, their signs read, keep to the left, bike give way to pedestrians and for pedestrians dont stop on path and block the lane. im sure i will get attacked over these comments, but it really needs addressing.

---

ALL these expensive taxpayer funded facilities should be multiuse. Just need people to show normal human courtesy. Priority signs would be helpful.

---

Great Idea!! Could relieve some of the parking problems.

---

Can we get Kora bike racks here please, like elsewhere in town? The current bike racks are the older ones where you insert the front wheel, and with a standard cable lock this means the wheel of the bike that isn't in the rack cannot be locked. This reduces security.

---

There is a bike lane on this roundabout. I ride this roundabout regularly and it doesn't seem unsafe to me. But signage telling motorists to watch for bikes won't hurt.

---

Better signage for bike (only) cycle lanes along esplanade. Too many times I have been abused by pedestrians walking on the cycle lanes who clearly don't realise they are the ones in the wrong.

---

More shade needed on this popular walking route to Cairns Central.

---

Secure bicycle lockers could be added here and Cairns Central. I've had 1 bike per year stolen.

---

Prob need to put up signs in chinese and other languages

---

Look at soem basic amenities for cyclist including fresh water source, parking, lights, bins

---

A garbage bin here for dog walkers etc would be good. Lots of litter along this waterway.

---

There is no rubbish bin at the bus stop here and I find myself often picking up rubbish to carry home.

---

Would love to see undercover locked bikes station in Cairns.

---

Amenities (water) needs addressing - signage needs to tell us there is a tap 30m in from the gate otherwise you wouldn't know it wast here.

---

As many others have suggested, a dedicated bicycle track connecting the northern beaches to town would be great. This would encourage people to take up riding and potentially reduce the number of cars on our roads. It would also help to have a central bike lock up in town with showers/lockers to make it easy for people who want to ride to work but don't have the facilities at their workplace. And wouldn't it be great if our local buses had the capability to carry our bikes in the case of poor weather, a flat tyre, etc!

---

I agree with Brett Jones that a cycle path that connects the south of Cairns to the Northern beaches would dramatically change the feeling of this city. May also free up some traffic as more commuters would feel safe to cycle.

---

Additionally, many cyclist ride on the wrong side of the road which is dangerous and likely causing angry drivers - more signage for tourists would be good.

Fabulous that we are able to have a voice. Edmoanton ( spelling error a bit close to our problem)... Edmonton has all the fast foods now, fuelling the obesity problem of the burbs. I would love to see a network of walking tracks like the arrow tracks \_so overwhelmed with users -at the botanic gardens, replicated for the huge population growth of this area.

Unfortunately the development along the southern Mt Peter Rd, is nothing like the public forums were teased with, ( hubs, wildlife corridors etc )several years ago. Tiny wall to wall housing to date, instead. Some planned hill walks and bike tracks with shaded cover must go into this ,prior future councils having to buy back at huge expense( Earl Hill track at blue water) land accessing very important leisure areas .Consideration for parking and linking tracks is easier to do at this stage.

Edmonton is not a rich area- the playing fields on walker road will not be easily available to low socio- economic populations who can't afford sporting club memberships. Bike paths and tracks are free and available to all at all times. Bite the bullet and invest in the physical and psychological well being of this community whilst the opportunity is at it's peak.

---

A cycle way that connects the south of Cairns to the Northern beaches would dramatically change the feeling of this city. Better signage to promote bike awareness at the roundabouts on Grafton, Grove and Upwards street.

Great to see this forum taking shape. Why not have a cycle path as far as we can take it along the coast and into the residential areas, with plenty of bike hire systems along the route, so everybody benefits, and it is a huge tourist draw card. This is massive in Singapore, and controlled by an app on the phone, and is really cheap and fun to be a part of. Let's market Cairns as one of the healthiest places to holiday / live!!

---

A dedicated walking running and cycling path from cairns esplanade to palm cove totally separate and independent from the captain cook highway. Where possible taking in forshore otherwise crossing through bush or park land. Path to be wide at least 5m wide and well lit with appropriate security and help points for evening users. A bike hire system such as the one in brisbane city could be well used.

---

With the beautiful vista we have right throughout Cairns, both North & South I would love to see the foreshore utilised. However we don't want to go crazy and destroy the quiet spots we have either. Anything that encourages getting out and about has to be a good thing. But it needs to have water and shade for people so they don't drop from the heat.

---

I would love to see shading trees planted along existing walking and cycle routes to offer shade and encourage more people to use the paths. Often it is just too hot to appreciate the beauty in full sun!

---

I would really like to see a bike hire scheme with multiple racks and sites, similar to the Barclay Bank Bike scheme in London, and many other cities, where you can hire a bike with your credit card from one bike rack and drop it off in any other rack with free spaces. Such a great scheme and Cairns lends itself so well to this with all its beautiful tracks.

**Table 9 – Other Cycle Comments – comments received**

The entrance to path here needs to be protected as a no parking zone (painted box on road works elsewhere) as cars regularly park across the access to the path when there are events in the area.

