



New paths boost walking and riding

Primary route evaluation



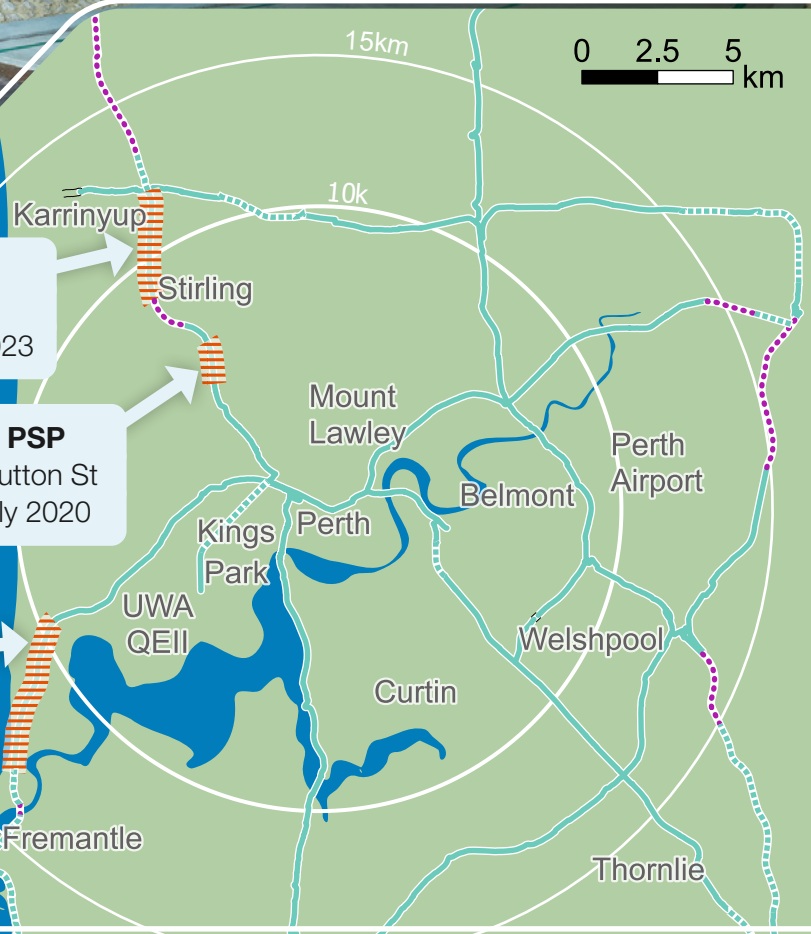
- Complete path
- ⋯ Path in delivery
- ⋯ Path in planning
- Future path
- ▨ New path sections

MITCHELL FWY PSP
Civic PI to Reid Hwy
3.7 km opened May 2023

MITCHELL FWY PSP
Glendalough to Hutton St
2.1km opened July 2020

FREMANTLE RAILWAY PSP
Grant St to Victoria St Station
2.8km opened August 2019

FREMANTLE RAILWAY PSP
Victoria St Station to North Fremantle Station
2.1 km opened September 2021



Expanding the active transport network helps Western Australians to walk, wheel¹ or ride more often as part of their everyday journeys. The State Government built four new sections of high-quality shared paths² along two of Perth’s major transport corridors – the Fremantle Railway and Mitchell Freeway – to fill gaps and improve connectivity across the network.

¹ Wheel refers to the use of wheeled mobility devices e.g. wheelchairs, mobility scooters.
² These are called Principal Shared Paths (PSPs), being primary routes in the network that are designed to support relatively high levels of use. The evaluated projects were delivered through the PSP Expansion Program.

Evaluation

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.

Impacts of the new infrastructure

Overall, the evaluation found that many more people walked and rode in these corridors after the new paths opened. Community perceptions about comfort, safety and quality also improved.

Bike riding:

- On the Fremantle Railway corridor, average daily bike activity increased 179%, nearly tripling, with most new trips being recreational.
- Bike riding increased on weekdays and weekends, with a 258% growth during weekday peak times.
- On the Mitchell Freeway corridor, activity increased 49% on the Glendalough to Hutton Street section and 46% between Civic Place and Reid Highway.
- Most new trips were for commuting, reducing the number of cars on the road.

179% increase

in average daily bike movements after both sections of the Fremantle Railway PSP opened.

Before opening 

After 1st section open 

After 2nd section open 

49% increase

in average daily bike movements after the Glendalough to Hutton Street PSP opened.

Before opening 

After opening 

46% increase

in average daily bike movements after the Civic Place to Reid Highway PSP opened.

Before opening 

After opening 



Walking:

- Walking activity increased across the sections.
- An average increase of 51% was observed for the Fremantle Railway PSP sections.
- For the Mitchell Freeway sections there was a 151% increase between Glendalough and Hutton Street and 89% between Civic Place and Reid Highway.

Safety and sentiment:

- 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.
- 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.

Community sentiment towards bike and walk facilities in corridors



- 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.
- The reported number of safety issues per user dropped by two-thirds. 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.

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.

Next steps

- Extension/completion of additional routes in the network
- Ongoing monitoring and evaluation of activity on routes, including the new PSP sections
- Use data as an evidence-base for future active transport investment.

