Government of **Western Australia**
Department of **Transport**
and Major Infrastructure

Empowering a
thriving community

Paving the way for more active travel in Perth

An evaluation of four Principal Shared Path projects

Acknowledgement of Country

The Department of Transport and Major Infrastructure acknowledges the Traditional Custodians of the land throughout Western Australia and pays our respects to Elders past and present.

We acknowledge the members of all Aboriginal communities, their cultures and continuing connection to Country throughout the State.

About this report

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Executive summary

Expanding the active transport network helps Western Australians to walk, wheel or ride more often as part of their everyday journeys and experiences. The State Government built four new sections of high-quality shared paths (Principal Shared Paths, or PSPs) along two of Perth's major transport corridors – the Fremantle Railway and Mitchell Freeway – to fill gaps and improve connectivity across the network.

The projects were evaluated to understand their impact on the level of riding and walking, the safety of users and community attitudes. Data were collected before and after the new paths were built from automated bike counters, video surveys and user and community surveys. Bike crash data and fitness app data were also analysed.

The evaluation of the four new sections of PSP shows increased riding and walking, increased community satisfaction and improved safety. These results highlight the positive impact of extending Perth's active transport network.

There were indications of enhanced user safety and greater diversity of people riding and walking and use shifting from nearby on-road routes to the new paths.

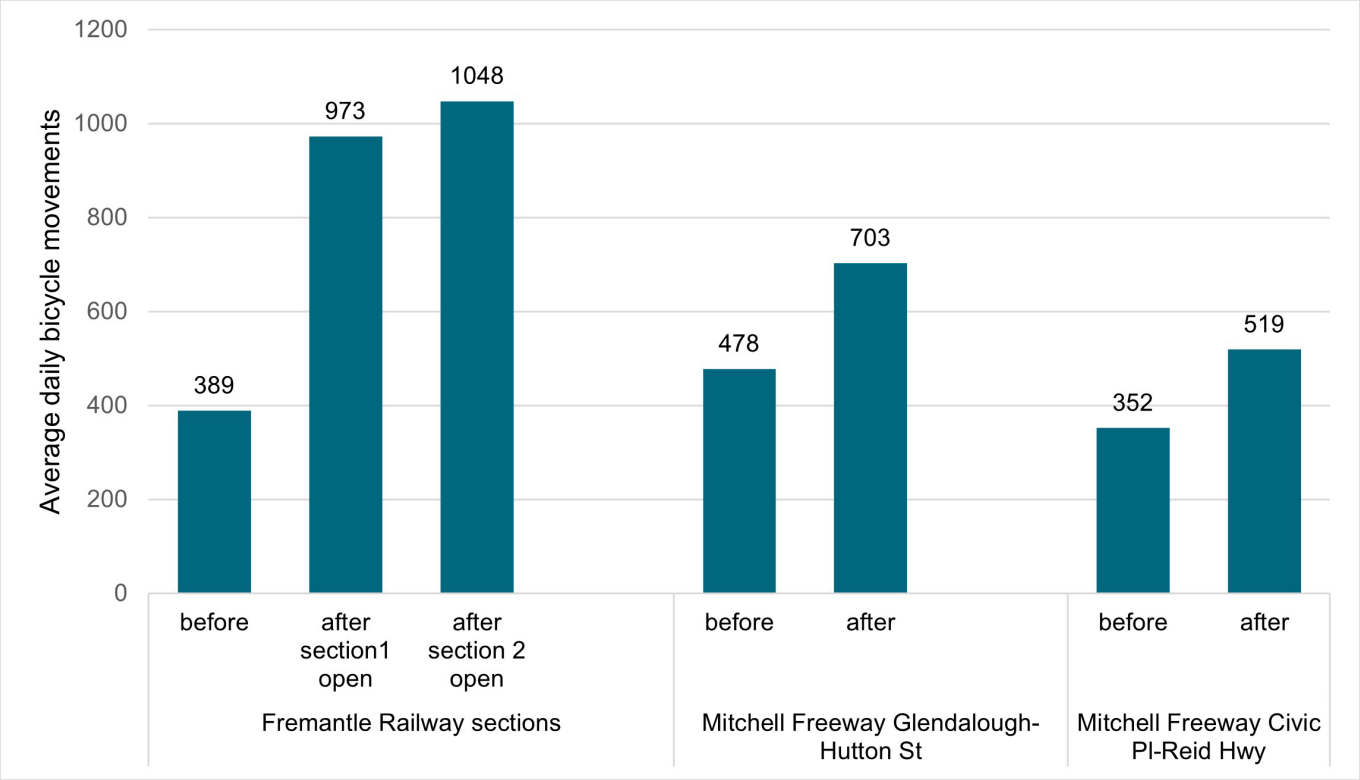
Findings of the evaluation are summarised under the four key outcomes for the projects.

Outcome 1: Increased riding and walking to/from Perth CBD in peak and off peak

- On the Fremantle Railway corridor, average daily bike activity increased 179 per cent, nearly tripling, with most new trips being recreational.
- Bike riding in this corridor increased on weekdays and weekends, with a 258 per cent growth during weekend peak times.
- On the Mitchell Freeway corridor, activity increased 49 per cent on the Glendalough to Hutton Street section and 46 per cent between Civic Place and Reid Highway.
- Most new trips were for commuting, reducing the number of cars on the road.
- Walking activity increased across the sections. An average increase of 51 per cent was observed for the Fremantle Railway PSP sections.
- For the Mitchell Freeway sections there was a 151 per cent increase between Glendalough and Hutton Street and 89 per cent between Civic Place and Reid Highway.

Figure 1: Average daily bicycle movements before and after path sections were opened

Net change is given in text and accounts for change on the wider network using control site data.



Outcome 2: Reduced use of alternative routes and enhanced rider safety

- Significantly fewer safety concerns were raised by people walking or riding in the corridors, confirming the new paths provide a safer, more attractive alternative to previous options.
- Bike crashes near the new sections of path declined after they opened. Riding on nearby roads reduced and many people shifted their trips to the new paths.
- A marked reduction in riding on roads near the Fremantle Railway sections was observed, north of North Fremantle station. Notably, Strava app data shows that riding halved on Curtin Avenue in Cottesloe, where many crashes were reported before the new path.
- For the Mitchell Freeway sections, the use of alternative routes was stable over time, however use of roads near the new paths declined.

Outcome 3: Enhanced user and community perceptions (safety, accessibility, quality)

- The reported number of safety issues per user dropped by two-thirds.
- People walking or riding in the corridors or living nearby rated the accessibility, comfort and quality of bike and walking facilities much higher after the new sections opened.
- Overall positive sentiment about facilities doubled.

