



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

Empowering a
thriving community

Boorloo Bridge Summary Insights

Round One Evaluation



Introduction

Dedicated for people walking, wheeling and riding, Boorloo Bridge is one of Perth’s newest attractions. It has transformed the city skyline both day and night and offers a key link in the city’s active transport network, connecting Victoria Park to the Perth CBD. Via a pair of cable-stayed bridges, passage is provided across the Derbarl Yerrigan (Swan River), offering an alternative route to the narrow two-meter-wide shared path along the Causeway Bridge.

Since 2024, the Department of Transport and Major Infrastructure (DTMI), in collaboration with The University of Western Australia, has been involved in designing and implementing the Boorloo Bridge evaluation project. The evaluation plan recommended a mixed-methods approach for data collection to uncover use patterns and assess outcomes against the following five objectives:

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Increased safety, accessibility and connectivity
- 

Improved amenity and comfort
- 

Enhanced place character and cultural identity
- 

Improved quality of people-place experience
- 

Increased walking, wheeling and riding for different purposes

Findings from round one (of two) of data collection

The combined evidence from the intercept (1,226 responses), household (848 responses), and business surveys (83 responses), supported by video and bike count data, indicates the Boorloo Bridge:

- is widely used for walking, riding and other transport modes, such as eRideables.
- surpassed the conservative business case forecast of 3,000 daily trips.
- recorded exceptionally high satisfaction levels across all user groups.
- is widely perceived as safe, inclusive, visually appealing and well-integrated into the surrounding landscape.

Those surveyed particularly value the Boorloo Bridge’s contribution to connectivity, accessibility and public amenity, with many describing it as an iconic and transformative piece of city infrastructure, replacing the Causeway Bridge as the preferred crossing.

There are opportunities to further enhance amenity, safety, lighting maintenance, and activate the bridge, its surrounding area and support hospitality business nearby.

Table 1: Data collection method and timetable

	Round One							Round Two	
	Oct 24	Dec 24	Apr 25	Jun 25	Jul 25	Sep-Nov 25	Oct 25	Apr-Jun 26	Oct 26
Bike counter									
Intercept survey									
Face to face business surveys									
Online individual household survey									
Structured workshop with project teams from DTMI and MRWA									
Video survey, 4x days x 24 hours									

Key insights

4160



On average, more than 4,100 people use the Boorloo Bridge daily.¹

4.63/ 5



The overall rating of the bridge is high. Lighting, overall look and feel, skyline views, and cultural elements/landscape integration consistently ranked among the most valued features, by frequent users, visitors and residents.



Since the opening of Boorloo Bridge (Dec 2024), walking, wheeling and riding trips have been reduced (by 77%) on the shared path along the Causeway Bridge.



Nearly 6 out of 10 (57%) of those intercepted have completely shifted from the shared path along the Causeway Bridge.



3 in 10 (27%) had never used the footpath along the Causeway Bridge, indicating new demand for walking, riding and tourism.



The Boorloo Bridge's safety benefits are strongly endorsed by the majority.

Walking, wheeling and riding

The Boorloo Bridge has encouraged more walking, wheeling and riding.

Since the Boorloo Bridge opened, average daily trips across the river have doubled (Figure 1). The number increased to over threefold during the Easter weekend in 2025. Counts were extracted from video surveys in October 2024, April 2025 and October 2025.²

Walking is the preferred way to travel to and around the bridge. More than half of those intercepted (55%) are walkers, who accessed the bridge on foot as well.³

About 1 in 10 drove to the bridge to walk; either alone, in groups or with dogs. Less than 1 in 20 of those surveyed used public transport to access the bridge and then walked on the bridge.³

Walking is mainly recreational and health-oriented, riding is more closely tied to routine transport and eRideables appear to be a mode substitute for commuters, but also a recreational pursuit.³

Over 4 in 10 (43%) of the people riding or wheeling do it as part of their commute. Nearly 8 in 10 (77%) reported walking for exercise and recreation.³

More than half of the intercepted respondents reported increase in physical activity since the opening of the bridge, with one third of those claiming moderate and substantial increases. Among those whose physical activity levels remained unchanged, many noted their exercise experience has become safer and more pleasant.³

Opportunities for improvement

When asked what improvements could be made, the two most noted were:

- better wayfinding signage
- improved public transport access.

