



Government of **Western Australia**
Department of **Transport**

Empowering a
thriving community

People's Pulse Report

Active Travel Community Insights 2023-24





About this report

The information contained in this publication is provided in good faith and believed to be accurate at time of publication.

The State shall in no way be liable for any loss sustained or incurred by anyone relying on the information. January 2025

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Alternative formats

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Acknowledgment of Country

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

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

Community survey data

The Department of Transport (DoT) regularly collects data on community perceptions and attitudes, participation and behaviour. This data provides valuable insight into people who walk, wheel and ride in Western Australia (WA), as well as important insight and context to the changing patterns of the community's active transport behaviour.

Why we collect data

Collecting robust transport data helps us to better understand transport choices and behaviours, inform state planning and policy, guide infrastructure investment in local communities to support the growth of active transport and ultimately improve the lives of all Western Australians.

It also helps us to:

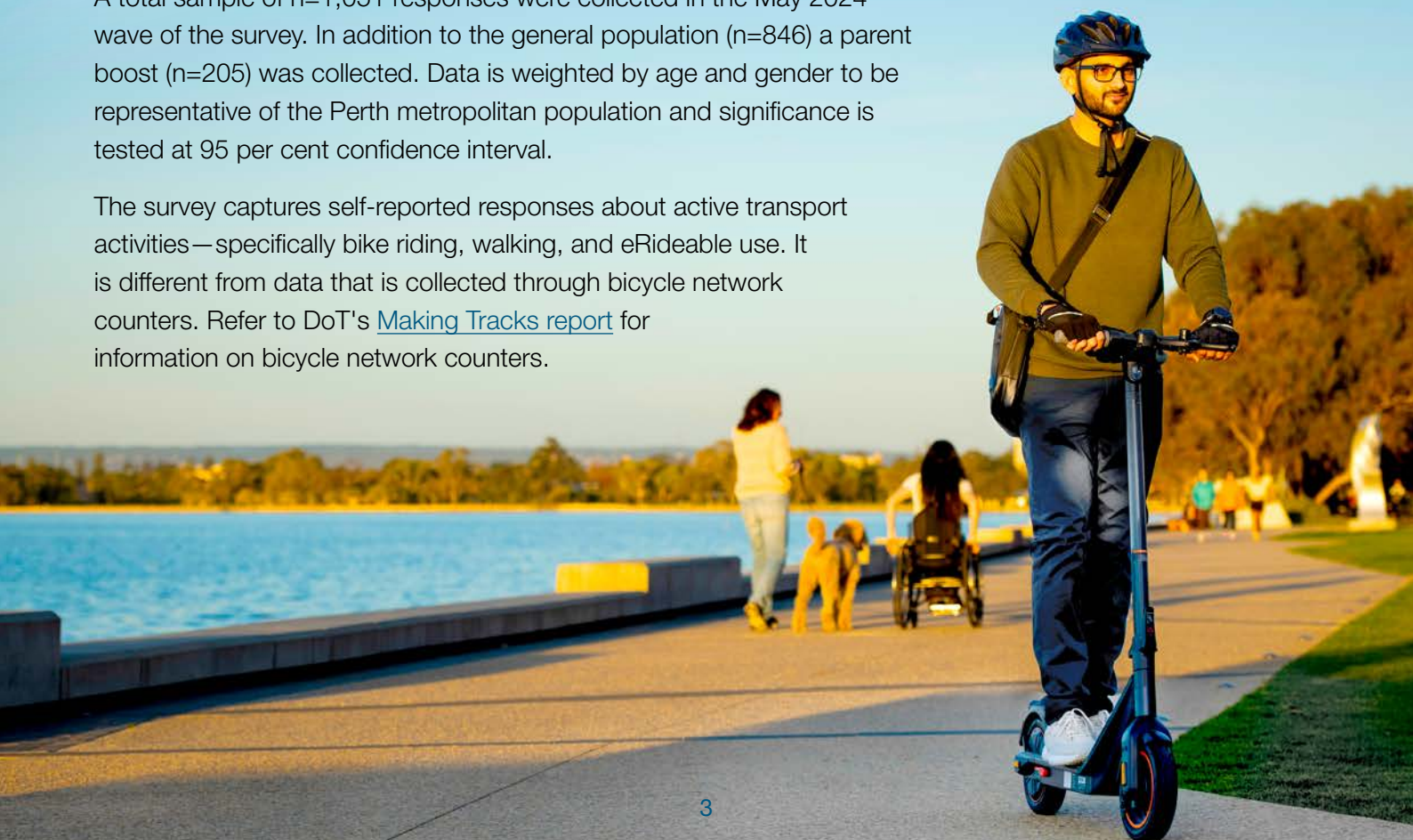
- undertake evidence based active transport planning;
- establish baseline data before infrastructure interventions; and
- monitor and evaluate transport projects.