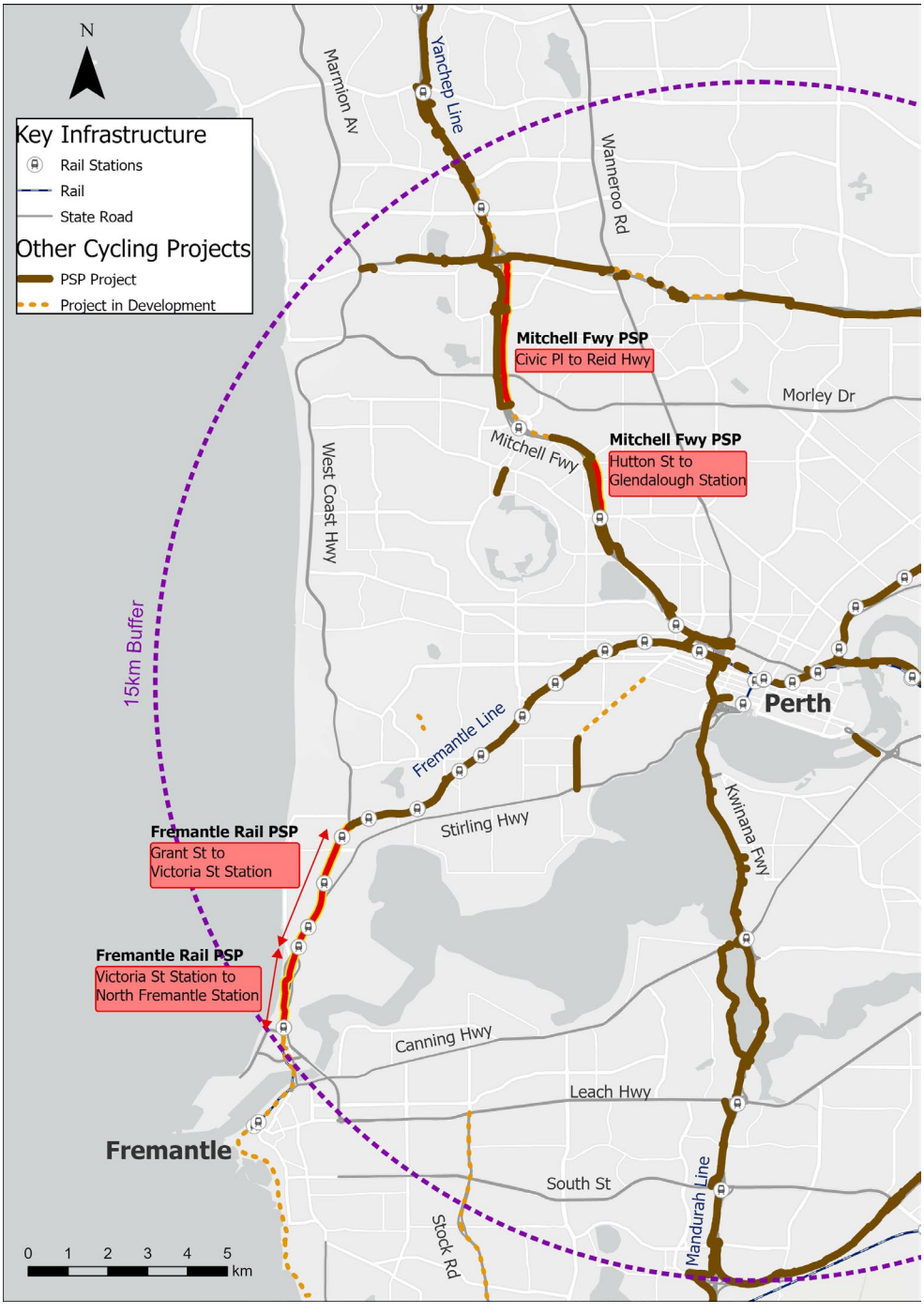
Outcome 4: Increased diversity of people walking and riding

- The diversity of people riding and walking in the corridors increased; more people made recreational trips, and older people were more confident to walk, wheel or ride.

Background

Perth's active transport network includes a range of routes to enable movement by walking, wheeling and riding across the metropolitan region. Recent investment in projects under the WA Bicycle Network (WABN) Plan[i] addressed gaps in primary routes within 15 km of the Perth CBD, where there were no or low-quality paths. These projects included two sections of PSP adjacent to Fremantle Railway at Cottesloe-Mosman Park-North Fremantle and two sections adjacent to Mitchell Freeway at Glendalough-Osborne Park and at Stirling-Balcatta (Figure 1). These are important inner suburban routes for commuter and recreational trips.

Figure 2: PSP key investment projects



[i] Department of Transport. (2017). WA Bicycle Network Plan: 2017 update.

Evaluation approach

These projects were some of the largest active transport infrastructure investments at the time and came with a requirement for evaluation of the outcomes achieved. A plan for evaluation of the projects was agreed in 2020[ii] and outlined key questions for the evaluation to address and methods of data collection and analysis. Some data collection occurred before the evaluation plan was finalised.

Key questions:

- Did the projects increase walking and riding in peak and off-peak times?
- Did the projects reduce use of alternative routes and enhance rider safety?
- Did the projects positively impact user and community perceptions of safety, access and quality?
- Did the projects contribute to a greater diversity of people walking and riding on the routes?

Data were collected before and after construction of the PSP sections, including bike counts (from fixed bike counters on key bicycle routes), video surveys and surveys of route users (people walking/riding) and local residents. In addition, road crash data, Strava (fitness app) data and stakeholder interviews were used. Data sources used are summarised in Table 1.

A before-after, control-intervention approach was applied with pre-post quantitative bike counter data. This allowed comparison of data from counter sites on the routes in focus with similar locations on other parts of the PSP network. Triangulation was also used, with data from a number of sources considered to reach findings for the evaluation questions.

Across the shared path network, increased bicycle trips were observed during peak COVID-19 restrictions.[iii] The analysis of bike counter data took COVID-19 disruptions into account and there is no direct impact of that in the results reported.

The Fremantle Railway sections are contiguous so are considered together in this report. The Mitchell Freeway sections are not contiguous so findings for each section are reported separately.

Table 1: Data sources used

Source	Description
Bike counters	Fixed piezoelectric counters at points on the PSP network that continuously capture data on bike movements. Average daily bike counts were generated from the counter data for weekday and weekends at peak and off-peak times. Twelve months of pre- and 12 months of post-construction data were used.
Video surveys	Surveys of pedestrian and bike rider activity using footage from temporary video cameras placed on paths or roads along the subject routes. Data generated included counts by mode and an estimate of age group and gender of users. Data from the same selected sites were used to assess change after path construction.
Strava app	The Strava app is used by some people who walk, run or ride a bike for fitness. Data from the app provides a point of comparison for assessing change in level and location of activity.
Crash data	Data on reported crashes involving people riding in and near the focus corridors.
Community survey	Surveys of route users (people walking or riding on road or path in the focus areas) and local residents were undertaken before and after construction of the PSP sections. Questions covered active travel behaviours and attitudes about the route, including perceived safety and quality.

[ii] Department of Transport. (2020). Principal Shared Path Key Investment Projects Evaluation Plan (internal document).
[iii] Department of Transport. (2023). People's Pulse Report: Active travel community insights 2022-23

Fremantle Railway PSP sections

Two sections of PSP were built on this route:

- Grant Street, Cottesloe to Victoria Street, Mosman Park, 2.8 km, completed in August 2019
- Victoria Street, Mosman Park to North Fremantle train station, 2 km, completed in September 2021.

These sections join and sit in the rail corridor, adjacent to established residential and commercial areas and near two schools. These new sections extended the Fremantle Railway PSP to form part of a high-quality route from the Perth CBD to North Fremantle. To the south, the walk/bike connection to the Fremantle CBD includes several road crossings and paths of varying quality. An extension of the PSP is proposed including a section along the new Fremantle Traffic Bridge (under construction).

Figure 3: Location of Fremantle Railway PSP sections – Grant Street to North Fremantle station

Findings

Did the projects increase walking and riding in peak and off-peak?

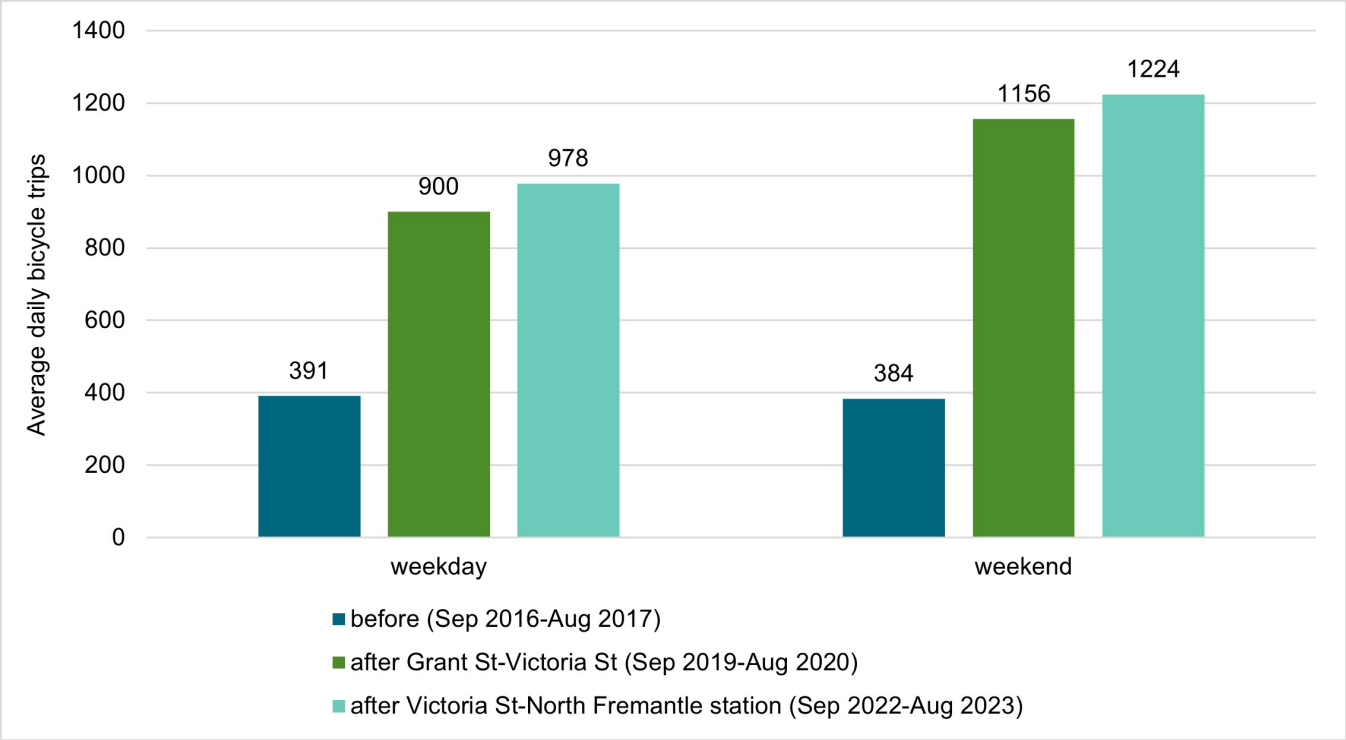
The Fremantle Railway PSP projects saw significant increases in walking and riding in peak and off-peak times.