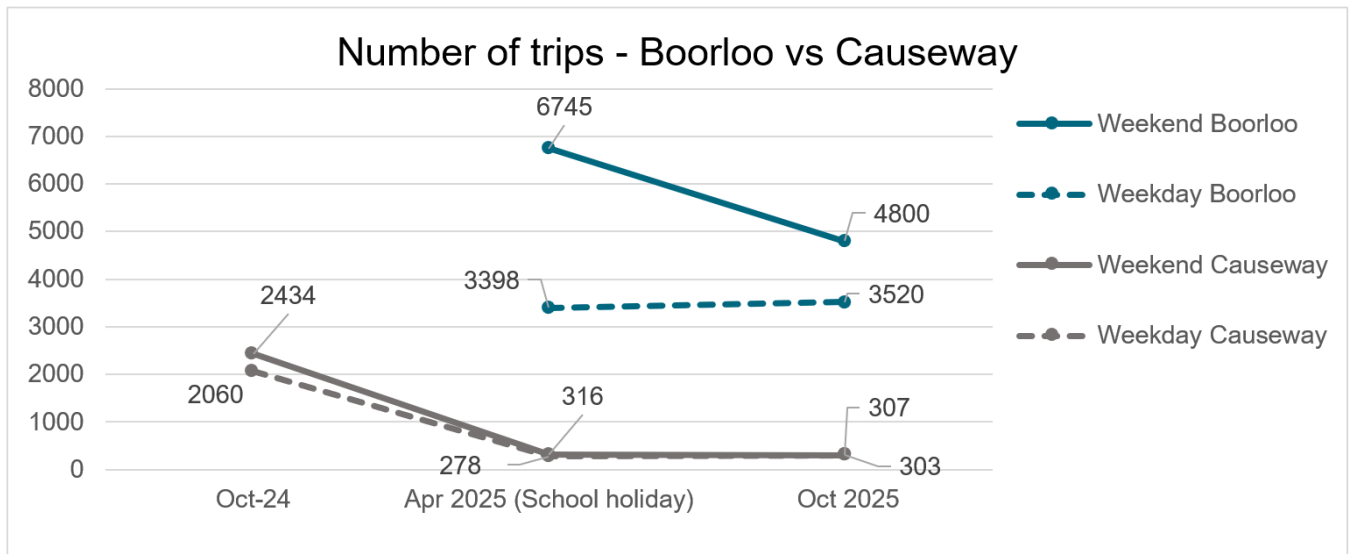


Figure 1: Comparison of walking, wheeling and riding trips on the Causeway Bridge shared path and Boorloo Bridge, before and after the opening. Source: video surveys (four days, 24 hours each).

Safety and connectivity

Boorloo Bridge has improved access, safety and connectivity.

Up to 80% of those intercepted agreed or strongly agreed commuting on Boorloo Bridge is now safer than the Causeway Bridge.³

Local residents (living within a 4 km catchment of the bridge) ranked safety as a key benefit of the bridge. Separating walking and riding paths was the highest rated safety feature and a statistically significant predictor of satisfaction.⁴

The majority of residents (80%) reported that it is easy to access the bridge and its nearby destinations.⁴

Average bike riding speeds on Boorloo Bridge are 6 to 10 km/h higher than on the Causeway Bridge, and 2 to 3 km/h higher than on the Riverside path. This could be attributed to the separated lane design reducing pedestrian cyclist conflicts.⁵

The bridge appears to support a mix of bike riders with various experience levels. Around 7% of interviewed bike riders were new to riding and 10% were returning riders.⁴

Inclusiveness of the Boorloo Bridge was rated at 4.6 out of 5.

- Males are slightly over-represented
- Frequent bike rider commuters are mostly male
- Females are more likely to walk for recreational purposes.⁴

Opportunities for improvement

- Shared path conflicts between people walking and riding were flagged, particularly during busy hours, and need to be monitored.
- Slippery surfaces in wet conditions and expansion joints, where bridge sections meet, were also raised as risks.
- Accessibility concerns were raised by around 1%, primarily relating to slopes for people using wheelchairs. Note, during the two-week period of the survey, very few people using mobility devices were observed, with more data required to draw conclusions.