DoT People's Voice Survey

This report summarises the online community survey data from Perth metropolitan residents from the DoT People's Voice Survey in 2024. Tracking has been undertaken annually since April 2020.

A total sample of $n=1,051$ responses were collected in the May 2024 wave of the survey. In addition to the general population ($n=846$) a parent boost ($n=205$) was collected. Data is weighted by age and gender to be representative of the Perth metropolitan population and significance is tested at 95 per cent confidence interval.

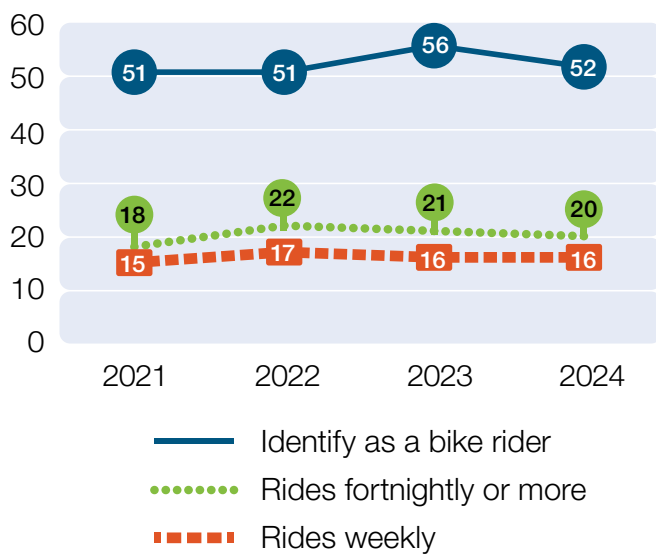
The survey captures self-reported responses about active transport activities—specifically bike riding, walking, and eRideable use. It is different from data that is collected through bicycle network counters. Refer to DoT's [Making Tracks report](#) for information on bicycle network counters.



Key insights

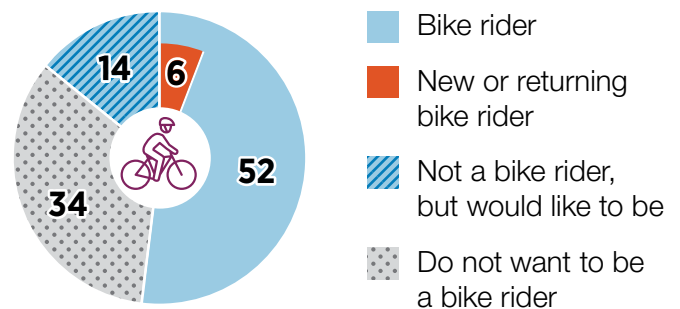
Sixteen per cent of people living in the Perth metropolitan were riding regularly (push bike or electric) on a weekly basis, and 20 per cent ride less frequently on a fortnightly or monthly basis.

Proportion identifying as a bike rider vs weekly and monthly riders



Fifty-two per cent of people identify as bike riders. This has dropped slightly since 2023, however is significantly higher since tracking began in April 2020 with only 44 per cent identified as bike riders.

Portion identifying as new or returning bike riders (%)



Fourteen per cent of people not biking currently are interested to ride and 34 per cent do not want to be a bike rider. Only six per cent of those identifying as bike riders are new or returning riders.

The percentage of people identifying as bike riders is not distributed evenly across Perth, with western suburbs having the higher proportion of bike riders.



Who is riding?

Males are significantly more likely to have ridden in the past week than females. The proportion of new male riders and those interested to ride has increased significantly. In 2024 about two thirds of new or returning riders were male.

Furthermore, the number of males who do not want to be a bike rider is at its lowest level since tracking began (in 2020), at 25 per cent. On the other hand, the number of females not interested to ride has risen after being at its lowest last year.

Females are considerably less likely to ride than males, so this recent reversal in the trend needs to be monitored closely next year.