Average daily bicycle trips grew 134 per cent (net after accounting for activity elsewhere on the shared path network) following completion of the Grant Street to Victoria Street section. After the Victoria Street to North Fremantle station section was opened, there was an additional boost to average daily bike trips, an overall increase of 179 per cent.

Comparison of average bike movements (measured through a fixed continuous counter on the pre-existing section of PSP just north of Grant Street) from before construction to after both sections were open found an increase of 144 per cent on weekdays and 219 per cent on weekends (Figure 4). Increased activity was observed across peak and off-peak times on weekdays.

Counts from video surveys also showed increased bicycle activity as well as more people walking in most locations and periods after the path sections were open. Across all locations an average increase in walking activity of 56 per cent was observed. Strava app data (covering walking, running, biking) also showed increased movements pre to post.

Figure 4: Bicycle movements in the corridor - before and after PSP construction (from bike counter site north of Grant Street, Cottesloe)



The Fremantle Railway PSP projects saw increases in all trip purposes for walking and riding.

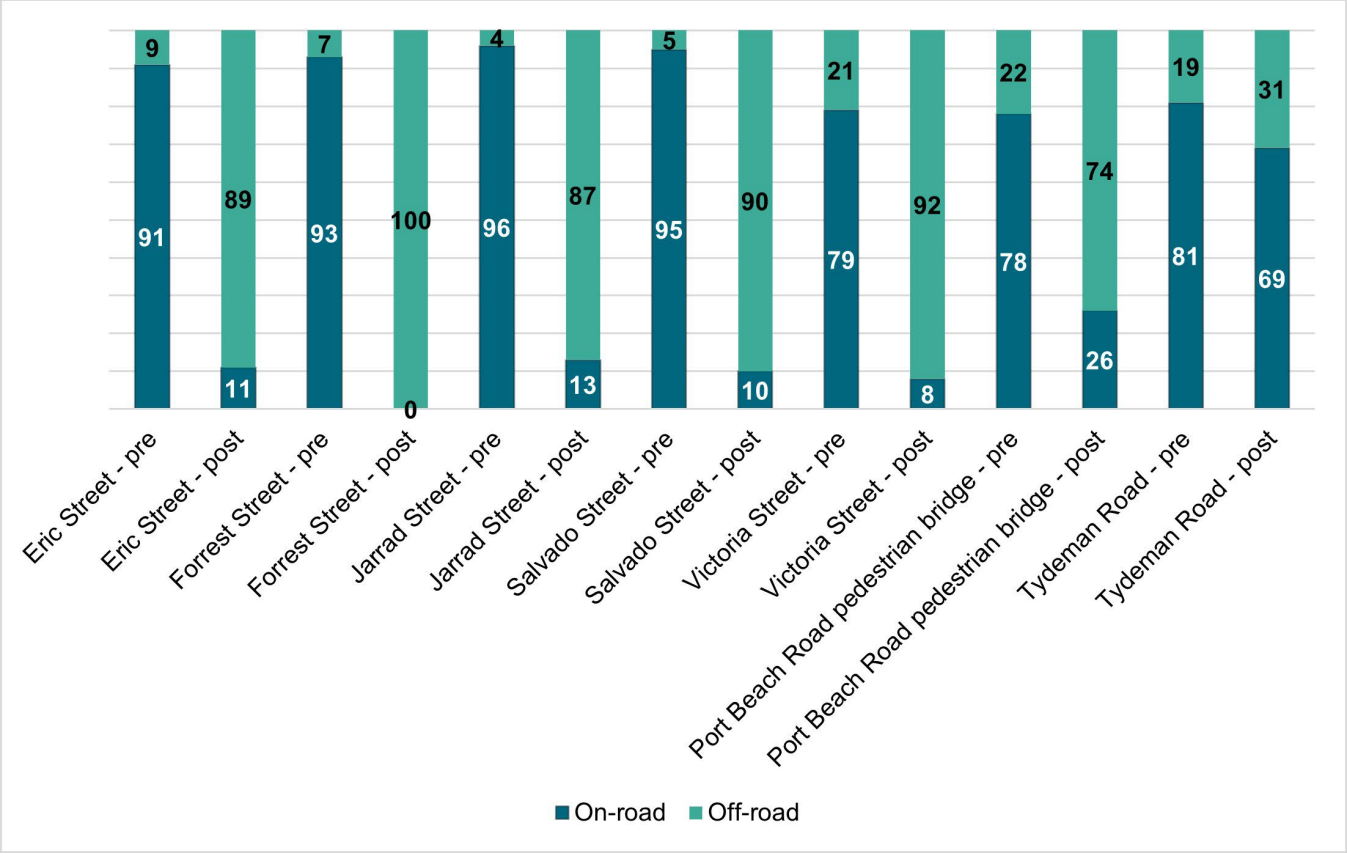
Across both modes, the number of trips made along the corridor has increased following the new path sections opening. Proportionally, most of the growth has been for recreational trips. Half of bike trips on the corridor in 2018 were for recreation; by 2023 this reached two-thirds. Increased recreational trips suggests that the new path is providing an attractive and safe place to ride and walk. While the share of utility trips, including commuting to work, study or shops, declined, they grew in number, and these represent trips that may otherwise be made by car. By enabling more active trips, the new PSP sections contribute to moderating reliance on the car for recurring travel.

Did the projects reduce use of alternative routes and enhance rider safety?

The Fremantle Railway PSP projects showed clear evidence of a **shift in bike riders away from alternative 'unsafe' routes** towards riding on the new safe and separated PSP with enhanced rider safety outcomes as a result.

A reduction of bike riding on roads was observed along the length of the newly constructed PSP sections, specifically along Curtin Avenue and Cottesloe, where serious bike crashes have occurred in the past, as well as Railway Street and Stirling Highway.

Figure 5: Proportion of bike riders on road versus off road at points along the route



Importantly, the increase in use of the PSP itself exceeds the declines seen on these unsafe road routes. This increase in overall active transport activity was corroborated by increases observed along other parallel scenic paths, such as those adjacent to Marine Parade and Bayview Terrace. Together, this clearly shows that an increase in overall active travel in the area has occurred, with new walkers and riders attracted to the area in addition to providing existing riders with a safer journey.

Reported on-road crashes involving bicycles provide another indication that the new PSP sections have increased rider safety. Plots of crash locations in and around the corridor show fewer incidents on routes that were hotspots before construction of the new path (Figure 6). The time intervals vary; however the maps suggest fewer crashes, which is consistent with the shift of riders to the PSP.

