



Government of **Western Australia**
Department of Transport

Empowering a
thriving community

Western Australian Bicycle Network Plan

Annual Progress Report 2023-24



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.

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.

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Contact

Department of Transport

140 William Street

Perth WA 6000

Email: activetransport@transport.wa.gov.au

Website: www.transport.wa.gov.au



Cover: People walking, wheeling and riding on Roe Street, Perth



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Introduction

The *Western Australian Bicycle Network (WABN) Plan 2014-2031* (WABN Plan) provides a blueprint to make Western Australia (WA) a place where riding is a safe, connected, convenient and widely accepted form of transport.

It includes initiatives aimed at creating an accessible and sustainable bike riding network, such as the WABN Grants and Principal Shared Path programs, the Long-Term Cycle Network for Perth and Peel, and various other projects and programs.

Monitoring and reviewing the WABN Plan is an important function, ensuring alignment with changes in travel and recreational patterns, urban planning and development, and funding options.

This annual progress report fulfills the Department of Transport's (DoT) responsibility to measure the achievements of the WABN Plan for the 2023-24 financial year.

This document is divided into three sections:

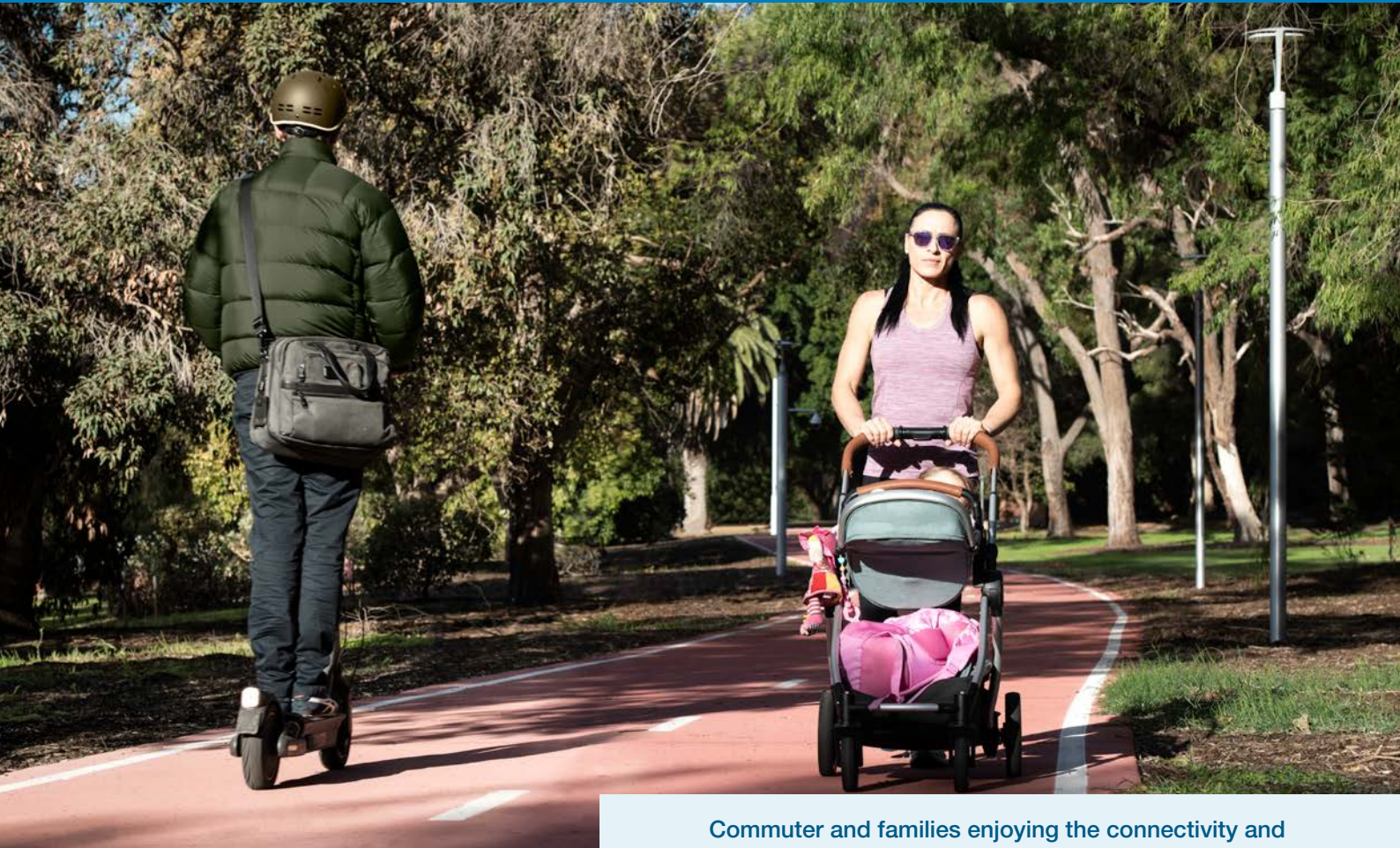
PART A Project highlights from 2023-24

PART B Progress towards the WABN Plan initiatives

PART C Network monitoring in 2023-24

The WABN Plan initiatives

- Long-Term Cycle Network for Perth and Peel
- Regional 2050 Cycling Strategies
- Expansion of the Principal Shared Path Network
- Perth Bicycle Network Grants Program
- Regional Bicycle Network Grants Program
- Safe Active Streets Program
- Perth Central Area Cycling Projects
- Connecting Schools
- Connecting Stations
- Network Monitoring and Evaluation
- Journey Planner and Hazard Reporting Tool
- End-of-Trip Facilities



Commuter and families enjoying the connectivity and experience along the new Kings Park Road Shared Path.

Part A

Project highlights from 2023-24

1. Inner city projects

New and upgraded walking, wheeling, riding and public transport infrastructure has been developed through partnership with the Australian and State Governments. These projects help connect people to major destinations in and around the Perth CBD, including Northbridge, Kings Park, QEII Medical Centre, and The University of Western Australia (UWA).

Highlight: Kings Park Road Shared Path

Construction of the 1.2 km long shared path was completed in January 2024. The path runs within Kings Park between Thomas Street and Fraser Avenue, and across Kings Park Road where it connects with the existing shared path along Harvest Terrace.

The chosen route was designed to minimise the clearing of trees and renewed vegetation has also been planted along the path. Lighting and CCTV has been installed along the path to improve safety for people walking and riding at night.

The project is one of the six being delivered under the Land Transport Infrastructure Projects Federation Funding Agreement – Infrastructure, \$14.5 million Perth CBD Transport Plan – Active Transport Upgrades Project.

Highlight: Winthrop Avenue Shared Path

Construction of the 1.2 km section of shared path along Winthrop Avenue between Aberdare Road and Stirling Highway was completed in September 2023.

The \$2.04 million project provides important walking and riding connections between Crawley and Shenton Park, including improving access from the surrounding bicycle network to Kings Park, QEII Medical Centre and UWA.

Running along the eastern side of Winthrop Avenue and adjacent to Kings Park, the shared path marks the first stage of works within the Winthrop Avenue/Thomas Street Primary route corridor.

Future works will connect this path via Thomas Street to the Kings Park Road Shared Path, completing a significant gap in the network and helping the community enjoy a safer, more comfortable and continuous journey in the precinct.

The Winthrop Ave Shared Path provides connectivity for people walking, wheeling and riding.

Highlight: Roe Street Enhancement

The transformative Roe Street Enhancement project, completed in mid-2023, has significantly improved safety, comfort and overall user experience.

