



Western Australian Bicycle Network Plan

Annual Progress Report 2024-25



Acknowledgement of Country

The Department of Transport and Major Infrastructure acknowledges the Traditional Custodians of the land throughout Western Australia and pay 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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Alternative formats

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Introduction

The Western Australian Bicycle Network 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 (PSP) programs, the Long-Term Cycle Network (LTCN) 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 and Major Infrastructure's (DTMI's) responsibility to measure the achievements of the WABN Plan for the 2024-25 financial year.

This document is divided into three sections:

Part A: Project highlights from 2024-25

Part B: Progress towards the WABN Plan initiatives

Part C: Network monitoring in 2024-25.

WABN Plan initiatives

- LTCN for Perth and Peel
- Regional 2050 cycling strategies
- Expanding the PSP Network
- Perth Bicycle Network Grants Program
- Regional Bicycle Network Grants Program
- Safe Active Streets Program
- Inner City Projects
- Connecting Schools Grant
- Connecting stations
- Network monitoring and evaluation
- Journey Planner and Hazard Reporting Tool
- End-of-trip facilities

Part A: Project highlights from 2024-25

Key achievements

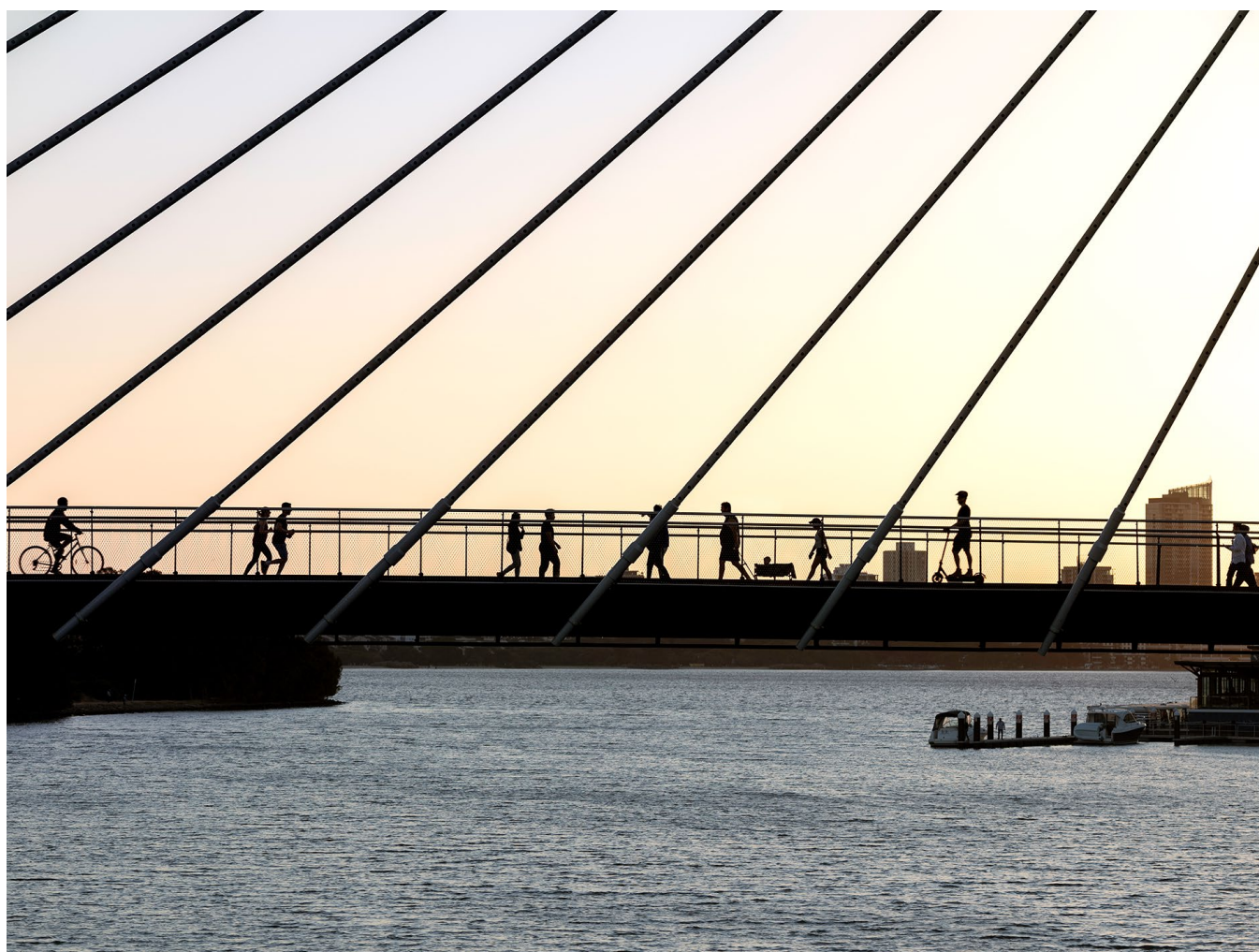
Highlight: Boorloo Bridge

Opening in December 2024, Boorloo Bridge is an iconic landmark dedicated for people walking, wheeling and riding. The 1-km-long, 6-m-wide cable-stayed bridge connects Victoria Park to the CBD via Matagarup (Heirisson Island) and has transformed the city skyline. It features distinctive S-shaped curves representing the movement of the Wagyl (rainbow serpent), and over 17,000 LED lights illuminate the bridge as the sun sets, improving safety and providing a scenic, dedicated path over the Derbarl Yerrigan (Swan River).

Built as two bridges, the cable-stay design minimises impacts to the sacred Derbarl Yerrigan with only three permanent pylons required to support the structure.

Integral to the design are references to prominent Whadjuk Noongar people, including: Yagan, a warrior and young leader, represented by a boomerang-inspired pylon, and Fanny Balbuk who fought to retain the Swan-Coastal Plain's over-development and is represented by two digging stick-inspired pylons.

Hundreds of people of all ages and abilities travel along and enjoy the bridge on a daily basis. Community evaluation is underway and the findings are expected in late 2026.



Boorloo Bridge gives people of all ages and abilities a safe, comfortable and scenic passage to walk, wheel or ride across our waterways and connect with our vibrant city centre.

Highlight: Wadandi Track Expansion