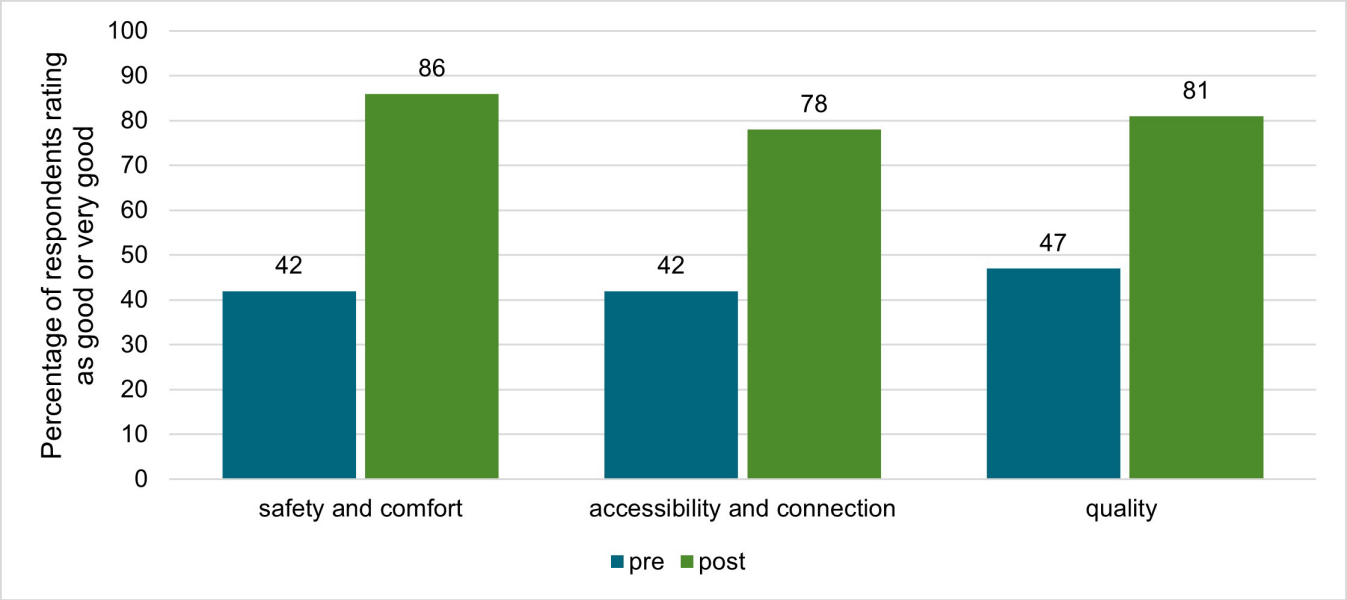
Figure 6: Locations of reported crashes involving a bicycle near the Fremantle Railway PSP projects corridor

Did the projects positively impact user and community perceptions of safety, access and quality?

The Fremantle Railway PSP projects have positively impacted user and community perceptions of safety, access and quality.

Perceptions among users, residents and the wider community have improved markedly across all aspects of the PSP, with 80 per cent of people now positively rating safety, access and quality, up from 38 per cent prior to construction. Similarly, there was a reduction by half in the number of safety issues identified by users on the Fremantle Railway PSP.

Figure 7: Community perceptions of bicycle and walking facilities along the Fremantle Railway corridor before and after the Grant Street-North Fremantle station sections were built (from surveys of users, local residents and interest groups in 2018 and 2023)



Did the projects contribute to a greater diversity of people walking and riding on the routes?

Several data sources indicate that more older and recreational users are travelling along the Fremantle PSP, as well as a shift in the user base towards bike riders compared to pre-construction. There is also evidence that the spread of users (home location) has extended further north and south after completion of these sections of PSP, as shown in the following maps.

Figure 8: Trip origins for people walking or riding in PSP corridor

Insights

Key findings for the Fremantle Railway PSP projects:

- The number of people riding and walking increased significantly following the opening of the new sections of path.
- Most growth came from increased recreational trips.
- There was a clear shift in riding from alternative, unsafe on-road routes to the new PSP sections.
- Community perceptions of safety, accessibility and quality of facilities increased markedly.

A notable aspect of the projects was the level of local government and community involvement. Activation initiatives for the new PSP sections included a ‘schools package’ with student bike checks, bike education (skills training) sessions, preparation of access guides and support for bike rides for schools within the corridor. A Father’s Day activity was held to mark the opening of the Grant St-Victoria St section. Landscaping was undertaken along the new path including community planting days with the Town of Cottesloe. These activities helped to encourage awareness and use of the PSP.

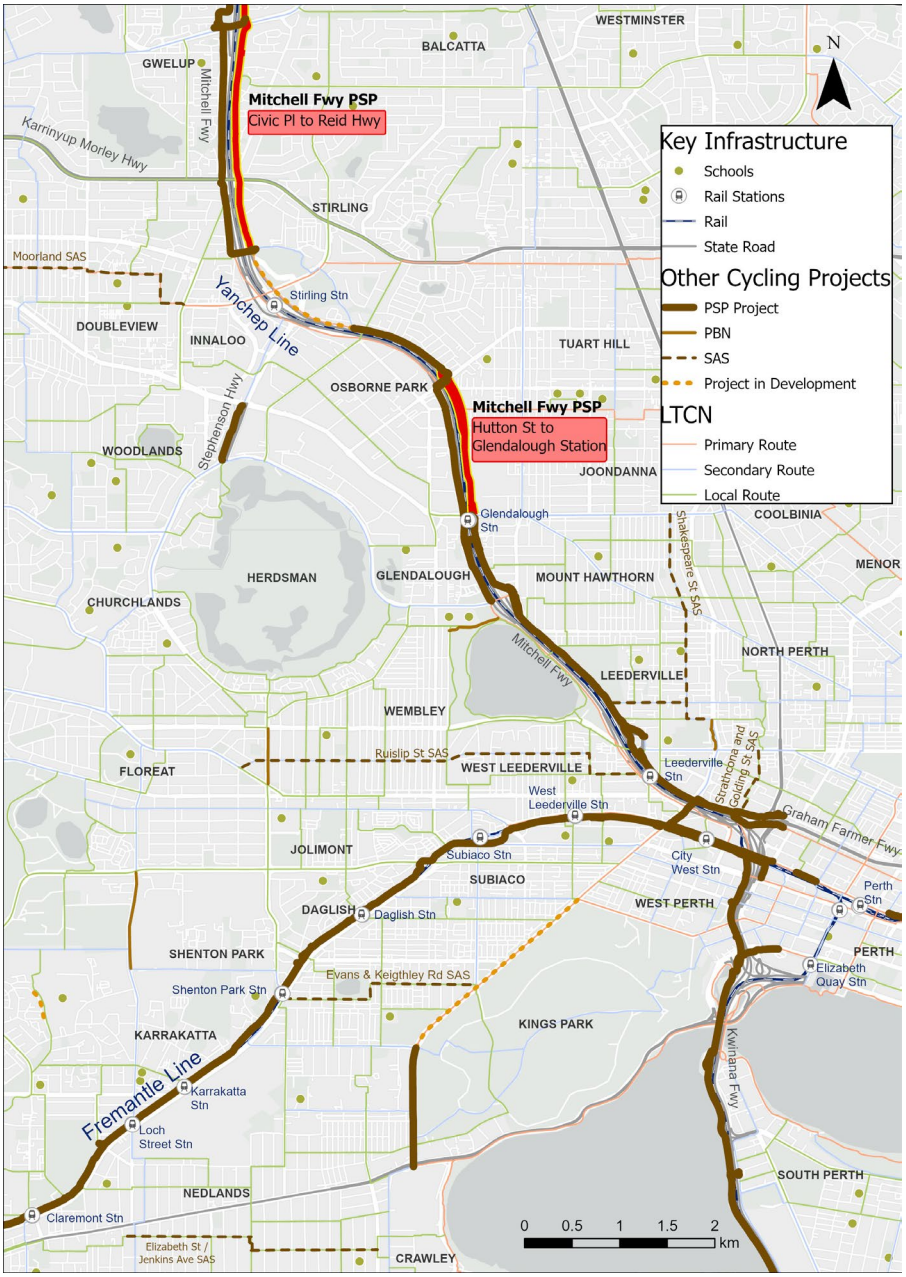
Mitchell Freeway PSP: Glendalough Station to Hutton Street

As part of the Mitchell Freeway southbound widening from Cedric Street to Vincent Street, a new section of PSP was built for people to walk, wheel or ride on the eastern side of the freeway, from Glendalough station to just north of Hutton Street, Osborne Park.

Work included building an underpass below Hutton Street and a walk/bike bridge over Scarborough Beach Road adjacent to Glendalough station. Construction commenced in October 2018 and opened on 27 July 2020.

This section bridged a missing link in the Mitchell Freeway PSP. Before it was built, people riding or walking (from the north) had to cross Hutton Street, switch to the shared path on the western side of the freeway and then return to the PSP on the eastern side of the freeway south of Glendalough station.