Spanning 1.2 km in the CBD, the project included:

- Relocating bike paths to on-street, protected unidirectional bike lanes for improved legibility and usability.
- Doubling footpath widths in key areas to enhance pedestrian access.
- Reducing traffic lanes to create a slower-speed environment.
- Introducing head-start boxes at intersections to reduce conflict between road users.
- Planting 200 trees and adding landscaping, lighting, CCTV and street furniture to improve the streetscape.

These enhancements have greatly improved the amenity of the area, fostering better integration between Northbridge and the Perth City Link.

The Winthrop Ave Shared Path provides connectivity for people walking, wheeling and riding.



People enjoying the benefits of the transformed Roe Street, whatever transport mode they choose.



2. Planning and designing for active transport in WA

To support the creation of an accessible active transport network for everyone, DoT is developing [a suite of guidelines](#) for planning, designing and delivering infrastructure across WA.

In December 2023, DoT released the All Ages and Abilities Contextual Guidance, a valuable resource that helps transport planners, designers and engineers better understand the diverse needs people who walk, wheel and ride.

Developed in collaboration with key stakeholders, the guidance emphasises delivering facilities that cater specifically to novice and less confident riders. This aligns with our goal of building a state-wide bike network that is low-stress and high-comfort and promotes riding as a fun and accessible choice for people of all ages and abilities.

We're excited to continue expanding this guidance suite to include local bike planning, safe active streets, bike lane design, and network amenities like wayfinding. Additionally, a training program is in development, aimed at equipping practitioners with the knowledge and skills to be able to implement these guidelines effectively. Together, these efforts will help create a bike-friendly environment that benefits our communities and encourages more people to walk, wheel and ride.



**All Ages and Abilities Contextual Guidance:
Selecting and Designing High-Comfort
Bicycle Facilities**

3. Encouraging use of the network

Highlight: Annual Activation Program

Between March and May 2024, DoT hosted its third Annual Activation Program. This program aims to increase people's confidence and motivation to ride bikes and encourage them to discover and use Perth's bike riding network.

The cities of Vincent, Bayswater, Wanneroo, Joondalup and South Perth, and the Town of Victoria Park held free events as part of the program. Activities included bike skills and maintenance sessions, treasure hunts, self-guided rides, and a community 'open streets' event.

The BMX pump track and mountain bike skills area, found beneath the Tonkin Highway in Bayswater, also featured as part of the program, offering a new space for people to discover in an interactive way.

These experiences were enjoyed by people of all ages and abilities and helped the local community engage with Perth's primary cycle network.

The Beeloo and Djeran riding series were notable highlights, providing unique, guided bike rides that incorporated cultural learning. Led by Bibulmun Noongar man Joe Collard, the Beeloo Series featured weekly rides for up to 35 people along South Perth and the Canning River, offering a chance to connect with the natural landscape.

Meanwhile, the Djeran Series at Lake Joondalup showcased the unique history, stories and culture of the area through nature talks, music and mindfulness. These sessions were led by Wadjuk Traditional Owner, Olman Walley.

Highlight: WA Bike Month

WA Bike Month 2023 was the biggest yet, with the highest number of WA Bike Month grants awarded in the program's history, totalling a record \$75,000. The 2023 grants program was delivered in partnership with RAC.

Celebrated annually in October, the initiative aims to promote and encourage people of all ages and abilities to ride bikes for transport, fun and a healthier lifestyle. Seventy-six local governments, organisations, schools and community groups shared in major, local and minor grants to host bike riding activities. Taking place in all corners of WA, funded events included ride to school and work breakfasts, trail rides, scavenger hunts and safety and skill building sessions.

The WA Bike Month 'Blast Off' kick-started celebrations on 1 October 2023, with two major events held in the cities of Albany and Wanneroo.

Annual Activation Program – Community members participating in the Beeloo riding series along South Perth Foreshore.



Highlight: Armadale Line Active Travel Project

Closure of the 130-year-old Armadale train line created an opportunity to encourage active travel in affected communities. In 2023-24, DoT partnered with METRONET and the Public Transport Authority to deliver the [Armadale Line Active Travel Project](#). This project involved collaboration with local governments and schools to promote walking, wheeling and riding for short local trips, instead of relying on the car.

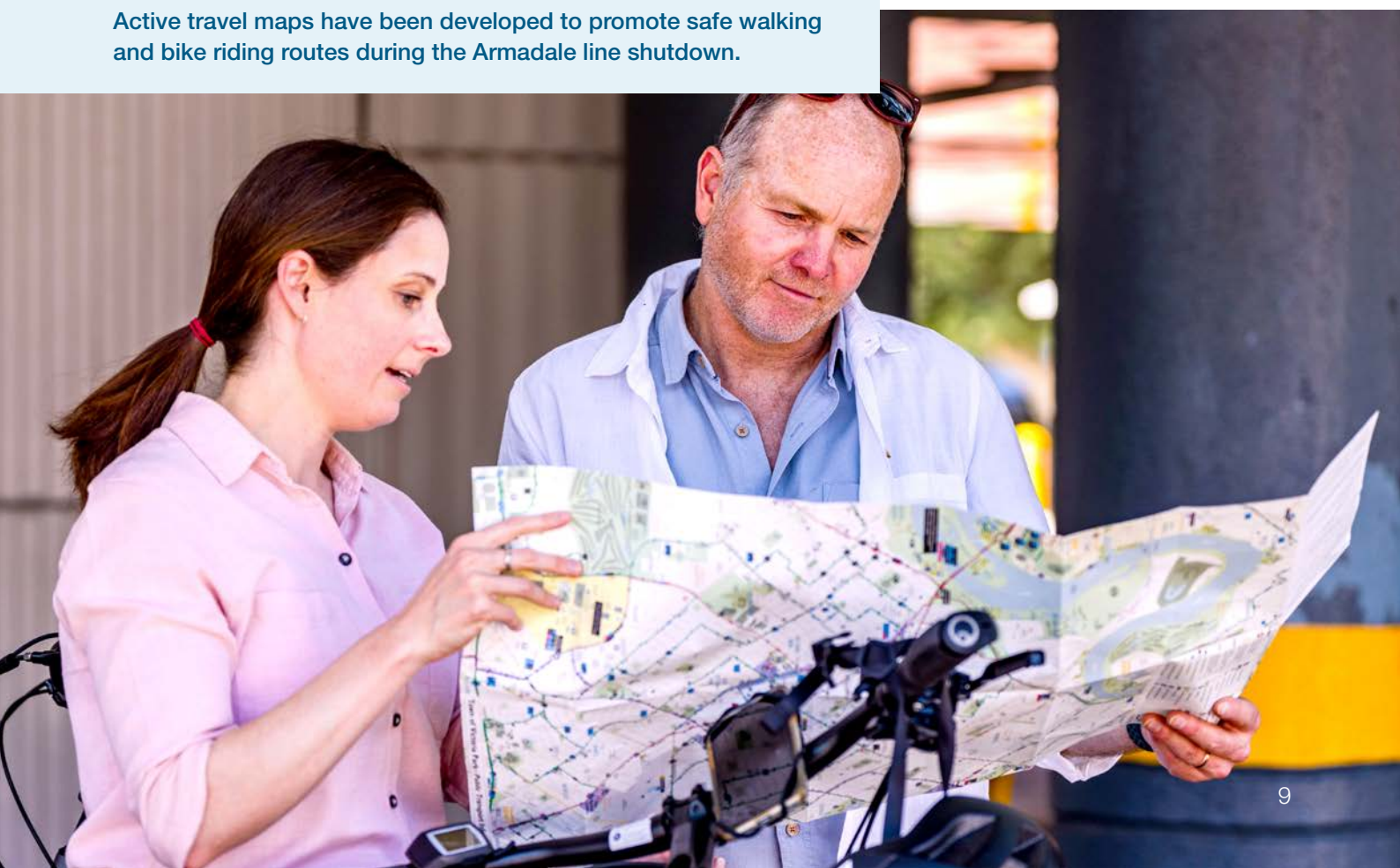
Key activities:

- Active travel maps developed with four local governments to highlight walking and biking routes, quiet streets, on-road lanes, shared paths and detour options during construction works.
- Community bike education programs to enhance cycling skills and awareness, complemented by events celebrating active travel.
- Intensive active travel initiatives for 14 schools, including custom school access maps, bike education sessions, in-school active travel officers and participation in the [Your Move Schools](#) program.