Our magnificent South West is set to become more connected with the upcoming extension of the Wadandi Track. The track is currently a 46-km-long multipurpose trail that offers a unique and immersive experience for people walking or riding.

Planning and design activities for the expansion project are progressing, with construction scheduled to commence in 2026-27.

Once the project is complete, the track will extend to nearly 110 km, making it one of the longest rail trails in Australia.

It will be a significant drawcard for the South West, weaving through areas of stunning natural beauty, while celebrating local heritage and culture. It will also strengthen the Margaret River Region's appeal as a world-class destination for walking and riding holidays and encouraging visitors to stay longer and explore more of the region.

The Wadandi Track Expansion project is being delivered by the City of Busselton and Shire of Augusta Margaret River in collaboration with DTMI. It is fully funded as part of the State Government's \$165 million Outdoor Adventure Tourism package.



Highlight: Armadale Line Active Travel Project

Throughout 2024, DTMI partnered with METRONET and the Public Transport Authority to deliver the Armadale Line Active Travel (ALAT) project in collaboration with local government authorities and schools.

The project provided community support to encourage people to walk, wheel and ride for local trips during the Armadale and Thornlie line shutdown period.

Fourteen schools were onboarded to receive an intensive version of DTMI's Your Move Schools program through the project, which included support for bike education, active travel festivals and safe routes to school access guides. This approach reached over 7,500 students and their parents and carers.

DTMI also collaborated with the City of Canning to trial [School Open Streets at Queens Park Primary School](#). This involved temporarily closing one school street to car traffic and opening it to walking, wheeling, riding, play and community connection during school drop off and pick up times.

Findings from the ALAT project provide valuable insights for the Your Move program initiatives and other future projects aimed at supporting communities during transport network disruptions.

At a glance:

- 76 per cent of parents engaged through the initiatives said they were more supportive of their children walking or riding to school.
- 81 per cent of parents said these initiatives helped them meet other parents.
- 45 per cent of students walked or rode to school by the end of the project – higher than the Perth average of 20 per cent.
- 6 per cent reduction in car trips to school was achieved.

Planning and designing for active transport in WA

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

In September 2024, DTMI released guidance documents for local bike planning and safe active street design to complement the existing suite of guidance, such as the All Ages and Abilities Contextual Guidance that was released in December 2023.