Figure 9: Location of Mitchell Freeway PSP – Glendalough-Hutton Street



Findings

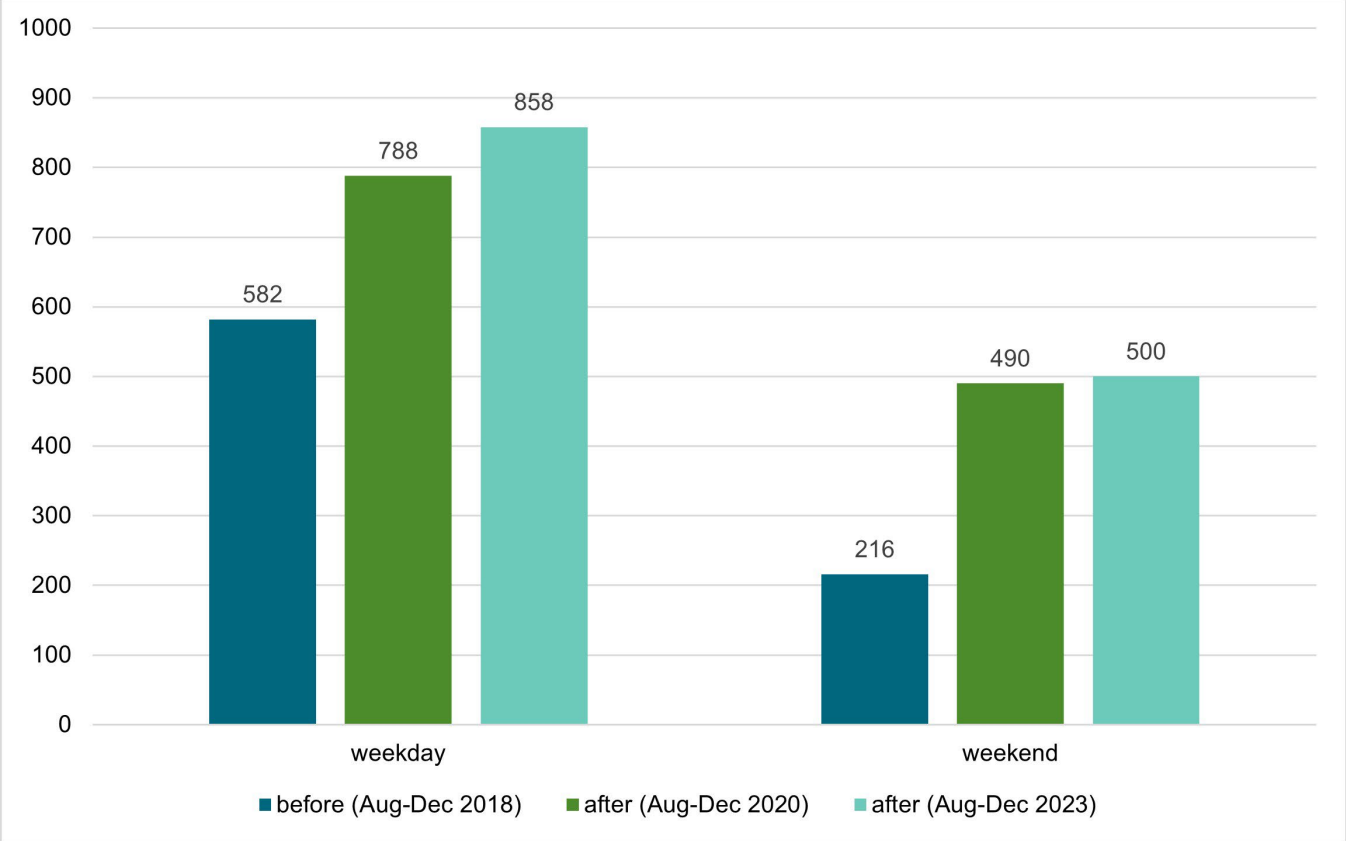
Did the project increase walking and riding in peak and off-peak?

Bike riding and walking increased on the Glendalough to Hutton Street section in peak and off-peak times following the opening of the path.

Average daily bicycle trips grew 56 per cent in the year after this section of PSP was completed, as compared with the year before (net after accounting for activity elsewhere on the shared path network) following completion of the Grant Street to Victoria Street section. After the Victoria Street to North Fremantle station section was opened, there was an additional boost to average daily bike trips, an overall increase of 179 per cent.

Average bike movements (measured through fixed continuous counters north of Hutton Street) before and after the new section of path opened in 2020 showed increases of 35 per cent on weekdays and 127 per cent on weekends. There was further growth to 2023. The following figure illustrates the boost in bike riding activity.

Figure 10: Bicycle movements in the corridor - before and after PSP construction of Glendalough to Hutton Street (from bike counters near Hutton Street, Osborne Park)



Increased active travel was also evident from the video surveys prior to and following the new path. Walking activity grew 151 per cent. Strava data showed a modest increase in user activity along the route (though data were not available before construction of this section began, the 'pre' data were from August-December 2020).

In terms of trip purpose, the proportion of trips made along the route (based on surveys of users on both of the Mitchell Freeway sections) for recreation or fitness increased and the proportion made for utility (including commuting to and from work and study) decreased. This may reflect the new PSP providing a safe and improved option for recreational trips, attracting more users.

Did the project reduce use of alternative routes and enhance rider safety?

The level of riding and walking on alternative routes remained stable overall, however reductions in use of on-road routes was noted and this was reflected in fewer reported crashes in previous safety hotspots.

Use of alternative bike and walk routes near the Mitchell Freeway remained largely stable since construction of the PSP. Generally, shifts in use have been from the old PSP on the western side of the freeway to the new one on the east, throughout the section. Strava data showed little change in route use over time, however data were not available from before PSP construction began which limited its usefulness. The user survey found reduced use of on-road routes near the freeway, including Scarborough Beach Road, Main Street, Hector Street and Frobisher Street in Osborne Park.

Reported on-road crashes involving bicycles indicate that the new PSP section increased rider safety. Plots of crash locations in and around the corridor show fewer incidents on roads parallel to the Glendalough station to Hutton Street PSP (Figure 11). Notable is the reduction in reported crashes on Main Street and Brady Street east of the new PSP, Frobisher Street and Hutton Street to the west and along Scarborough Beach Road, (Figure 12). The time periods covered in each period shown varies, however a change in the location of crashes is apparent.

Figure 11: Locations of reported crashes involving a bicycle near the Mitchell Freeway PSP projects corridor