2023-24 achievements:

- 12 bespoke school access guides printed for families.
- 45 bikes refurbished by students as part of the Bike Rescue Program.
- 390 students participated in bike education, including free bike safety checks.
- 12 teachers completed cycling education accreditation.
- 54 students attended Your Move leadership labs.
- All Your Move schools participated in active travel to school days.

Active travel maps have been developed to promote safe walking and bike riding routes during the Armadale line shutdown.





Roadmap initiatives are reducing institutional barriers to active transport through support for Your Move Schools and students

4. Active Travel to School Roadmap 2023-2030

Considerable progress has been made on the initiatives outlined in the [Active Travel to School Roadmap 2023-2030](#), launched in March 2023. The roadmap focuses on addressing practical and institutional barriers that hinder active travel to school in Perth. The Roadmap was developed by a dedicated Active Travel to School Working Group, comprising various government and non-government agencies. It serves as a strong example of effective inter-departmental and cross sector collaboration.

Progress has been made on 15 of 24 initiatives including:

- Completion of the TREK2School Study, which identified a lack of connectivity and walkability on path networks around Perth schools and insights for required action.
- Completion of research into the planning guidelines for active travel around schools, which highlighted unclear guidance documents and funding gaps for infrastructure improvements.

Part B

Progress towards the WABN plan initiatives

1. Long-Term Cycle Network for Perth and Peel

The Long-Term Cycle Network (LTCN) for Perth and Peel outlines a collaborative state and local government vision for a continuous cycling network, enhancing transport, recreation, tourism and commerce.

Key highlights:

- **Increased adoption:** The LTCN is increasingly used by state and local governments for planning and project delivery.
- **Adaptability:** The LTCN is not a static plan; it evolves to reflect changes such as new bike plans, precinct subdivisions, masterplans and major projects.
- **Transparency:** [The LTCN webpage](#) provides public access to network status, including existing infrastructure and network gaps, with updates made regularly.

In 2022-23, a change management process was introduced to help maintain the currency of the LTCN for Perth and Peel.

As of mid-2024, 39.1 per cent (2,177km) of the LTCN for Perth and Peel is complete with ongoing growth and refinements expected as key routes are planned and delivered.

The LTCN remains a dynamic framework, ensuring alignment with changes, needs and priorities.



2. Regional 2050 cycling strategies

The regional 2050 cycling strategies are long-term, ambitious plans designed to:

- address gaps in existing cycling networks
- plan for growth corridors
- develop strategic and operational frameworks for regional centres and surrounding areas.

Improving bike riding infrastructure in regional areas is a key action of the WABN Plan.

Updates in 2023-24

- **Kimberly 2050 Cycling Strategy:**
Consultation and network audits were completed in 2023-24. The strategy is scheduled for release in 2025.
- **Leeuwin-Naturaliste 2050 Cycling Strategy and Wadandi Track Expansion:**
In May 2024, the State Government announced \$17 million in funding to extend the Wadandi Track, a priority project in the Leeuwin-Naturaliste 2050 Cycling Strategy. Delivered in collaboration with the City of Busselton and Shire of Augusta Margaret River, the 109 km track will span from Busselton Jetty to Flinders Bay in Augusta, making it one of Australia's longest rail trails.

→ Geraldton 2050 Cycling Strategy and Chapman Road Shared Path:

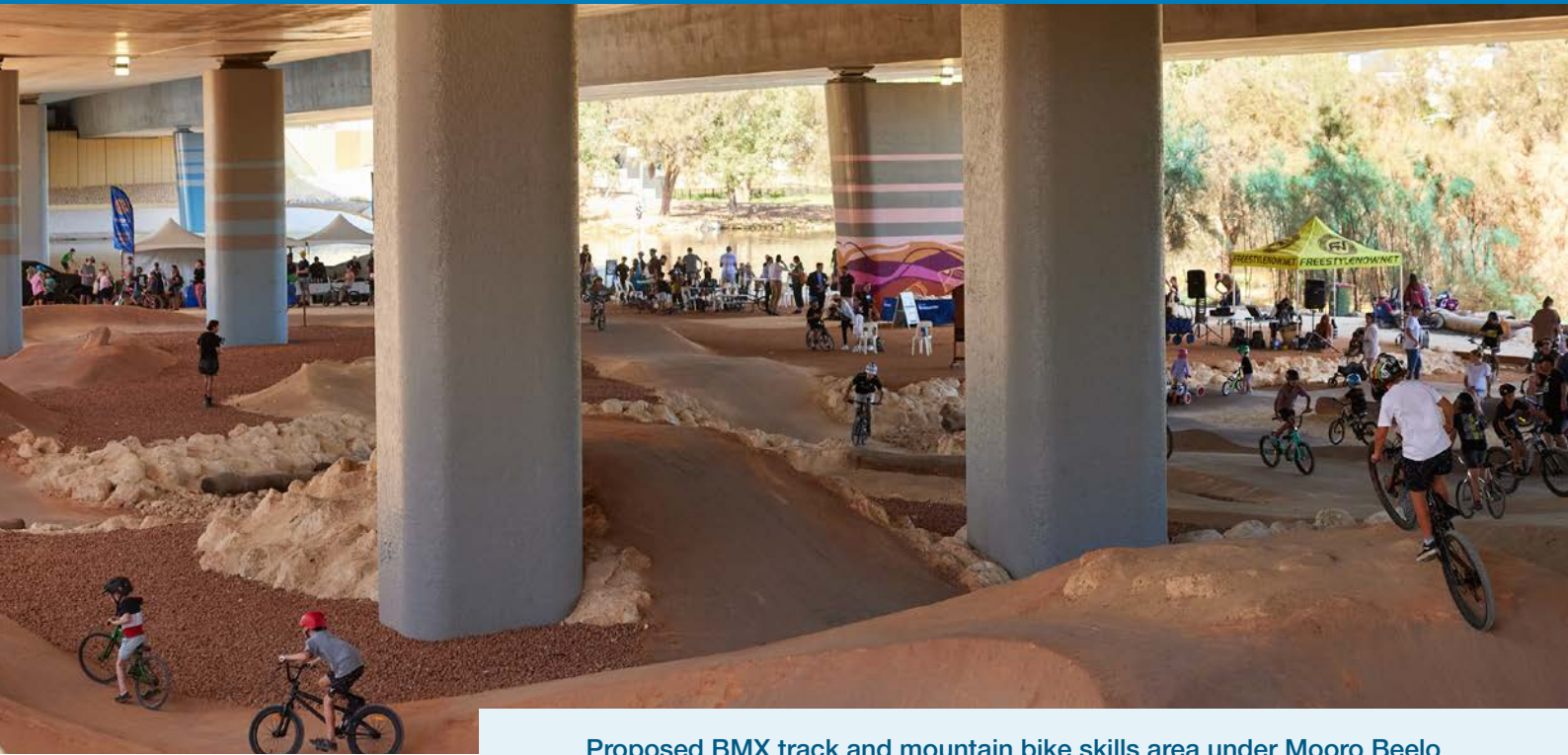
In July 2023, the [Chapman Road Shared Path](#) was completed as part of the Geraldton Cycling Network Expansion Project, a priority under the Geraldton 2050 Cycling Strategy and State Government Cycling Election Commitment. This \$1.65 million, 3.5 km path connects Corallina Quays to Glenfield Beach Drive, enabling locals and visitors to walk, wheel or ride to key destinations. The project was a finalist in the 2023-24 Institute of Public Works Engineering Australasia WA awards for its contribution to safety and connectivity.