Proportion (split by gender) who identify as 'I do not want to be a bike rider' (%)

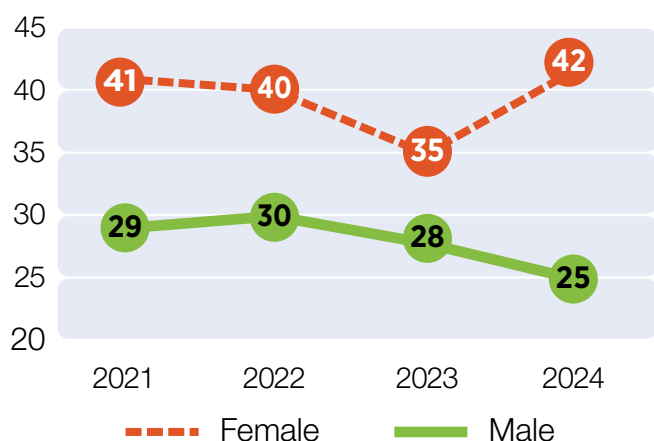


Table 1: Rode a bike in the past week (gender)

	2021	2022	2023	2024
Male	22%	23%	22%	24%
Female	8%	12%	11%	8%

Table 2: Rode a bike in the past week (age)

		2021	2022	2023	2024
Age	18-34	14%	22%	15%	18%
	35-54	18%	17%	20%	18%
	55+	11%	13%	12%	12%

Community behaviour

The top three reasons to ride a push bike continues to be for fitness, getting outdoors and recreation.

Fifty-seven per cent of trips done by bike riders over the past month were mainly for sport, health and fitness. The number of riders commuting to work is steadily increasing, up from 15 per cent in 2021 to 21 per cent in 2024. However, the percentage of commuting trips done by bike is still less than half of driving trips for commuting purposes.

Push bike riding trip purpose – May 2024



68% for recreation or outdoor

72% in 2023; 65% in 2022; 72% in 2021



57% for sport, health, or fitness

54% in 2023; 56% in 2022; 62% in 2021



21% commuting to work

16% in 2023; 14% in 2022; 15% in 2021



27% for shopping or appointments

24% in 2023; 27% in 2022; 17% in 2021

Community sentiment towards walking, riding or running

The top two reasons for not riding a bike were **lack of interest** and **access to a bike**. Lack of interest is the most common reason for not riding (50 per cent), however there is a significant increase since 2022 in the access to a bike (39 to 46 per cent). This could highlight a potential negative impact of cost of living on choice of transport or shift in household spending priorities.

The data indicates the strongest motivator to ride, walk or run more remains more accessible paths, facilities and on-road safety features.

Bike parking and feeling more confident are also motivating factors for people. This year 16 per cent mentioned end of trip facilities will encourage them to ride, walk or run more. This indicates more people would consider travelling differently to key destinations if they were provided with appropriate facilities at the end of their trip.



27% Having somewhere to park my bike at the places that I want to go

(29% May 2023, 23% May 2022, 23% May 2021)



29% More accessible paths for all ages and abilities

(28% May 2023, 29% May 2022, 30% May 2021)



20% Feeling more confident to ride my bike where I need to go

(22% May 2023, 17% May 2022, 20% May 2021)



13% Bike racks on buses

(15% May 2023, 11% May 2022, 9% May 2021)



16% Availability of end of trip facilities

This is a new option that is included in 2024 and the historic data is not available

Community sentiment towards preferred infrastructure



71% More off-road shared paths and cycleways



71% Better connections between bike paths and local destinations



41% Better connections between bike paths and public transport

Community sentiment towards the type of infrastructure preferred was surveyed. Of equal importance were off-road shared paths and cycleways and better connections between bike paths and local destinations.

It highlights the significance of a connected network of safe paths in encouraging people to ride more.



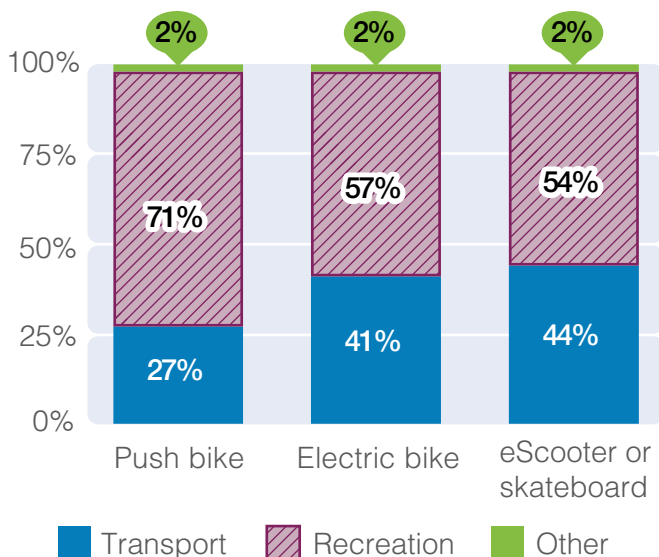
Insights into use of eBikes and eRideables