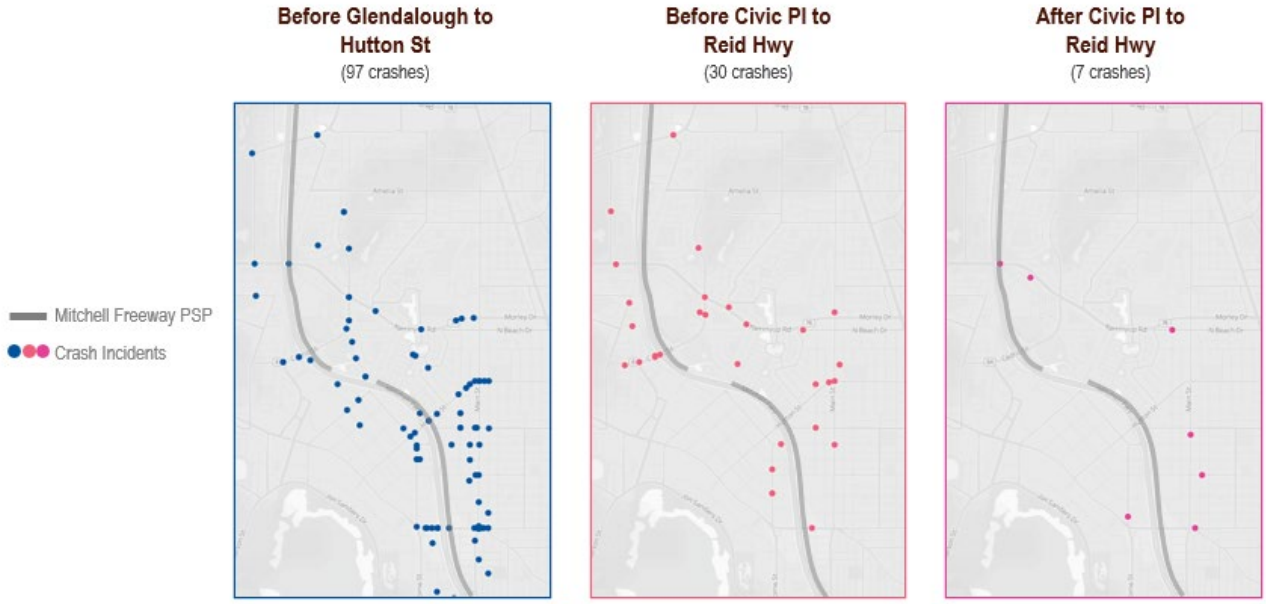
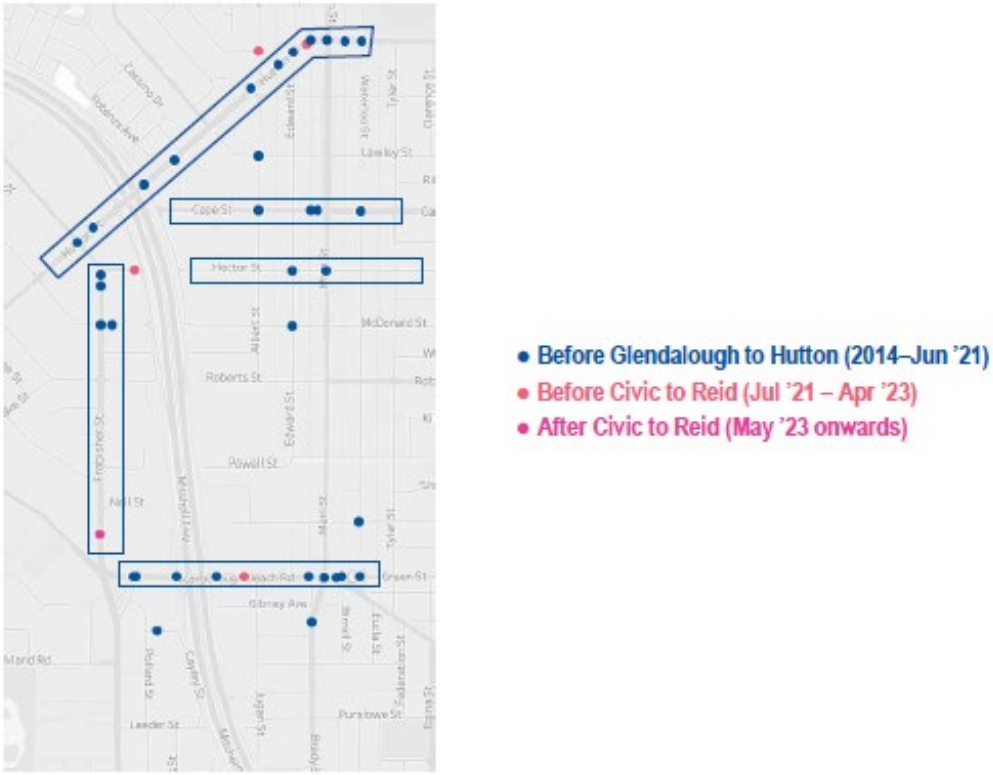


Figure 12: Locations of reported crashes involving a bicycle for the Glendalough station to Hutton Street section



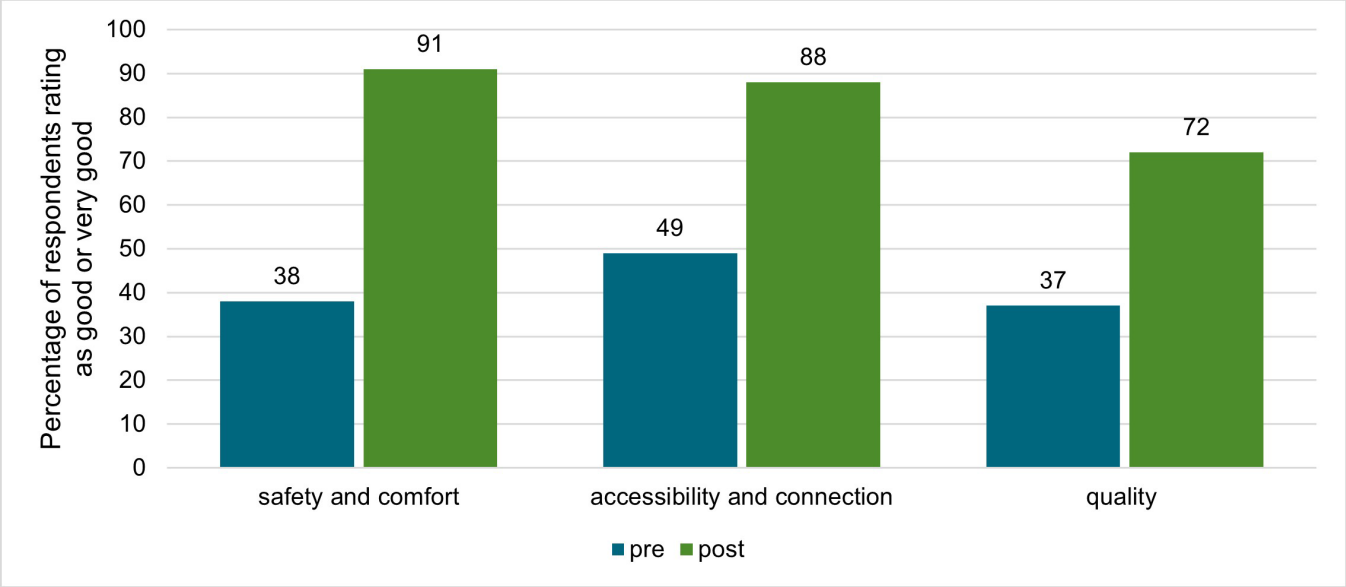
Did the project positively impact user and community perceptions of safety, access and quality?

Community and user perceptions of safety, access and quality of bike and walking facilities improved after the opening of the Glendalough station to Hutton Street section of PSP.

Community survey data shows a dramatic reduction in the number of safety issues identified by users between Glendalough station and Hutton Street. The average number of issues identified per user dropped ten-fold, from 4 to 0.4. In particular, the number of users noticing difficult roads or intersections to navigate, damaged or missing paths and insufficient lighting all dropped from over half pre-construction to less than 1 in 20 post-construction. The lack of tree canopy and shade was an issue raised by users of the new PSP.

Satisfaction among users, residents and the wider community with the Glendalough station to Hutton Street and Civic Place to Reid Highway PSP sections (rated together in the survey) are extremely high, with ratings of each aspect of the PSP as 'good' or 'better' doubling following construction. Ratings of the quality of the path is lower than for the other two factors, at around 70 per cent good compared to around 90 per cent for all other aspects. This might reflect the gap between the two sections (around the Cedric Street and Stephenson Avenue roadworks).

Figure 13: Community perceptions of bicycle and walking facilities in Mitchell Freeway corridor before and after the new PSP sections were built – Glendalough-Hutton Street (from surveys of users, local residents and interest groups in 2018 and 2023)



Did the project contribute to a greater diversity of people walking and riding on the routes?

The new PSP sections have boosted recreational trips, occasional use and use by older people. The Mitchell Freeway corridor is now being used for more recreational journeys, compared to a very commuter dominated use prior to construction of the new PSP section. The user base is also more varied, with a higher proportion of occasional (weekly or less) users now compared to pre- construction. Older people (aged 56 and above) made up a greater proportion of users after opening of the new sections of path in the Mitchell Freeway corridor.

Insights

Key findings for the Mitchell Freeway PSP between Glendalough station and Hutton Street:

- The number of people riding and walking increased after the new section of path opened.
- The use of on-road routes that were safety hotspots reduced.
- Community perceptions of safety, accessibility and quality of facilities increased markedly.

Between the new sections of PSP adjacent to Mitchell Freeway, from near Hutton Street to Civic Place, the route that users would have to negotiate is of varying quality and includes crossing Cedric Street. User comments show that this gap in the network affected access and safety. The full benefits of the new section should be realised when the PSP sections are linked with the new path being constructed as part of the current Stephenson Avenue project.

The Mitchell Freeway PSP, including this section, was promoted as part of the Your Move Stirling project. The project aimed to encourage local residents in selected areas in the City of Stirling to walk, ride a bicycle and use public transport for more of their trips, in place of driving. The project included phone-based coaching to help interested residents set and act on goals and provision of information including maps showing the PSP and other paths. While not directly measured, the project may have contributed to the high level of community awareness of the Glendalough-Hutton Street path, averaging 81% in post-construction surveys.