Local bike planning

The comprehensive local bike planning guidance, based on a scalable vision-driven approach, replaces the interim guidance for local bike planning previously provided to local governments. The updated document is intended for use by local governments to develop local bike plans, active transport plans and other relevant transport planning processes. DTMI also launched a [free 45-minute online training module](#) to further assist local government and industry partners.

Safe active street interim design guidance

This document provides interim guidance for designing safe active streets in WA, focusing on creating routes where vehicle speeds are reduced to 30 km/h to ensure safe and comfortable shared use. It will be updated based on findings from the [Safe Active Streets Pilot Program Evaluation](#).

Plans are ongoing to expand the guidance suite to include bicycle lane and intersection design and network amenities. This will help to further inform and guide environments that are tailored to our communities and encourage more people to walk, wheel and ride as part of their everyday journeys and experiences.

Encouraging use of the network

Highlight: Annual Activation Program

The fourth Annual Activation Program (AAP) was delivered between March and May 2025. The aim of the AAP is to activate use of Perth's primary route network to support bike riding becoming a widely accepted form of transport. WestCycle was engaged by DTMI to plan and deliver a suite of community events, based on the activation, consultation and evaluation (ACE) delivery model. The 2025 program included three core initiatives:

Open Streets

A street transformation event in Victoria Park (on Westminster Street, between Albany Hwy and the Balmoral Hotel) that created a vibrant, bike-friendly community space.

Primary network activation events (Epic Bike Quests)

Self-paced, family-friendly scavenger hunts held at four locations: Carine Open Space, Wellington Square, McCallum Park and Whiteman Park.

Rider Engagement Program

Two Aboriginal-led guided rides:

- Four-week Beeloo Riding Series along the Derbarl Yerrigan and Dhagarro (Canning) rivers
- Three-week Djeran Riding Series through Kings Park.

The events were well-received and described as fun, inclusive and welcoming. The integration of Noongar culture was particularly valued by participants. Many attendees also reported feeling more confident about riding in new places and were inspired to explore the primary network further. Participation was highest at the Open Streets and Whiteman Park Epic Bike Quest events, with the latter proving to be the most popular location in the Epic Bike Quest program.

Highlight: WA Bike Month

Held in October each year, WA Bike Month aims to encourage people of all ages and abilities to ride a bike for transport, fun and a healthier lifestyle. It's an opportunity for new, novice or rusty riders to explore the State's world class paths and trails, connect with their community and discover the joy and benefits that bike riding has to offer.

WestCycle was engaged to deliver the WA Bike Month Festival on 27 October 2024 at Kings Park. The event included an all ages obstacle course, BMX workshops for children and free bicycle safety checks. Other entertainment such as music, arts and crafts and stalls were included in the event to attract a wider audience. The festival was well attended and the BMX coaching sessions were very popular.

In 2024, WA Bike Month grants were supported by a co-contribution from RAC. More than 100 grants were awarded, totalling \$79,000. Schools and P&Cs made up 52 of the awarded grantees.