→ Regional strategy publications (2024):

Like the LTCN for Perth and Peel, the regional 2050 cycling strategies guide WABN Grant Program funding eligibility and project prioritisation for participating local governments. Local governments without a regional strategy remain eligible for funding.

Students participating in a cycle network planning session.





Proposed BMX track and mountain bike skills area under Mooro Beelo

3. Expanding the Principal Shared Path network

The State Government remains committed to completing the Principal Shared Path (PSP) network within a 15 km radius of the Perth CBD, ensuring safe and continuous access for people walking, wheeling and riding.

In addition to the PSP network expanding projects highlighted below, significant planning and design work has also advanced on remaining missing sections.

PSP network expansions and upgrades:

→ Stage 1 Rutland Avenue Shared Path (Miller Street to Bishopsgate Street)

- » 0.6-km-long, 3-m-wide shared path.
- » Links the existing Armadale Line PSP on Rutland Avenue south of the Miller Street underpass to Victoria Park Station.

→ Tonkin Gap Project (Tonkin Highway)

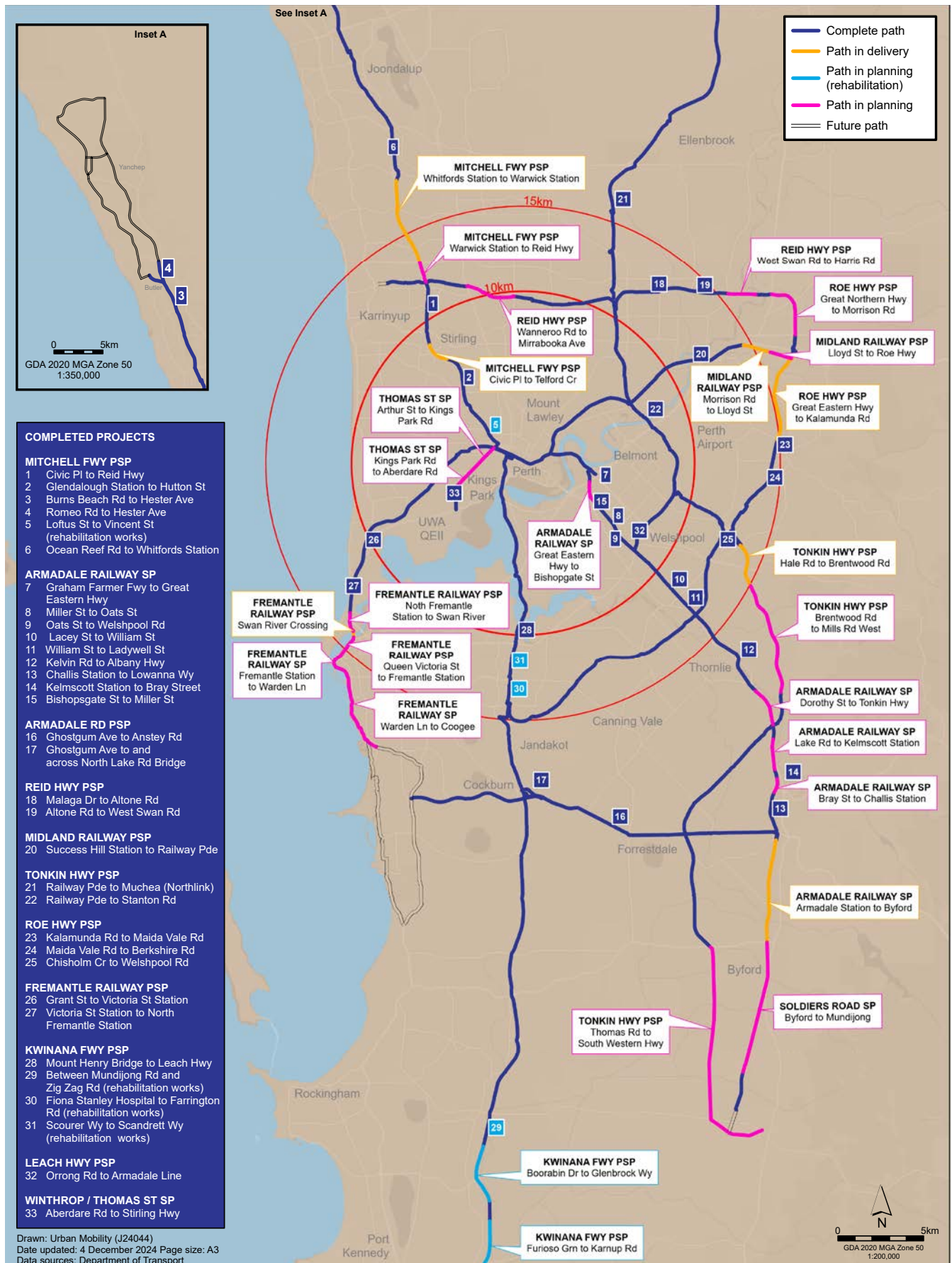
- » 3.1-km-long, 4-m-wide shared path, completing a critical missing gap between Wattle Grove and Morley, which ultimately enables people to travel uninterrupted from Mandurah to Muchea.
- » Five new overpasses, two underpasses and a high-quality crossing over the Derbarl Yerrigan (Swan River), renamed to Mooro Beeloo to reflect the importance of the area to Traditional Owners.
- » Transformation of the space under Mooro Beeloo to a vibrant space with a BMX track and mountain bike skills area for people of all ages and abilities to enjoy.
- » Various other path connections, including to the Midland PSP and riverside paths.

→ Winthrop Avenue Shared Path (Crawley to Shenton Park)

- » 1.2-km-long, 3-m-wide shared path.
- » Links Aberdare Road to Stirling Highway, providing connections between QEII Medical Centre and UWA.
- » Constructed using tree-sensitive techniques along the western boundary of Kings Park.

Major cycle and pedestrian paths

Completed and current projects



PSP rehabilitation and widening program (2023-24)

Supported by DoT, this Main Roads WA program rehabilitates and widens high-use PSPs to enhance safety. Projects delivered in 2023-24:

- Mitchell Freeway PSP: Graham Farmer Freeway to Vincent Street, Leederville
- Kwinana Freeway PSP: Fiona Stanley Hospital to South of Farrington Road, Murdoch
- Kwinana Freeway PSP: Scouler Way to Scandrett Way, Bateman.