Mitchell Freeway PSP: Civic Place to Reid Highway

This section along the Mitchell Freeway between Civic Place, Stirling, and Reid Highway, Balcatta (3.7 km), was built to provide a connected, safe and high-quality path as an alternative to the pre-existing, lower quality path on the western side of the freeway. Works included constructing an underpass below Karrinyup Road and upgrading the Erindale Road underpass to allow a journey along the length of this section without having to cross vehicular traffic. Construction of this section of PSP commenced in March 2022 and opened on 15 May 2023.

Figure 14: Location of Mitchell Freeway PSP – Civic Place-Reid Highway

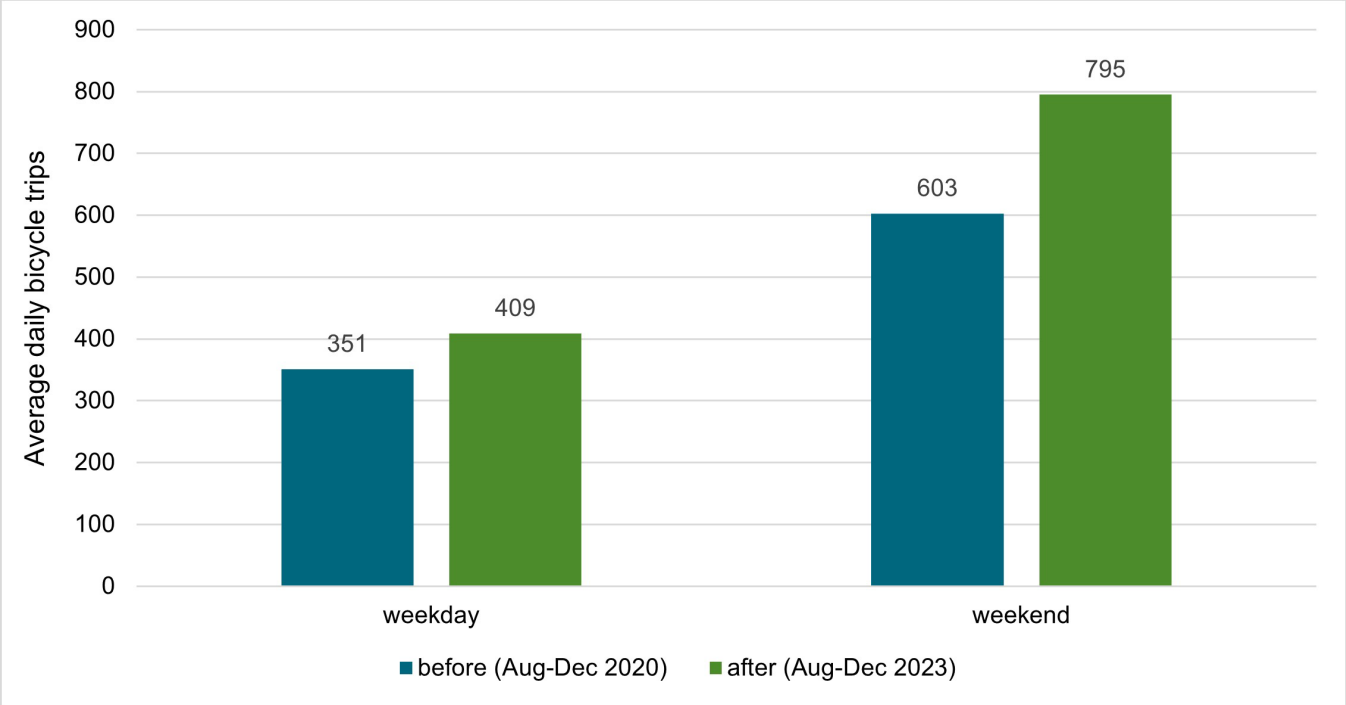
Findings

Did the project increase walking and riding in peak and off-peak?

Bike riding and walking increased in the Civic Place to Reid Highway section in peak and off-peak times following the opening of the path.

Average bike movements (measured through fixed continuous counters north of Karrinyup Road) before and after the new section of path opened showed increases of 16 per cent on weekdays and 32 per cent on weekends. Figure 15 illustrates the boost in bike riding activity.

Figure 15: Bicycle movements in the corridor, before and after PSP construction – Civic Place-Reid Highway (from bike counter north of Karrinyup Road)



Video survey data from a screenline on the route (at Erindale Road, Balcatta) showed increases in walking and bicycle movements following PSP construction. Walking trips increased from a low base, by 30 per cent on weekends and 129 per cent on weekdays. Strava app data show a modest increase in activity along the route.

In terms of trip purpose, the proportion of trips made along the route (based on surveys of users on both Mitchell Freeway sections) for recreation or fitness increased and the proportion made for utility (including commuting to and from work and study) decreased. This may reflect the new PSP providing a safer and improved option for recreational trips, attracting more users.

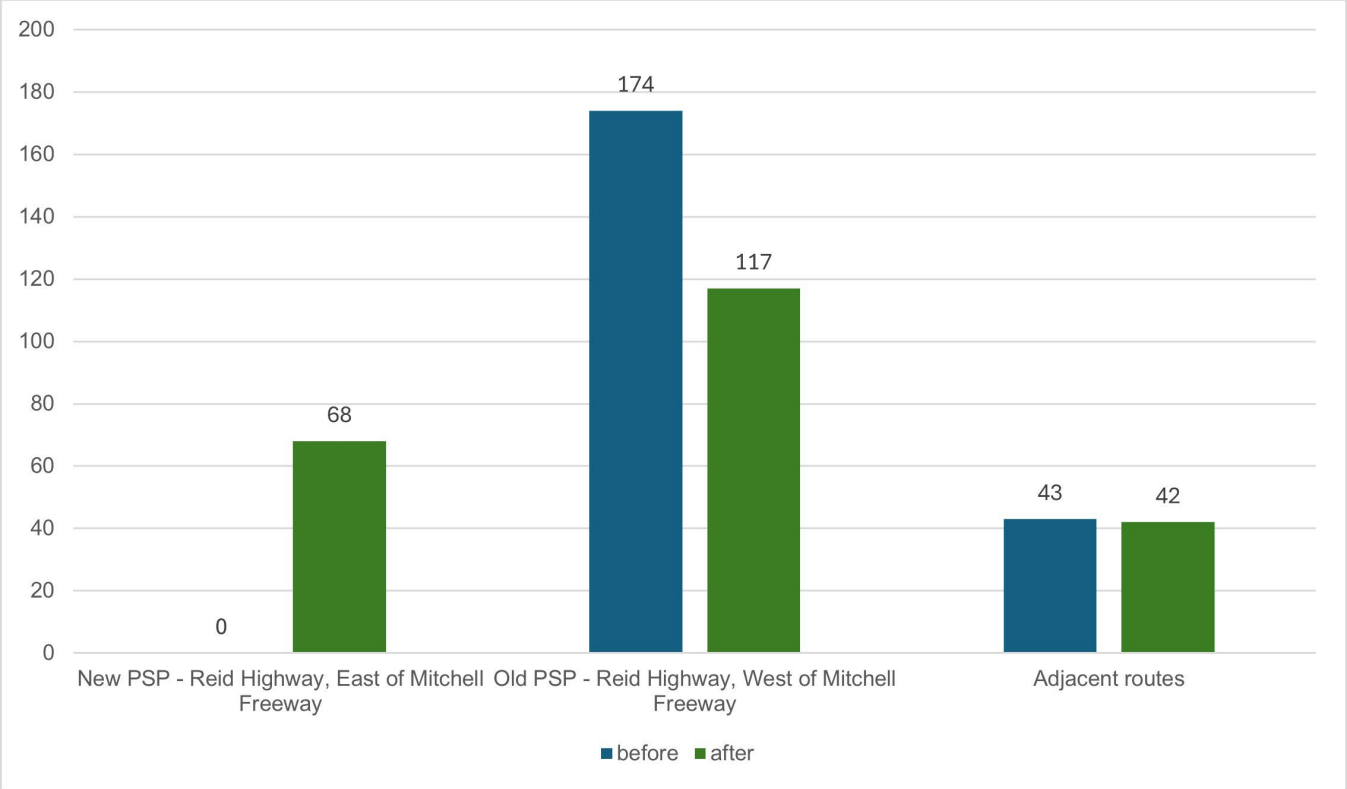
Did the project reduce use of alternative routes and enhance rider safety?