Amenities

It is mostly easy and comfortable for people of all ages and abilities to use the surrounding amenities.

Most weekday visitors are residents within approximately 4 km of the catchment area of the Boorloo Bridge and use the bridge for routine commutes or exercise. Perth CBD, East Perth and Victoria Park were the top three origins.³

Visitors travelling from across the wider metropolitan area during weekend and public holidays reinforces the bridge's dual role as both transport infrastructure and a destination.³

Most agreed the bridge is clean and well maintained, is not noisy and provides non-slip surfaces. There was less agreement for sufficient lighting (of the bridge deck, surrounds and approaches).³

Opportunities for improvement

- Visitors have identified opportunities to enhance the comfort on the bridge, especially in preparation for summer weather, and its status as a destination. More basic amenities such as water fountains, shade structures, seating and toilets would attract a constant flow of visitors, enjoying the iconic outdoor destination.
- Treatment for mosquitos was called for.
- Many respondents also highlighted the benefits of the addition of cafes or food trucks.

Journeys and experiences

Boorloo Bridge has positively changed people's experience of and interaction with the 'place'.

Responses consistently described Boorloo Bridge as safer and more pleasant and enjoyable than the Causeway Bridge, with a strong sense of community value.³

Two thirds of those intercepted were "extremely impressed" by the bridge. Up to 90% said they would recommend Boorloo Bridge as a tourist destination.³

Around 8% of those interviewed on the bridge were tourists and among them, over 70% reported the the Boorloo Bridge exceeded their expectations.³

The Boorloo Bridge serves as a destination, with over 40% of intercepted visitors reporting the bridge itself as their destination.³

Exercise (40%), recreation and leisure (35%) and commuting (17%) were the primary trip purposes. Weekend use was notably higher, showing the area is used for non-essential activities.³

Businesses closest to the bridge reported noticeable increases in foot traffic, riding activity and tourist numbers. However, only 8% strongly agreed that business/trading activity has increased.⁶

Opportunities for improvement

- More planned events involving local businesses to activate the area and leverage the new infrastructure to convert foot traffic into commercial activity to support local business.
- Additional food outlets and places for social interaction would increase the length of stay, as currently the majority of people use the bridge to cross the river.

Design and place character

The Boorloo Bridge's design elements greatly enhance the area's cultural identity and place character.

Lighting, skyline views and the overall bridge design were consistently top-rated features. Most respondents (over 70%) agreed the Boorloo Bridge is easy to locate and access, largely due to the bridge orientation and skyline.⁴

Co-design and early engagement with Noongar representatives informed the bridge alignment, pier placement and heritage protections, while the bridge's S-shaped form and boomerang, and digging stick-inspired pylons, reflect Whadjuk Noongar cultural stories and strengthen its cultural identity and place character.

Around 20% specifically valued the cultural aspects and landscape integration.⁴

Opportunities for improvement

- Development of a dedicated cultural tour program.
- Dedicated efforts to market the bridge via official tourism channels, as many learnt about the bridge through organic social media.

References

¹ Video survey recordings (24-hour counts) collected 22, 23, 25, 26 October 2025.

² Video survey recordings (24-hour counts) collected 23, 24, 26, and 27 October 2024; 23, 24, 26, and 27 April 2025; and 22, 23, 25, 26 October 2025.

³ University of Western Australia. (2026, March). Boorloo Bridge evaluation project: Wave 1 data collection report, Intercept survey results.

⁴ University of Western Australia. (2026, March). Boorloo Bridge evaluation project: Wave 1 data collection report, Resident's survey results.

⁵ Main Roads Western Australia. (n.d.). Traffic map (bike counter data: 53998, 51608, 50140). [trafficmap - Main Roads WA](#)

⁶ University of Western Australia. (2026, March). Boorloo Bridge evaluation project: Wave 1 data collection report, Business survey results.

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140 William Street
Perth WA 6000

Website: transport.wa.gov.au

Email: activetransport@transport.wa.gov.au