Push bikes continue to be a preferred mode choice for recreation, while eBikes and eRideables are more likely to be used for transport trips. Use of eScooters/eSkateboards had a significantly higher proportion of transport trips and outnumbered recreational trips with 54 per cent versus 44 per cent respectively.

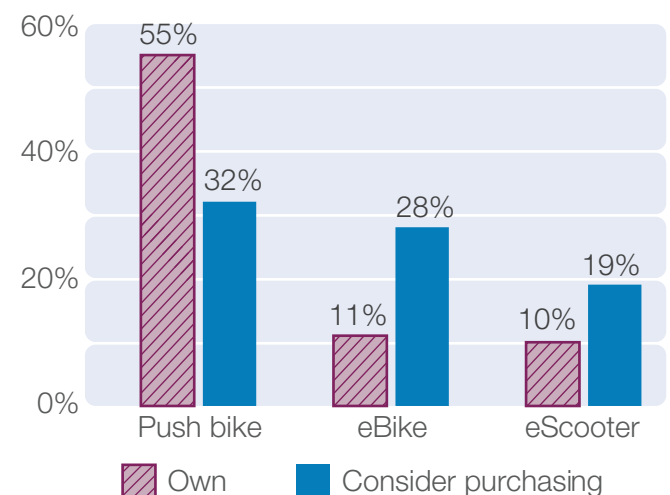
The proportion of riders using a push bike is still higher than an eBike, but the emerging popularity of eBikes is shown with 28 per cent of respondents considering purchasing an eBike in the next 12 months.

Survey participants strongly agreed eScooters are providing increased travel accessibility. Seventy four per cent of respondents supported the statement that eScooters give people more ability to travel around Perth. However, the concern regarding the integration of eScooters with other modes still exists, with only 33 per cent agreeing that people on eScooters and those walking can safely share paths.

Mode and trip purpose – May 2024



Mode ownership and consideration for purchase – May 2024



Walking



In 2024, approximately 83 per cent of people in the Perth metropolitan area walked for at least five minutes or more in the past week indicating a general positive trend since COVID-19.

Participation is similar among males and females, and different age groups. Regardless of choice of mode for travel, the majority of people walk on a regular basis.

Table 3: Walked in the past week — gender

	2021	2022	2023	2024
Male	76%	80%	79%	81%
Female	73%	81%	82%	85%

Table 4: Walked in the past week — age

		2021	2022	2023	2024
Age	18-34	67%	82%	85%	83%
	35-54	77%	78%	80%	84%
	55+	79%	81%	77%	82%

Trip purpose – 2024

As per bike riding the key trip purpose for walking is for recreation or to be outdoors.





Travel to school

In 2024, DoT Peoples' Voice Survey included an additional sample of parents of primary and secondary school aged children. The purpose was to understand school travel patterns and parents' perspective on walking, wheeling and riding to school. About 35 per cent (n=407) of survey respondents made up this sample.

“Good exercise and fun for kids. Creates a good bonding experience and means you don't have to worry about finding parking at school. Also helps build kids' confidence and road/traffic awareness”.

- Parent

More than half of parents support walking and riding to school for their children, with 87 per cent agreeing that it is important for their children to be physically active.

Parents who support bike riding and walking to school mentioned exercise and health as top reasons for their support. Promoting independence, social connection and the environmental impact were among the other reasons. The findings are consistent with other active travel to school studies.