WA Bike Month Festival 2024

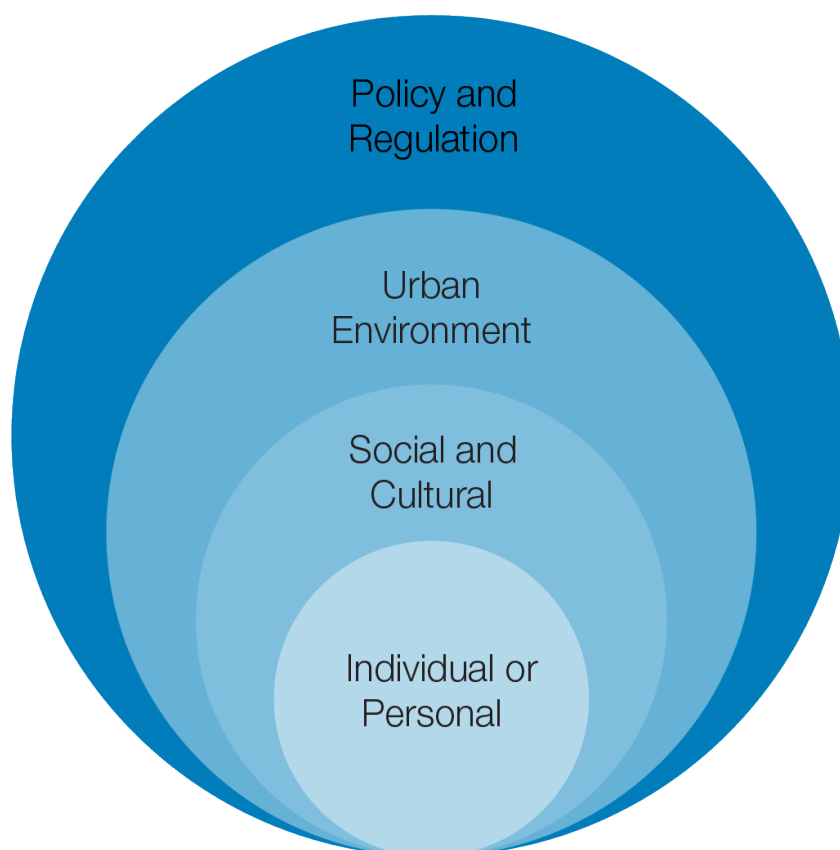
Active Travel to School Roadmap 2023-30

The Active Travel to School Roadmap 2023-30 (the Roadmap) seeks to improve active travel rates for the school journey in Western Australia. Active travel to school has progressively declined in Perth since the 1970s. Heavy car traffic around schools reinforces, and is made worse by, fewer children walking, wheeling and riding; contributing to a congested, polluted and perceived unsafe environment at the school gates.

An across-government, across-sector approach has been adopted to address systemic causes of fewer active travel trips and reverse this decline. DTMI leads a collaborative working group to implement the Roadmap and influence system-level changes. To do so, the Roadmap applies a social-ecological model for school active travel. It identifies four factors: policy and regulation levers, the urban environment, social and cultural factors and individual or personal motivation and behaviour.

In 2024-25, DTMI published the Active Travel to School Roadmap Progress Report. Fifteen of the 24 initiatives have been completed or meaningfully progressed since the Roadmap was released. Seven initiatives relating to land use and transport planning were reported, notably including completion of the TREK2School study in partnership with the Planning and Transport Research Centre (PATREC). This report adds to evidence on active travel to schools in Perth.

Two road rule and safety initiatives progressed, including early work to investigate speed zones in school precincts, led by Main Roads WA. Five initiatives addressing individual values, attitudes and behaviours were progressed, including the expansion of the Your Move Schools program and successful delivery of road safety education to schools, led by the Department of Education. The remaining completed initiatives addressed shared values and social norms, with the Road Safety Commission conducting research on parent safety perception. The findings from completed work will be used by the working group to inform or re-shape future initiatives.



Layers of the social-ecological model

Part B: Progress towards the WABN Plan initiatives

Long-Term Cycle Network for Perth and Peel

The LTCN for Perth and Peel outlines a collaborative state and local government vision for a continuous cycling network, enhancing transport, recreation, tourism and commerce and consists of more than 5,576 km of primary, secondary and local routes.

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.

As of September 2025, approximately 39 per cent (2,200 km) of the network exists (built to an adequate standard or only requiring minor improvement), up from 2,177 km in 2024.

This figure relates only to km of gaps completed (either non-existing infrastructure or existing but requiring significant improvement) and therefore excludes km of existing network replaced or upgraded with new infrastructure. With network upgrades included, 32 km of infrastructure was delivered by both state and local governments, as well as network changes/amendments and validation.

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

Table 1: By hierarchy, the breakdown of completed LTCN

Route hierarchy	Existing (km)	Existing (%)
Primary	575	44
Secondary	342	22
Local	1,283	48
Total	2,200	39

Regional 2050 cycling strategies

The regional cycling strategies provide a framework to guide investment in active transport infrastructure and programs across regional WA, with an initial focus on prioritising actions for delivery over the next five years. Developed in partnership with local governments, they establish a network vision for people of all ages and abilities and are informed by extensive consultation with local governments, schools, community organisations, residents, visitors and Aboriginal communities, with the aim of connecting Country through walking and riding.