Weekend road closures for riders and runners without fear of a car speeding around the corner and causing an accident. Be a great thing and people all over would travel just do ride that road with no cars

Need a public walkway / cycleway connection from Clifton to Palm Cove. Also toilet block and water stop. Can we always be guaranteed entry through the gates at Argentea?

Installation of a circular cycling track (velodrome) that would accommodate adults and children to provide a safe, off-road venue to cycle. This area has many young families and very few off-road cycle paths.

This where the Bike path and Horse crossing for the training paddock or course. Early morning rides is very dark and have clashed with Horses & Rider eg Spook the horse. With the cloth on the fences you cannot see the horse at the crossing and vice versa. During the Amateurs race meet, temporary lights are installed with an observer. Lights would improve this situation and removing the cloth from a suitable distance so both parties are aware of each other.

If ware ever there is a bike path in place you remove bike lane from the roads I'm happy, but if you can't do that I don't waste my money.

Get all the footpaths done first !! There are people who can't get anywhere because of no footpaths for wheelchairs or can't walk on uneven ground. They risk getting hit by cars because they are on the roads. Do something for the outer suburbs in stead of in the CBD all the time

Beside the creek and over the hill into the newly developing area. Good recreational ride.

More targeted road closures on lake Morris road at peak cycling times to ensure cyclist safety. Also a regular monitoring schedule to ensure the road is safe for use and not covered in debri.

There needs separate access to the bridge for cyclists and those using the bridge for fishing to prevent motorists blocking the southern access to the bridge with their vehicles.

On bin days, Northbound bike lane gets obstructed by bins at several residences, forcing rider onto road.

I would like to see more enforcement of dogs required to be on a leash. There are signposts at the start of the track and painted signs on the ground, yet I would say over half of the dogs are not on leashes. This is a problem when I'm running, cycling, or pushing my children in a pram. Everyone thinks their dog is not dangerous, but we've all seen the news this week.

Love the new highway road for riding on. Bike lane is smooth and wide enough. Great job.

Needs ramp over drain.

I totally agree, the crossings make it so hard and slow to use the bike path for commuting. Staying on the bike lane next to the road is not safe either and triggers many angry reactions from drivers. Having grown up in Europe and riding everywhere all my life, I have never experienced these levels of anger and abuse on the road. More "share the road" campaigns are needed to educate both - cyclists and drivers.

I feel safe riding on this small section of path.

I drive along Kamerunga Rd and constantly pass cyclists on the road, not using the very expensive purpose built bike way. Can cyclists be required to use a designated bike way when available? Safer for them and car drivers.

---

All cycle traffic should be directed to the bicycle path that runs along the river. Close the Intake Road to bikes.

---

Every bike = car off the road. In this city bikes are discriminated against. Every intersection bikes have to give way, everywhere they have their rights of way striped away. Bikes don't recklessly and carelessly pollute with fossil fuel emissions that will remain in the biosphere for millions-billions of years until they return to the lithosphere. These emissions are already impacting on our critical tourism assets and ag. Sea level increasing. It's time Council gets serious about the future.

---

In Cairns 1/3 of the year is baking hot in the great discomfort: avoid exertion level (see attached photo). You can add 10 degrees if you are in direct sunlight. That puts it in the Dangerous level. Every time a cyclist has to stop in these conditions our air conditioning is turned off. Children are more susceptible because of their low mass. The key is to keep cyclist moving. Drivers of vehicles are generally in climate controlled cabs without these concerns.

---

I reported an incident here last weekend to the police when my daughter and I at 7:50 am were pushed into the side by a speeding vehicle.

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Could the empty "Masters Building" be utilized as an indoor cycling facility? Potentially a world class Velodrome and Criterium Track attracting National and International events as well as providing a safe all weather facility for the FNQ cycling community.

---

As many others have suggested, a dedicated bicycle track connecting the northern beaches to town would be great. This would encourage people to take up riding and potentially reduce the number of cars on our roads. It would also help to have a central bike lock up in town with showers/lockers to make it easy for people who want to ride to work but don't have the facilities at their workplace. And wouldn't it be great if our local buses had the capability to carry our bikes in the case of poor weather, a flat tyre, etc!

---

Would love to see joint planning with the Road Safety council to have bike and pedestrian education programs happening. Not just for children at schools, but new arrivals from other countries and those new to cycling. Also set up a dedicated space to have hands-on practice of the road rules with bikes.

---

Great work cairns city council on all the Mtb tracks and all the bike paths around the city keep up the good work. Hopefully there will be funding put into the proposed Mtb track from wangetti to port Douglas. That would be great for Fnq. Thanks again

---

Forgot to say - a lot of riders seem to ride on the wrong side of the road in Cairns, causing angst with some drivers - i'm not sure how to solve this - potentially painted arrows showing the correct direction of travel in the bike lanes may make some riders self reflect.

Fabulous that we are able to have a voice. Edmoanton ( spelling error a bit close to our problem)... Edmonton has all the fast foods now, fuelling the obesity problem of the burbs. I would love to see a network of walking tracks like the arrow tracks \_so overwhelmed with users -at the botanic gardens, replicated for the huge population growth of this area.

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