Bassendean Green Trail evaluation

In 2023-24, DoT published an evaluation report for the Bassendean Green Trail project. The initiative revised a shared path design along the Midland Line in Success Hill (Town of Bassendean) in response to community concerns over tree loss.

Key outcomes:

- Collaborative design adjustments retained mature trees, fostering positive community sentiment.
- Evaluation demonstrated the value of understanding local contexts and engaging stakeholders.
- Respondents unanimously supported implementing green routes along active transport corridors in other communities.

These projects demonstrate the State Government's commitment to creating a safer, more accessible PSP network while considering environmental and community values.

Evaluation of the Bassendean Green Trail project showed community support for green routes along active transport corridors.



4. WA Bicycle Network Grants Program

The WABN Grants Program is the State Government's primary funding mechanism to local government for the planning, design and implementation of active transport infrastructure. As a cornerstone initiative of the WABN Plan, the program supports projects that enhance walking, wheeling and riding connectivity across the State.

Key features

- **Funding support:** Local governments can apply for up to 50 per cent of the total project cost.
- **Application rounds:** Held every one to two years, depending on funding availability.

2022 intake highlights

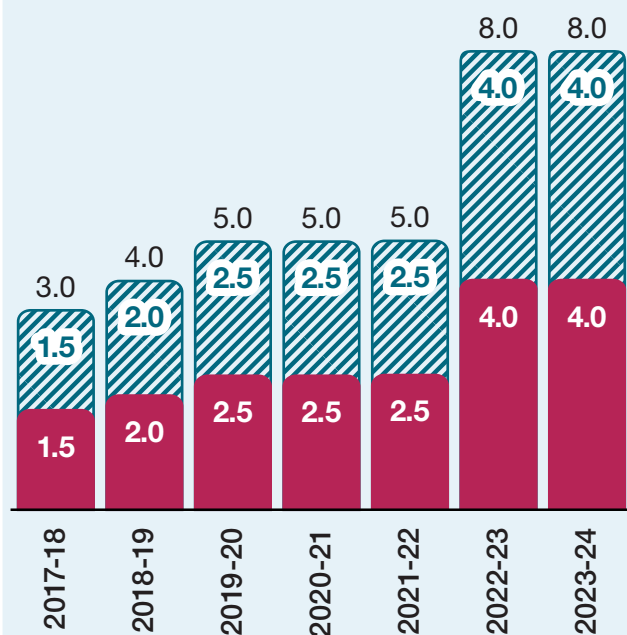
- \$9.6 million in funding was awarded to 37 local governments for 47 new projects to be delivered across 2023-24 and 2024-25.
- Combined with already committed projects and related initiatives, a total of \$12.9 million was allocated over the two years.

Program refresh (2023-24)

To align more closely with evolving objectives of the WABN Plan, both the Perth Bicycle Network and Regional Bike Network programs underwent a strategic refresh in 2023-24. This refresh emphasized delivering impactful projects, fostering connectivity, and addressing the unique needs of metropolitan and regional communities.

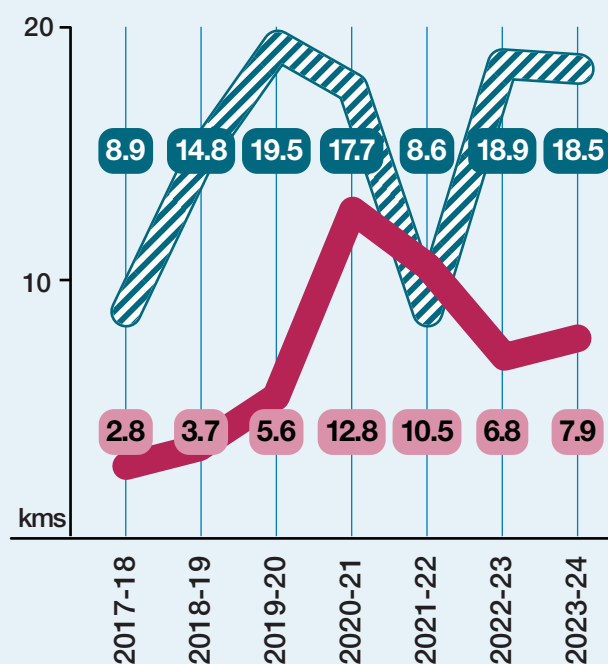
Budget commitment by year
(\$ million)

● PBN ● RBN



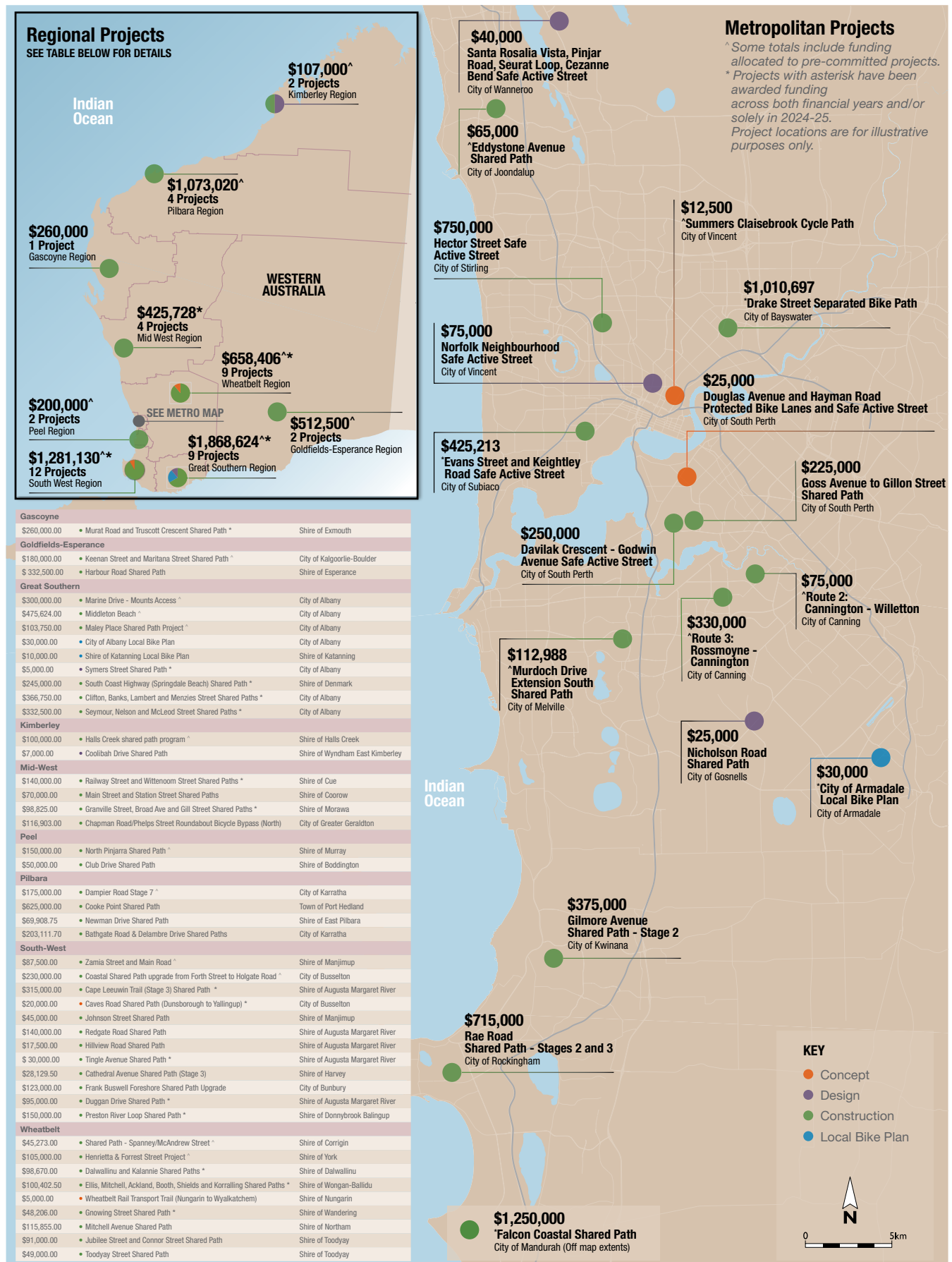
Project kilometers by year
(kms)

