Shared Paths

The Great Eastern Highway Bypass Interchanges project includes new Principal Shared Paths along Roe Highway and Great Eastern Highway Bypass:

* The new Principal Shared Path (PSP) along Roe Highway will extend from the Roe Highway and Great Eastern Highway interchange to join the section of PSP north of Kalamunda Road which has been constructed as part of the Roe Highway and Kalamunda Road Interchange project. This extension will complete the missing link in the 30km PSP between Great Eastern Highway in Midland and Kwinana Freeway in Jandakot.
* A new PSP will also be built along the northern side of the Great Eastern Highway Bypass from Roe Highway to just west of the existing railway bridge where it will join the local footpath network on Waterhall Road.

The project also includes:

* a shared path on the western side of Abernethy Road between Great Eastern Highway Bypass and Kalamunda Road. This shared path will connect to the new PSP on the Bypass via an underpass.
* a shared path along the western side of Lloyd Street between Great Eastern Highway Bypass and the roundabout adjacent to Bunnings in Midland.

At completion, the new shared paths will provide a safe, comfortable, and continuous journey for pedestrians and cyclists to travel uninterrupted between Midland and Jandakot and provide better connectivity to surrounding local footpath networks.

**PSPs are paths that are designed to be shared by pedestrians and cyclists . PSPs primarily follow freeway and rail corridors. Generally characterised by a high degree of separation from traffic the paths often utilise bridges and underpasses to bypass intersections.**

**Key design features**

The PSPs will include:

* underpasses at the intersections of Great Eastern Highway Bypass and Roe Highway, and Great Eastern Highway Bypass and Abernethy Road.
* A 5 metre wide pedestrian bridge over the Clayton Street on-ramp to Roe Highway.

The design will also consider requirements for maintenance vehicle access and use by emergency services vehicles.

The shared path design will promote pedestrian safety and comfort, manage bicycle travel speeds where needed, and minimise conflict between pedestrians, cyclists, and other path users. The design will also seek to integrate the path visually with the surrounding environment and minimise adverse impacts on the local environment. Key features include:

* The PSP is 4 metres wide to provide plenty of space for shared use by pedestrians, cyclists and other path users.
* The shared paths connecting into the PSP are 3 metres wide.
* The shared paths will be constructed with red asphalt. In addition to providing a smooth attractive surface, the use of red asphalt helps visually differentiate the path from the road network. The colour also acts as a form of passive wayfinding.
* Advisory pavement markings and contrasting surface materials will be used to alert users to potential hazards.

**Design of the PSP will focus on providing a path that supports use by:**

* **pedestrians**
* **cyclists**
* **runners/joggers**
* **people with disabilities**
* **users of wheeled recreational devices such as skateboards and scooters.**
* Centre line marking will separate two-way traffic and facilitate safe overtaking.
* Appropriate sight distances will be ensured to maximise safety.
* Safety barriers will separate the PSP from traffic on Roe Highway and the Great Eastern Highway Bypass.
* The new PSP and underpasses will be lit at night.
* Wayfinding signage will be provided at all junctions along the PSP and shared path connections. Signage will be installed outside of the path envelope to minimise opportunities for conflict with cyclists and other path users.

**Bicycle riding is already a popular form of transport: it improves health, generates zero carbon emissions and, for shorter journeys, can often be quicker than a car or public transport.**