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

Updates in 2024-25

- **Kimberley 2050 Cycling Strategy:** The Kimberley 2050 Cycling Strategy complements existing local bike plans and identifies opportunities to support cycle tourism and bike-packing. It also seeks to improve connectivity for residents to access services, employment, education and community activities, and to explore local attractions. The strategy was developed in collaboration with the Shires of Broome, Derby–West Kimberley, Halls Creek and Wyndham–East Kimberley, and the broader Kimberley community. It is undergoing final endorsement processes prior to a scheduled release in late 2025.
- **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.
- **Regional strategy review:** With the 11 regional strategies now developed (and one to be published), DTMI have commenced a review of the regional strategy program. The review will result in a new framework to inform updates to existing strategies and development of new strategies. Funding eligibility will not be amended as part of this review.

Expanding the Principal Shared Path Network

The State Government remains committed to expanding the PSP network, ensuring safe and continuous access for people walking, wheeling and riding.

PSP network expansion and upgrades:

Stage 1: Dorothy to Tonkin Path (Seaforth Avenue from Hicks Street to Tonkin Highway)

- 0.83-km-long, 3-m-wide shared path
- Links the Tonkin Highway PSP to Seaforth Train Station and beyond
- First part of the longer connection north toward the existing Armadale Line PSP at Dorothy Street.

Smart Freeways Project (Mitchell Freeway PSP)

Four new sections of the Mitchell Freeway PSP were completed as part of the Smart Freeways project. These include sections between:

- Ocean Reef Road and Whitfords Avenue (including underpass upgrade)
- Hodges Drive and Ocean Reef Road
- Hepburn Avenue and Kilrenny Crescent
- Warwick Road and Hawker Avenue.

PSP rehabilitation and widening program (2023-24)

Supported by DTMI, this Main Roads WA program rehabilitates and widens high-use PSPs to enhance safety. Projects along the Kwinana Freeway PSP that commenced delivery in 2023-24:

- North of Karnup Road, Baldivis
- North of Sixty Eight Road
- South of Baldivis Service Centre
- South of Safety Bay Road.

WABN 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.

2024 intake highlights

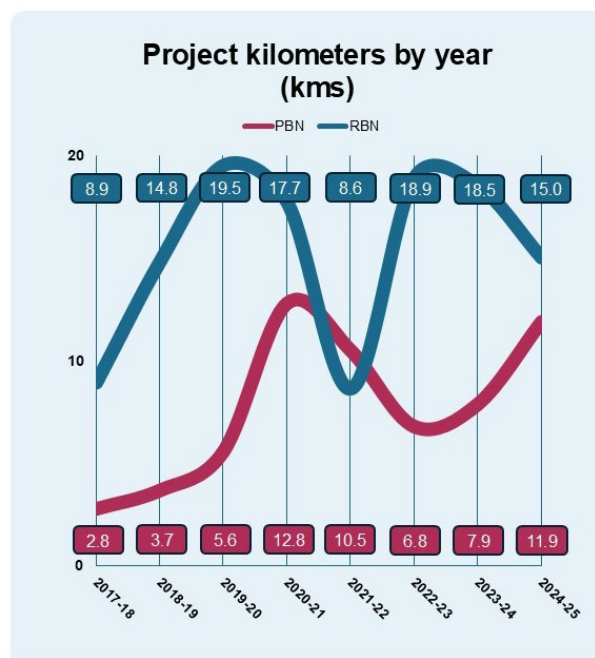
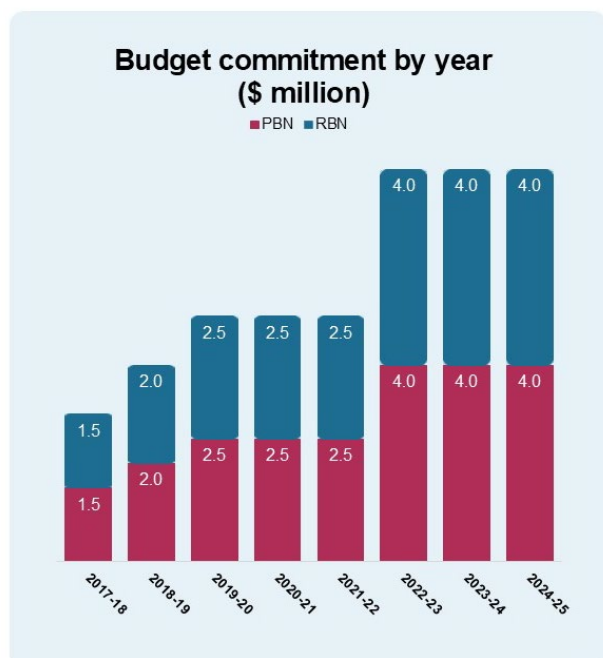
- \$19.5 million in funding was awarded to 32 local governments for 58 new projects to be delivered across 2024-25 to 2027-28.
- Combined with already committed projects and related initiatives, a total of \$25.4 million was allocated over the four years.