● PBN ● RBN



WA Bicycle Network Grants

2023-24 and 2024-25 Awarded Projects WA Bicycle Network Grants



Perth Bicycle Network 2023-24

In March 2023, \$5.2 million in funding was offered to 11 metropolitan local governments for 13 new projects to be delivered over 2023-24 and 2024-25. This funding represents just under half of the total number of applications received.

Progress in 2023-24:

- Eight projects completed construction.
- Four projects completed design, with construction funding committed for two in future years.

Case study: Eddystone Avenue Shared Path

- **Completed:** May 2024
- **Funding:** \$480,000 (through WABN Grants Program)
- **Description:** A 1.8-km-long, 2.5-m-wide shared path linking Craigie and Beldon, providing safe access to local shopping centres, community spaces and Craigie Heights Primary School.
- **Outcomes:** Improved connectivity and active transport options, complemented by three bike education sessions for Year 5 and 6 students, funded through the Your Move program's Connecting Schools Grant.



Eddystone Avenue Shared Path activation event attended by students from Craigie Heights Primary School.

Case study: Goss Avenue to Gillon Street Shared Path / Davilak Crescent - Godwin Avenue Safe Active Street

- **Completed:** June 2024
- **Funding:** \$761,000 (shared path), \$688,000 (safe active street)
- **Description:** A combined 1.8 km network expansion within the City of South Perth, including an 800 m concrete shared path and a 960 m red asphalt safe active street.
- **Outcomes:** Enhanced connections to schools, recreational facilities and strategic routes linking Canning Bridge Station and Curtin University, promoting safe and accessible active transport in South Perth.



Goss Avenue to Gillon Street Shared Path provides safe and accessible active transport in South Perth.

Regional Bike Network 2023-24

In March 2023, \$4.4 million in funding was allocated to 26 regional local governments for 34 new projects over 2023-24 and 2024-25. This funding represented over two-thirds of the total number of applications received.

Progress in 2023-24:

- 20 projects completed construction
- 10 projects completed design, with construction funding committed for eight in future years.
- One bike plan completed.

Case study: Dampier Road Stage 7

- **Completed:** April 2024
- **Funding:** \$1.2 million (through WABN Grants Program)
- **Description:** A 1.2 km concrete shared path, completing an 18 km primary cycle network loop around Karratha.
- **Outcomes:** Provides safe and direct access to schools, the local leisureplex and other activity centres, avoiding high-traffic routes. The State Government has invested over \$2.4 million into the Dampier Road cycling infrastructure.



The Dampier Road Stage 7 activation event attended by staff and students from Karratha Senior High School.

Case study: Wilson Street Shared Path

- **Completed:** October 2023
- **Funding:** \$2.2 million (part-funded through WABN Grants Program)
- **Description:** A 4.8 km red asphalt path connecting Port Hedland with South Hedland, providing a safe off-road route alongside Wilson Street, a high-traffic area.
- **Outcomes:** Enhances access to shopping centres, schools and recreational facilities while connecting into the broader Port Hedland bicycle network, offering residents and visitors a safer and more sustainable travel option.



Wilson Street Shared Path provides a safe off-road connection between Port Hedland and South Hedland.

5. Safe Active Streets Program evaluation

Following the conclusion of the Safe Active Streets (SAS) Pilot Program in 2022-23, comprehensive evaluation efforts continued throughout 2023-24 to assess the eight pilot projects and determine overall program outcomes. [Interim reports](#) have been made available online, with the final program evaluation report scheduled for publication in 2025.

Evaluation insights:

- Vehicle counts decreased by 22 per cent, and vehicle speeds reduced by 15 per cent across all sites.
- Bike riding activity increased by 51 per cent, and walking activity grew by 27 per cent overall. However, variability in walking and riding outcomes was observed across the different projects.
- While community sentiment about the projects evolved over time and was sometimes inconsistent with actual performance, the program was generally perceived positively.

Program highlights:

- The SAS Pilot Program attracted national and international attention, with a DoT presentation on program-level outcomes delivered via an Austroads webinar, achieving record-breaking attendance for the platform, with over 600 tuning in.
- Further analysis of individual routes will continue, contributing to ongoing learning and refinement of safe active street initiatives.

This evaluation underscores the program's success in improving traffic safety, increasing active transport and generating valuable insights for future projects.

The Surrey Road Safe Active Street in the City of Belmont provides a safe route to school for local students.



6. Central Perth cycling projects

The State Government is contributing \$157 million towards the Inner City Projects as part of the Perth Greater CBD Transport Plan, bringing together five funding streams from all levels of government. This major investment is focused on delivering new active transport infrastructure that will allow residents and visitors to walk, wheel or ride seamlessly to key city destinations, including Kings Park, the Derbarl Yerrigan (Swan River), RAC Arena, the Northbridge entertainment precinct, and Claisebrook Cove.

Key project highlights:

- **Causeway Pedestrian and Cyclist Bridges** (ongoing, opening late 2024): Construction continued on the iconic new bridges, which will separate active transport users from vehicle traffic. Expected to support around 3,000 daily walkers and riders, the bridges promise a safer and more enjoyable journey while encouraging even greater active transport use in the area.
- **Roe Street Enhancement Project** (completed June 2023): Introduced wide, protected unidirectional bike lanes, enhanced pedestrian spaces with shade and street furniture, and created a safer, more inviting corridor for active travel.
- **Spring Street Bike Connection** (completed August 2023): Delivered protected bike lanes on Spring Street and reallocated lanes on Mounts Bay Road to reduce traffic and improve safety for people riding.
- **RAC Arena Bike Connection** (completed July 2023): Enhanced safety and accessibility along Wellington Street with a shared path, upgraded landscaping, in-ground up-lights and wayfinding signage. The project transformed the front of RAC Arena into a safer and more attractive shared space.
- **Kings Park Road Shared Path** (completed January 2024): Created a shared path for walking and riding within the park boundary, offering a safe connection to the CBD from the west. Designed in collaboration with the Botanic Gardens and Parks Authority and Whadjuk knowledge holders, the project emphasized natural vegetation, lighting and provisions for CCTV to enhance safety and amenity.

These transformative projects are creating a safer, more accessible and connected Perth, enabling sustainable and active travel throughout the city.

7. Connecting Schools Grants

The Connecting Schools Grant Program celebrated its sixth year of successful delivery in 2023-24, providing funding to schools that demonstrated commitment to promoting active travel through the Your Move Schools Program.

Schools are required to meet certain eligibility requirements to be able to access grants.

In 2023-24 a total funding pool of \$225,000 was available for eligible schools, with \$200,000 funded by DoT as part of the WABN Grants Program and \$25,000 from the Department of Education.