Safety concerns of people walking or riding reduced after the new path was available. The use of alternative routes nearby was stable over time, though the new section of path attracted many.

Use of alternative routes near the Mitchell Freeway corridor has remained largely stable since construction of the PSP. Generally, shifts in use (observed in Strava data) have been between the old PSP west of the freeway to the new, higher quality one to the east throughout the corridor. The figure below shows this shift for locations in the Civic Place to Reid Highway section.

Relatively high use of the PSP west of the freeway after the new, eastern path opened may be due to riders and walkers avoiding having to cross traffic to access the new path at the Reid Highway/Mitchell Freeway interchange.

Figure 16: Average daily trips by Strava users before (August-December 2020) and after (August-December 2023) the Civic Place-Reid Highway PSP section opened



Few on-road crashes involving bicycles were reported after the Civic Place to Reigh Highway section of PSP (east of the freeway) opened (Figure 11). The number of safety issues identified by people walking or riding in the area declined 61 per cent after the Civic Place to Reid Highway section of path was opened. Difficulty navigating roads and disconnected pathways were concerns that persisted amongst users, though at a lower level than before.

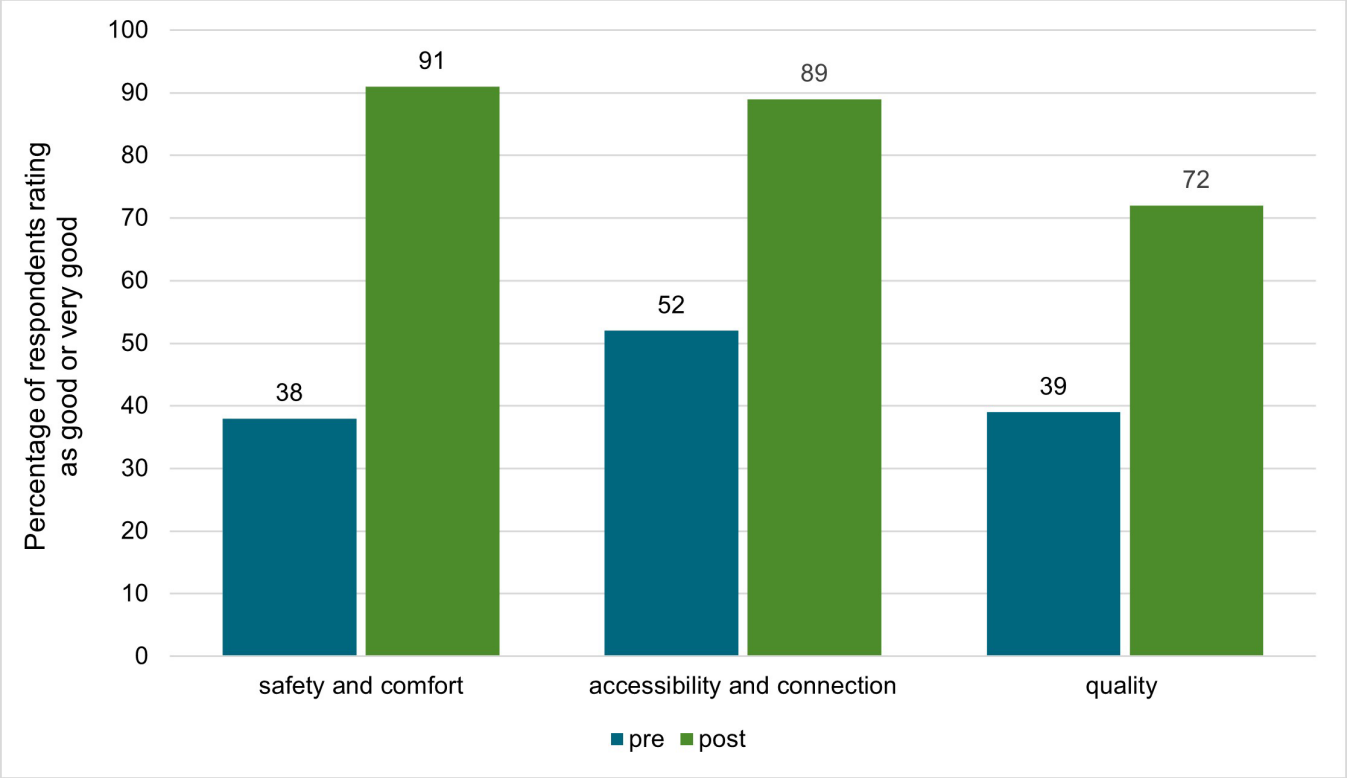
Did the projects positively impact user and community perceptions of safety, access and quality?

Community sentiment towards riding and walking facilities increased after this section of path was opened; a 95 per cent boost across factors people were asked about.

Community survey data show a reduction in the number of safety issues identified by users between Civic Place and Reid Highway, as noted previously. The average number of issues identified per user dropped from 2.8 to 1.1. The most common remaining issue is disconnected pathways, with 21 per cent identifying this as a remaining issue.

As with the Glendalough to Hutton Street section, satisfaction among users, residents and the wider community with the northern section of the Mitchell Freeway PSP are extremely high and improved markedly following construction. Once again, design is the one aspect where improvements could most readily be made based on community feedback.

Figure 17: Community perceptions of bicycle and walking facilities along the Mitchell Freeway corridor before and after the new PSP sections were built – Civic Place-Reid Highway



Did the projects contribute to a greater diversity of people walking and riding on the routes?

The new PSP sections have boosted recreational trips, occasional use and use by older people. The Mitchell Freeway corridor is now being used for more recreational journeys; it was commuter dominated before the new PSP section. The user base is more varied, with a higher proportion of occasional (weekly or less) users now compared to pre-construction. The new section has attracted more people aged 56 and above.

Insights

Key findings for the Mitchell Freeway PSP between Civic Place and Reid Highway:

- The number of people riding and walking increased after the new section of path opened, including 23 per cent more bicycle movements.
- Safety concerns about riding and walking facilities reduced.
- Community sentiment about facilities became much more positive.

The need to cross traffic to access the new PSP at Reid Highway is an ongoing issue for users. At the southern end of the route there is a gap in the network. A new section of PSP that will connect with the Civic Place to Reid Highway and Glendalough to Hutton Street sections is being constructed as part of the Stephenson Avenue project. When this is complete, the benefits of the Civic Place to Reid Highway section should be more fully realised.

Discussion

With the completion of the Fremantle Railway sections, there is a continuous bike and walk route from North Fremantle through to the Perth CBD. Extension of the route south to the Fremantle CBD is planned (including Swan River crossing) and when open, this is expected to boost use. Similarly, even greater use of the Mitchell Freeway PSP is likely when the path is extended from Civic Place to Hutton Street as part of the current Stephenson Avenue works, filling the remaining gap in the route to the city.

The analysis of data before and after the construction of the new sections of path shows:

- increased riding and walking
- improved safety outcomes
- positive community sentiment towards these additions to the network.

The evaluation highlights the positive impact of investment in extending Perth's active transport network.

There is latent demand for active transport. When high-quality, separated infrastructure was provided, demand was realised - bike riding and walking increased.

Before the new sections were built, people would have to ride or walk on less connected and less safe routes (including on road) and this probably constrained active travel. Providing separated, protected infrastructure for riding and walking addresses safety concerns and supports more active travel.

Most of the growth in activity observed in these areas was for recreational trips. This indicates that the new paths attracted users who had a choice about where to walk or ride.

While the proportion of bike trips made for commuting declined, the absolute number increased with the overall uplift in bike movements that followed opening of the new routes. Increased commuting by bicycle (to work, education) benefits the road network through avoided car travel and reduces emissions.

This evaluation focused on changes in active travel, user safety and the attitudes of users and other community members. Comparison of costs and benefits of investment is another dimension that can inform future active transport projects. Data were collected a few months to a few years after new paths opened. Use may change over longer timeframes with increased community awareness and improved connectivity. Ongoing monitoring of bike movements through automated counters will enable further evaluation in future.

Surveys of users and residents highlighted considerations for design and management. Maintenance is important to ensure paths are safe places to walk, wheel or ride. Amenity, including shade, also matters. Retention or addition of trees was a focus in the design of some sections of PSP but not others; feedback suggests this affects user experience and maybe their propensity to ride or walk.

Monitoring and evaluating active transport infrastructure allows us to understand its impact and support further investment.