



Evaluation of a new active transport piece of infrastructure: user perspective

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UWA Business School



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Boorloo Bridge



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Data Collection

Intercept survey (intercept interviews on the bridge)	22/09-12/10/25	1,226: 27 e-riders; 259 bike riders; 843 walkers and runners
Resident survey (2 waves)	22/09-7/11/25	834 households within 4 km radius
Business survey (personal interviews)	13/10-7/11/25	87 interviews (mainly hospitality and retail)

Team + 17 field assistants

*Note: secondary data (counts and videos) used for assessment

Findings - 1

Most users = local residents; 15% visiting the bridge for the first time (8%.



56%  ; 55% visiting alone

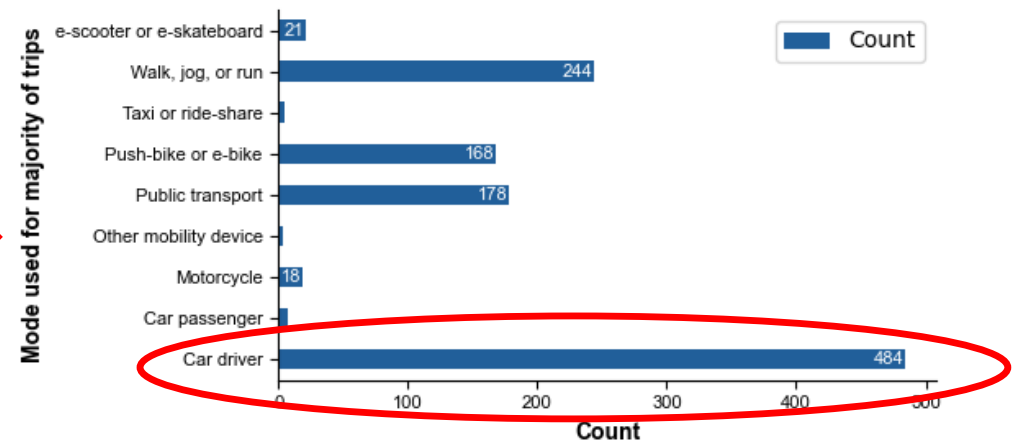
30% single and 24%



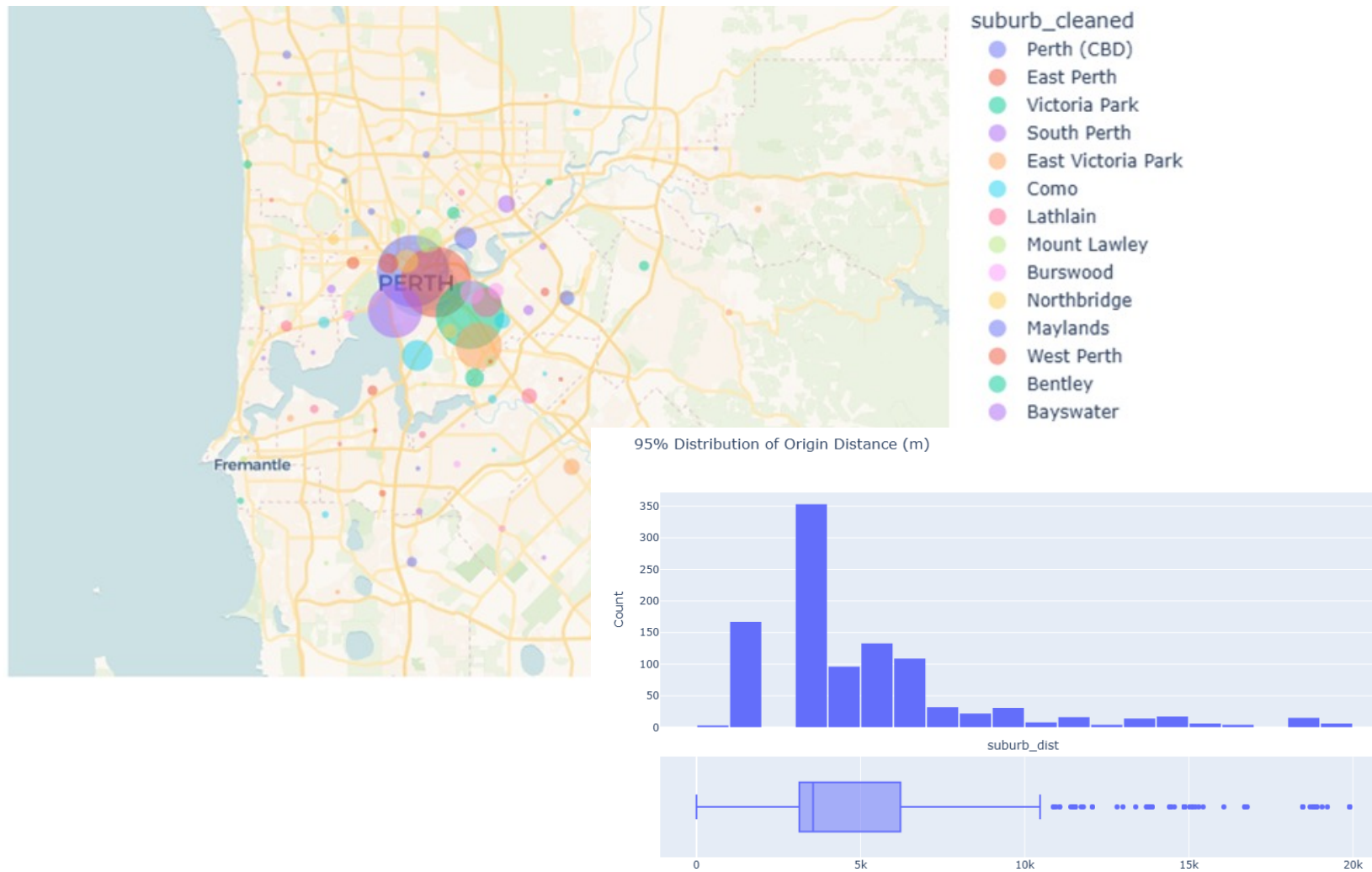
>60% full-time employed or self-employed, 11% retired; average age 44.7 years