Program refresh (2024-25)

To align with Ministerial priorities, the Perth Bicycle Network program underwent a strategic change in 2024-25. This change focused on delivering projects connecting to METRONET stations.

For this intake, projects were required to be a primary or secondary route within 2 km of a METRONET train station. Local routes within 2 km of a METRONET train station were to only be considered as part of an area-wide approach.

WABN Grant funding allocations and project km built per year across the Perth and regional bike networks



Awarded 2024-25 to 2027-28 metropolitan and regional WABN Grants Program projects



Perth Bicycle Network 2024-25

In January 2025, \$6.1 million in funding was offered to five metropolitan local governments for 13 new projects to be delivered over 2024-25 to 2027-28.

Progress in 2024-25:

- Six projects completed construction
- Four projects completed designs
- One bike plan completed.

Case study: Evans Street and Keightley Road Safe Active Street, Shenton Park

Completed: May 2025

WABN Grant funding: \$448,979

Description: A 2 km Safe Active Street linking Shenton Park Train Station to Shenton College and Kings Park.

Outcomes: Enhanced connection to schools, recreational facilities and strategic routes linking the train station to Kings Park, promoting safe and accessible active transport in Subiaco and surrounding areas.



*Evans Street and Keightley Road Safe Active Street.
Photo credit: City of Subiaco*

Case study: Drake Street Separated Bike Path, Bayswater

Completed: May 2025

WABN Grant funding: \$1,135,060

Description: A 2.2-km-long red asphalt shared path providing connection to Bayswater Train Station.

Outcomes: Enhanced safety and connections linking schools, parks, transport and other local amenities.



Drake Street Separated Bike Path. Photo credit: City of Bayswater

Regional Bicycle Network 2024-25

In January 2025, \$13.3 million in funding was allocated to 27 regional local governments for 45 new projects over 2024-25 to 2027-28.

Progress in 2024-25:

- 16 projects completed construction
- Two projects completed design, with construction funding committed for one in future years.

Case study: Keenan Street and Maritana Street Shared Path (Stage 1), Kalgoorlie-Boulder

Completed: December 2024

WABN Grant funding: \$200,000

Description: A 734-m-long red asphalt path connecting the city centre to key destinations in the town.

Outcomes: Completes a missing link in the path network, providing safe access to the town centre, a school, the sports centre and the hospital.



Keenan Street and Maritana Street Shared Path (Stage 1). Photo credit: City of Kalgoorlie-Boulder

Case study: Frank Buswell Foreshore Shared Path Upgrade, Bunbury

Completed: December 2024

WABN Grant funding: \$123,000

Description: A 605-m-long red asphalt path connecting Estuary Drive to Old Coast Road and the CBD to Ocean Drive.

Outcomes: Provides a connection to the town, offering residents and visitors a safer and more sustainable travel option in the area, including linking major tourism attractions.



Frank Buswell Foreshore Shared Path Upgrade. Photo credit: City of Bunbury

Safe Active Streets Pilot Program evaluation

DTMI worked with local governments between 2015 and 2023 to develop, trial and evaluate a pilot Safe Active Streets Program. Safe active street routes use local area traffic management treatments to support 30 km/h environments with improved amenity, to encourage more people to walk, wheel and ride in their communities. Nine projects were delivered, with interim route-level evaluations completed and provided to relevant local governments in 2023. All broadly achieved the intended objectives. Final program reporting is scheduled to be completed in 2025-26.

Evaluation findings are summarised under the five primary aims of the program

Aim 1: Reduce motor vehicle numbers

- Traffic volumes were reduced across all nine safe active street projects. Overall, vehicle counts across the safe active streets reduced by 20 per cent.