The following key outcomes were achieved in 2023-24:

- 44 grants were awarded in October 2023
- A total of \$229,420 in grant funding was distributed.
- Schools contributed an additional \$9,361, bringing the total investment to \$238,781.

Of the 44 schools redeeming grants:

- 12 were first time grant recipients
- Four were newly participating schools that had signed up to take part in the program in 2023
- Nine have a Department of Finance Development Application condition of Your Move participation
- Three were regional schools.

Case study: St Francis of Assisi Catholic Primary School

Located in the City of Wanneroo, St Francis of Assisi Catholic Primary School started actively participating in the Your Move Schools Program in February 2023. Program champion Sarah Kavanagh and Principal Jason Baker led efforts to promote active travel, employing a school-wide strategy that included:

- newsletter updates and assembly mentions; and
- formation of a student-led team to drive activities, campaigns and competitions.

Their efforts led to outstanding results:

- Achieved Double Platinum accreditation by August 2023.
- Recorded a 21 per cent increase in active travel participation, marking the highest positive mode shift among Your Move schools in 2023.
- Received \$20,205 in grant funding, which was used to install:
- two new bike shelters;
- a bike repair station; and
- ground signage to support active travel.



St Francis of Assisi Catholic Primary School bike shelter and repair station, funded through a Connecting Schools Grant.

Active Travel Officer grants

The Active Travel Officer (ATO) Grants Program continued to build local government capacity in 2023-24, with five local governments—the cities of Greater Geraldton, Kwinana, Wanneroo, Stirling and Joondalup—receiving three-year seed funding to employ dedicated ATOs. The program aims to enhance local expertise and resources, enabling councils to develop and implement active travel initiatives such as infrastructure improvements, community engagement events, policy updates, and support for schools participating in the Your Move program.

Case study: City of Joondalup

The City of Joondalup's ATO established connections with local schools, encouraging staff to participate in active travel, and raised the profile of active travel in the community.

In 2023-24 the ATO organised activation events to celebrate the completion of three shared path upgrades – Eddystone Avenue Shared Path, Hepburn Avenue Shared Path and Whitfords Avenue Shared Path. The events were attended by schools, community groups and local members and showcased the new infrastructure whilst encouraging riders of all ages and abilities to use these new routes.



Riders from the Over 55 Cycling Club participated in the activation event for Whitfords Avenue Shared Path.

8. Connecting stations

The Transport Portfolio is dedicated to enhancing accessibility for people walking, wheeling and riding, particularly to and from public transport services. A primary focus has been improving active travel access through various projects, including the ongoing METRONET program.

As part of these efforts, station connectivity continues to be a key consideration in the WABN Grants Program. Local government funding applications are evaluated with accessibility and connectivity improvements to public transport at the forefront.

Key initiatives

- **Bayswater Station (METRONET):** As part of METRONET's new Bayswater Station project, a secure bike parking shelter with space for 60 bikes was installed at the station.
- **Daglish PSP upgrade:** The Public Transport Authority (PTA) funded an upgrade of the Daglish PSP, delivered by the City of Subiaco. The project included a wider path and smoother riding experience, with new lighting planned for completion in 2024. This project demonstrates the collaboration between the PTA and local governments to achieve better outcomes for people riding.
- **Midland Line PSP (Bayswater):** In November 2023, following a period of path closures and detours related to the Forrestfield-Airport Link, Morley-Ellenbrook Rail Line and the upgrade of the area around Bayswater Station, the Midland Line PSP through Bayswater was completed and opened. This reconnected the Midland Line PSP and provided new path infrastructure of a significantly higher quality.

9. Network monitoring and evaluation

DoT monitors and evaluates active transport projects and overall network activity. Data is collected and analysed about who is riding, reasons for riding and where they ride, to help ensure investments have a positive impact, improving the lives of all Western Australians.

While bike riding data, and some walking data, forms most information collected and reported on currently, the emergence of other micromobility has resulted in the need to consider different modes of transport, including eRideables.

WA's bicycle network is quantitatively monitored using permanent bike counters with piezoelectric strip technology. Collecting transport data helps us to better understand transport choices and behaviours, and guides infrastructure investment in local communities to support the growth of active transport.

It also helps us to:

- guide sustainable infrastructure investments in local communities across the State;
- undertake evidence based active transport planning;
- establish baseline data before infrastructure interventions; and
- monitor and evaluate transport projects.

We continue to monitor the growing PSP network, with evaluation of new sections to focus on the volume of use, safety of bike riding and walking and community perceptions of active transport facilities.

10. Journey Planner and Hazard Reporting Tool

A multi-modal journey planner is available on the Your Move website, providing recommended walking and bike riding routes, as well as public transport options, based on the latest active transport infrastructure available. In 2023-24 an upgraded journey planning functionality was introduced and as part of the Your Move website redevelopment to be launched in July 2024. New features include showing users savings around cost, time, calories burned and emissions.

DoT hosts a hazard reporting tool on its website for reporting hazards on the path network. No jurisdiction in Australia has an active transport incident reporting facility.

11. End-of-trip facilities

DoT is continuing to advocate for facilities that support and encourage more people to ride to work and school, including working with developers, local governments and schools to ensure the provision of adequate end-of-trip (EoT) facilities within new developments.

The provision of bike parking and EoT facilities is supported through several programs. For example, as part of the WABN Grants Program, applicants are encouraged to include amenities or supporting infrastructure within projects, including bike parking, repair stations, shelters and other end and mid-trip facilities.

EoT facilities at schools, including bike and scooter parking, was a significant component of the Connecting Schools Grant and in 2023-24. Schools were able to seek funding through the major grants category for new and improved bike cage construction projects, with five schools awarded grants in this category.

A draft guiding framework for the provision of bike parking and EoT facilities in central Perth, with relevance to other major activity centres, is currently being finalised. This guidance document aims to provide consistent advice to inform local governments, developers, employers and facilities managers about providing best practices in the supply, management and upgrade of bicycle parking and EoT facilities and services for office, non-residential and residential developments.

Guidance for safer storage and charging of electric rideable devices (ERDs) has been drafted and will initially be made available to contributing stakeholders and facility managers in government tenanted buildings following final approval. The aim of the guidance is to facilitate a more consistent approach across facilities enabling safer storing and charging of ERDs in all buildings.

Part C

Network monitoring in 2023-24

A total of 77 permanent bicycle counters are located primarily on off-road shared paths in the Perth metropolitan area. Of these, nine counters are installed in strategic regional locations including sites in Bunbury, Busselton, Geraldton and Karratha. Additional qualitative data is also collected via general population surveys, which provide data on participation rates, demographic profiles and trip purposes.

DoT has regularly reported on the bike counters, which were set up to detect changes in bike riding in and out of the CBD. More recently, DoT has adopted additional bike counter groupings based on broader locations and usage profiles and is interpreting this data to inform decision making.

These groups of sites are summarised as:

1. Corridors within the CBD
2. Picturesque (near the river, ocean or parkland)
3. Suburban Perth
4. Regional WA - North
5. Regional WA - South
6. Perth's five main PSP corridors

The bike counters provide an accurate picture of bike riding volumes at the counter sites; there are other riding routes not captured. Analysis is based on current counter sites and does not reflect all riding movements across WA.