Highly regular - many users cross the bridge at least 3–5 times/week, primarily during AM & PM peak periods, reflecting strong routine exercise (40%) and commuting functions (17%).

Access: (55.6% walking only,
21.2% bike only, 2.3% e-Rideables only), but



Findings 2 - Origins and Destinations



Findings - 3

2/3 - 'extremely impressed' with the bridge, because of its **aesthetics**, **safety**, **accessibility**, and **community impact**

Average satisfaction = 4.63/5, and willingness to recommend the bridge is near-universal (4.52/6).

The bridge meets the needs of people of all ages and abilities (4.60/5).

- **separation of pedestrian and rider lanes = critical improvement**, associated with increased physical activity, easier access, and higher enjoyment.



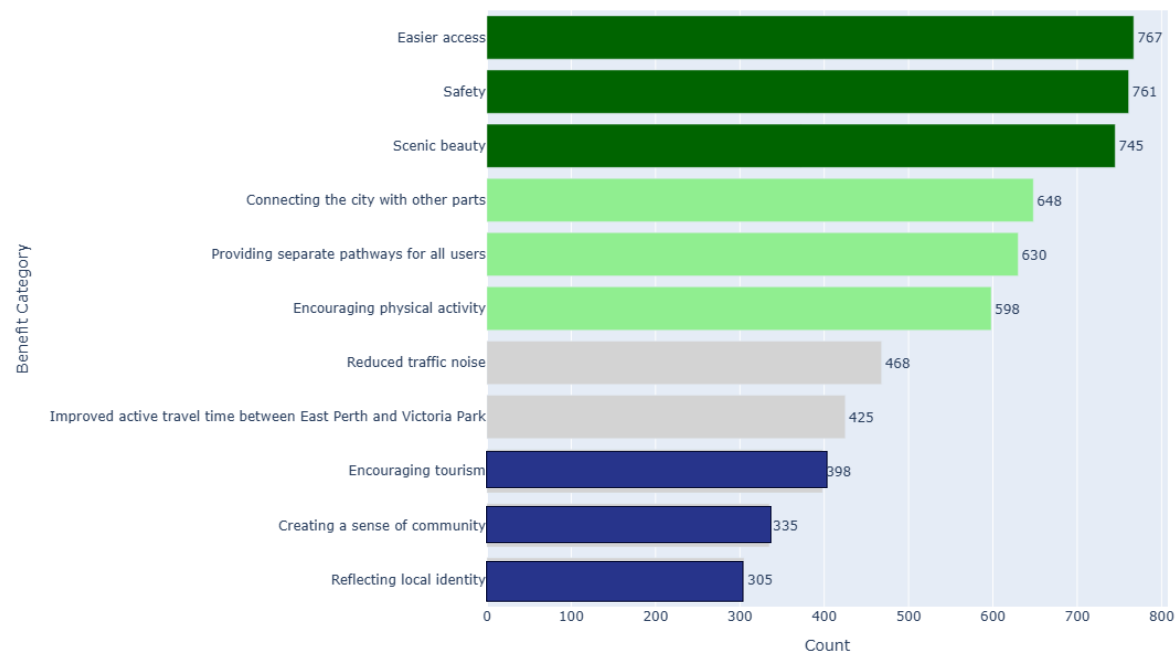
- 57% of the users completely shifted to Boorloo Bridge and not using Causeway Bridge anymore
- 26.5% of the users of the Boorloo Bridge never used Causeway



Findings - 4

Benefits: (1) safety, access, and aesthetic appeal; (2) improved connectivity and PA; (3) shorter travel time + comfortable crossing; and (4) tourism and fostering a sense of community

In your view, what are the main benefits of the Boorloo Bridge? Please select all that apply. - Count of Benefits Selected



Findings - 6

- 45% of the users identified themselves as 🚴 in most circumstance or in any conditions and 35% 🚶 walkers only
- Fq users (at least once a week) have significantly higher ratings for the bridge ($p=0.012$), more exercise ($p=0.042$), but they are more likely to visit the bridge alone ($p<0.001$) and only for crossing it (rather than spending time around the bridge) (<0.001).
- **Highly successful active transport and place-enhancement intervention**



Thank you

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