Aim 2: Reduce vehicle speeds

- Traffic speeds were reduced on all safe active streets. Overall, 85th percentile speeds, a measure of the speed most drivers are driving at or below, reduced by 15 per cent.
- The performance of individual projects varied; three were within an acceptable operating range, others had higher speeds, and further measures may be needed to reduce speeds.

Aim 3: Increase number of riding and walking trips

- Most projects showed an increased number of people walking and riding. Overall, walking trips increased 28 per cent and bike riding trips increased 9 per cent.
- Treated routes were compared with nearby control routes, showing that people preferred to walk or ride on the safe active streets.
- Increases in trip data was consistent with self-reported survey data, which found a net increase of 24 per cent in active transport participation among all people surveyed.

Aim 4: Increase number of local trips made by walking or riding

- Local walking and biking trips for errands and education increased by an average of 11 per cent across all safe active street projects.

Aim 5: Influence community perceptions

- Community response to the safe active streets projects varied. Overall, 47 per cent were positive about their safe active street, with 31 per cent negative and 22 per cent neutral.
- Most people (61 per cent) supported more safe active streets in their area.

The nine evaluated projects in the pilot program added up to 26.3 km and a combined cost of \$20.3 million, funded mostly by the State Government. A rapid economic appraisal, calibrated using empirical data from each of the nine evaluated projects, determined an overall benefit cost ratio of 1.6 and a net present value of \$10 million, as assessed over a standard 30-year appraisal period.

The Safe Active Streets Pilot Program was successful in trialling a new approach to road safety and active transport on suburban streets. The program has attracted national and international interest and the concept is being taken up by local authorities in WA and across Australia.

Design guidance for safe active streets is being updated and expected to be published in 2026-27. It will be informed by the evaluation insights and provide principles and recommendations to help local councils and practitioners consider the application of design treatments and measures appropriate to their local context. With this information, practitioners can design and implement more safe active streets, creating effective 30 km/h shared street spaces for people to walk, wheel and ride comfortably and safely in their communities.

Inner City 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

Boorloo Bridge (opened December 2024): This landmark infrastructure separates people travelling on foot, by bike, scooter or other personal mobility device from car traffic. The bridge provides a safer and more enjoyable journey for over 1,000 daily users while encouraging even greater active travel in the area.

RAC Arena Bike Connection (completed July 2024): Enhanced safety and accessibility to the west of RAC Arena with a shared path, upgraded landscaping, in-ground up lights and wayfinding signage.

Wittenoom Street Bike Route (ongoing, opening late 2026): LTCN Primary Route connecting the Midland Line PSP with Matagarup Bridge. Design work was completed in 2025 and construction is expected in late 2026.



RAC Arena Bike Connection. Photo credit: City of Perth

Connecting Schools Grants

The Connecting Schools Grant program celebrated its seventh year of successful delivery in 2024-25, 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 2024-25, total funding of \$387,000 was awarded to eligible schools, with \$362,000 funded by DTMI as part of the WABN Grants Program and \$25,000 contributed from the Department of Education. This grant round saw more than \$1 million invested as part of the Connecting Schools Grant program since 2018.

Key outcomes achieved in 2024-25:

- 55 grants were awarded in October 2024
- Of the 55 schools redeeming grants:
 - 26 were first time grant recipients
 - two were newly participating schools that had signed up to take part in the program in 2024
 - four were regional schools.
- The first bike trail project was awarded.

The Connecting Schools Grant has allowed over 430 more bike and scooter parking spaces in schools and supported more than 260 students to be upskilled in safe bike-riding and pedestrian practices.

Case Study – St Michael's School

Located in the Town of Bassendean, St Michael's School was awarded a Platinum Connecting Schools Grant to support a comprehensive, whole-school approach to active transport.

The 'We Like to Move It at St Michael's!' project combined:

- structured bike education workshops for Years 3-6 delivered over 4 weeks in Term 1, with
- innovative early years road safety initiatives introducing balance bikes and helmets to Early Childhood students.

With the aim to build safe, lifelong active travel habits and foster a culture of walking, wheeling and riding across the school community, the 'We Like to Move It at St Michael's!' project delivered strong outcomes:

- Increased active travel participation as more students walked, rode or scooted to school regularly, particularly on event days and after participation in workshops.
- Improved bike and road safety awareness.
- Whole school involvement which encouraged a culture of active transport.
- Sustained impact as equipment and education programs will continue to support long-term behaviour change.