87% Physical & mental health benefits



36% Learning and social benefits

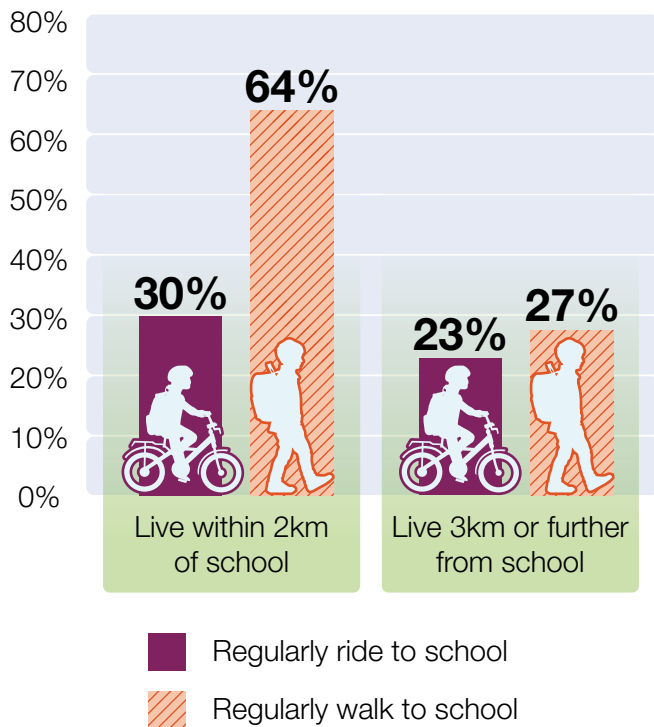


7% Environmental and financial benefits

Despite strong understanding of the benefits of walking and biking to school as a form of physical activity, only 40 per cent of children walk to school weekly and only 23 per cent bike to school weekly.

Distance is the key factor in determining the school travel mode, as children who live within 2 km of their school are more likely to walk or bike ride.

Percentage of children that regularly bike or ride to school in relation to distance

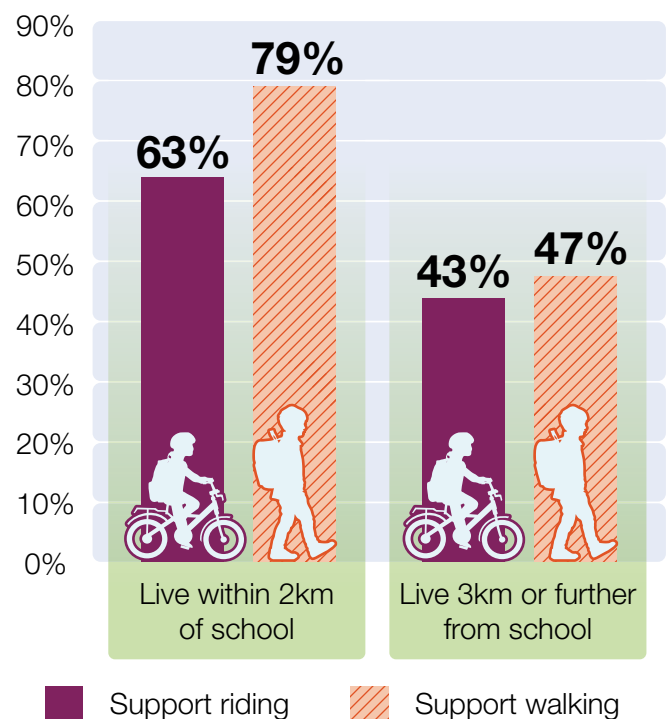


Not surprisingly, families living closer to school are more likely to support their children to walk or ride, with walking preferred over riding. Riding to school is perceived less safe by all parents regardless of the distance or their own travel behaviour. No significant difference was observed between parents of primary or secondary school aged children.

Despite the high support for walking and riding to school, 78 per cent of parents would like to see changes before they feel comfortable allowing their children to walk or ride to school.

Distance, children's young age, concern about general safety and unsafe roads are key factors that parents identify as needing to be addressed.

Parental support for walking and riding to school with respect to distance



Parents that walk or ride regularly are more supportive of their children to travel to school by walking or biking. Interestingly, even among this group, walking is preferred over biking.

Further information

DoT's Peoples' Voice Survey first commenced in 2020, with multiple surveys collected during COVID-19. This data helped to unpack patterns in the bike counter data on a more time-specific basis. Since 2021, data collection has continued each year in May.

Survey numbers and timing:

- April 2020: 3,293 surveys, May 2020: 1,659 surveys, June 2020: 1,685 surveys, October 2020: 838 surveys
- May 2021: 823 surveys
- May 2022: 818 surveys
- May 2023: 825 surveys
- May 2024: 1,051 surveys.

More information on the WA bike riding count data and community survey reports can be found on the DoT website.

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