Bike counters installed across Perth are grouped based on locations and usage profiles

Site groupings



Corridors within the CBD



Picturesque
(near the river,
ocean or parkland)



Suburban Perth



Regional WA - North



Regional WA - South

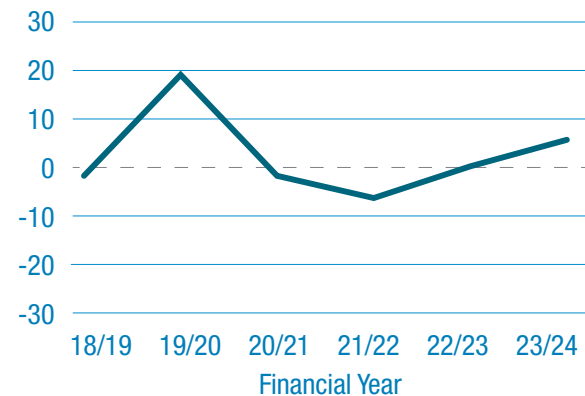


Perth's five main
PSP corridors

Bike riding count data insights from 2023-24

- Overall, bike riding activity across the network is rising, after no significant change between 2021-22, and 2022-23. Analysis from 2023-24 showed activity was beginning to return to 2018-19 levels. The latest data from 2023-24 presents a positive increase.
- Bike counters continue to reflect a growth in the number of bike riding trips.
- Bike counts, comparing consistent sites between 2021-22 and 2023-24, reflect a 5.4 per cent growth in bike riding, with daily average bike counts increasing from 16,128 to 16,997 bike rides per day.
- Comparison between the consistent sites with valid data for all six years, between 2018-19 and 2023-24, show an 11.4 per cent increase, up from 7,550 to 8,413 bike rides per day.
- Weekday and weekend bike riding has increased in 2023-24. Weekend bike riding rose by seven per cent and recovered from the nine per cent decrease in 2022-23. Weekday bike riding activity also experienced a slight increase of one per cent compared to 2022-23.
- Looking closely at the change across the network's sub-groups, all three Perth metropolitan sub-groups (corridors within the CBD, suburban Perth, picturesque sites) maintained stable activity (change less than five per cent) between 2022-23 and 2023-24. The two regional site groupings observed growth (8 to 31 per cent).
- Five out of seven PSP corridors observed growth in 2023-24. The Tonkin Highway PSP corridor observed the highest growth overall in 2023-24, with an increase of 37 per cent. Armadale Railway PSP recorded the second largest increase of 27 per cent.

Six-year Financial Year comparison across entire WA bike network: year on year change percentage



The data is based on consistent sites operational between the reflected financial years.

Network average daily counts change over six years



The data presented is based on consistent sites operational over six financial years (between 2018-19 to 2023-24) allowing for direct comparison.

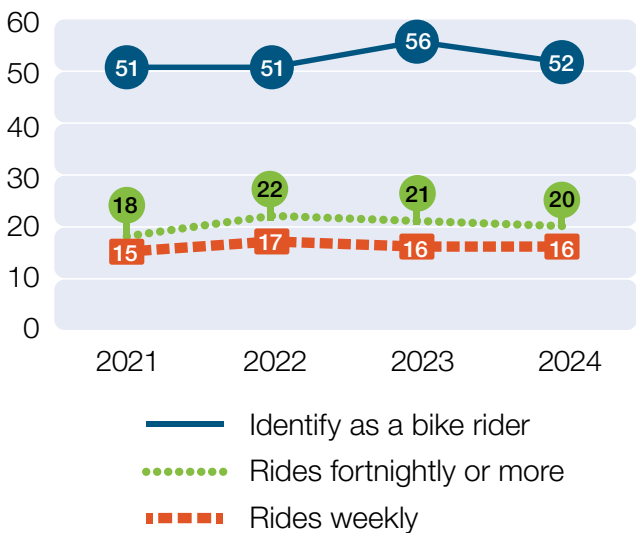
Community insights 2023-24

DoT's 2023-24 People's Voice Survey, a general population survey, engaged a larger sample than previous years to include a subgroup of parents to uncover findings relating to active travel to school.

- In 2024, 16 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.
- 52 per cent of people identify as bike riders. This has dropped slightly since 2023, however is significantly higher since tracking began in April 2020 when only 44 per cent identified as bike riders.
- 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.
- 57 per cent of trips done by bike riders over the past month were mainly for sport, health and fitness, up from 54 per cent in 2023. The number of riders commuting to work is steadily increasing, up from 15 per cent in 2021 to 21 per cent in 2024.
- 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.
- 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, up from 81 per cent in 2023 and 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, most people walk on a regular basis.

- Data indicates the strongest motivator to increase walking and riding are more off-road shared paths and better connections between bike paths and local destinations.
- Distance seems to be a 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.
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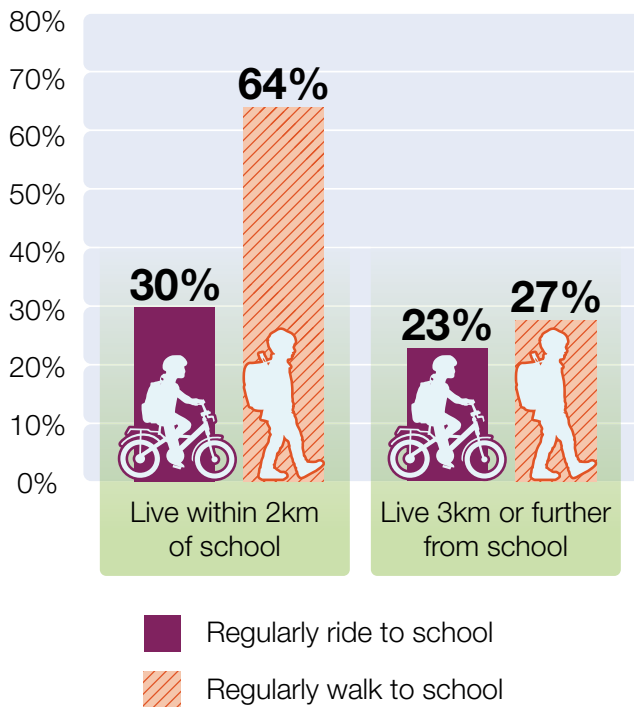
2024: Proportion identifying as a bike rider vs weekly and monthly riders



2024: Walked in the past week (gender)

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

2024: Percentage of children that regularly ride or walk to school in relation to distance



PSP Key Investment Program

Evaluation of the PSP Investment Program drew together data from fixed piezoelectric counters, video surveys of bicycle and pedestrian movements, the Strava fitness app and surveys of people riding or walking on or near the PSP sections, including residents living nearby. Overall, the evaluation found that there were more people walking and riding along these corridors after the new path sections were built. And community perceptions about comfort, safety and quality improved.

- Bike counts from one year before and one year after construction for each section increased in peak and off-peak times on weekdays and weekends.
- The largest increases in bike riding were on the Fremantle Railway route; 258 per cent increase in the weekend peak and 189 per cent increase in the weekday morning peak (these are net shifts, accounting for changes at comparable sites in a different corridor).
- People using the routes raised fewer concerns about safety following construction.
- There was a marked shift in bike activity from roads including Curtin Avenue to the new path along the Fremantle Railway sections.
- Positive perceptions of infrastructure quality, safety, comfort, accessibility and connection increased for all sections following PSP construction.
- Surveys of people walking and riding, and of local residents, showed an increase in positive perceptions across infrastructure quality, safety, comfort, accessibility and connection for all sections following construction.

A stakeholder report on the evaluation is in preparation.

Contact

Department of Transport
140 William Street
Perth WA 6000

Email: activetransport@transport.wa.gov.au
Website: www.transport.wa.gov.au