St Michael's School students participating in a bike education workshop. Photo credit: St Michael's School

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 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

- Seaforth Station on the Armadale Line Primary route (PSP expansion program).
 - Stage 1 of the Dorothy to Tonkin Path was constructed and open for use during 2024-25, this connected Seaforth Station to Tonkin Highway and Hicks Street via Seaforth Avenue.
- New and improved path connections were delivered as part of the METRONET expansion projects on the Ellenbrook and Thornlie-Cockburn Lines.

Network monitoring and evaluation

DTMI monitors activity on the path network and evaluates active transport projects. Data is collected and analysed about who is riding, reasons for riding and where they ride, to help ensure investments have a positive impact on the community.

Permanent piezoelectric counters on shared paths provide continuous information on riding activity across metropolitan Perth and in three regional centres. These counters support trend analysis, corridor monitoring and assessment of local changes.

DTMI's annual People's Pulse survey tracks participation, attitudes and barriers to riding. The survey provides insight on how and why Western Australians use bikes and eRideables for recreation and transport.

These data help us to better understand transport behaviours and guides infrastructure investment to support the growth of active transport. Together, these monitoring streams provide a robust evidence base to support delivery of the WABN Plan.

Journey planner and hazard reporting tool

A comprehensive redevelopment of the Your Move website was completed and launched in August 2024, supporting improved capacity for sustainable travel choices in schools and communities throughout Western Australia.

The new and improved Your Move Journey Planner (powered by SkedGo) combines cutting-edge, technology with open-source data to revolutionise the way people plan to move around. The Journey Planner now offers people a seamless, multimodal, personalised trip planning experience, accessible on any device they use. People can also set preferences to prioritise travel modes that save them time or money, reduce CO² or options that burn the most calories.

DTMI hosts a hazard reporting tool on its website for reporting hazards on the path network.

End-of-trip facilities

The provision of bike parking and end-of-trip (EoT) facilities is supported and embedded within several initiatives including the WABN Grants and Connecting Schools Grant programs.

[Guidance for safer storage and charging of electric rideable devices](#) within EoT facilities has been developed. Published online in June 2025, the Guidance was also directly distributed to contributing agencies, stakeholders and facility managers in government tenanted buildings. The aim of the guidance is to provide facilities managers with support related to safety of lithium-ion battery charging and storage for staff who use eBikes and eRideables for commuting to and from work.

The guidance document is scheduled for review in 2026.

Part C: Network monitoring in 2024-25

Riding activity across the State's active transport network remained broadly stable in 2024-25. This followed strong growth in the previous reporting period, with continued evidence of both recreational and transport use across the shared path network.

The following insights outline key trends and community perspectives drawn from permanent piezoelectric bike counters and findings from the 2025 People's Pulse survey. Together, these sources provide an overview of network use across metropolitan and regional areas, as well as community participation patterns and attitudes towards riding.

Bike riding count data insights

In 2024-25, analysis focused on 61 operational counters that were active in both 2023-24 and 2024-25 to support year-on-year comparison. Riding activity across the network was predominantly stable following strong growth in 2023-24. Of the monitored sites, 57 per cent remained stable, 15 per cent recorded growth and 28 per cent recorded declines.

Weekday riding declined slightly, while weekend riding increased. This is consistent with ongoing hybrid working patterns and continued strength of recreational riding.

Corridor-level patterns varied across the network:

- Perth CBD counters showed modest decrease on weekdays but stable or increased weekend activity.
- Picturesque coastal and river corridors continue to reflect strong recreational riding demand.
- Rail-parallel PSP corridors varied, influenced by temporary disruptions including construction works.
- Regional counters had greater variability, reflecting smaller base volumes.

Temporary disruptions, including the Armadale Line closure, Fremantle Traffic Bridge replacement preparation and freeway corridor upgrades, affected riding patterns at some locations. Activity often redistributed to nearby alternative routes rather than declining overall.

Piezo counters measure riding activity rather than rider numbers and capture bikes and eRideables. A 'triangulation study' combining counter data, video observation and other datasets will improve understanding of mode use across the network.

Overall, results indicate that riding activity in WA remained resilient in 2024-25.

Community insights

Community attitudes and behaviours relating to bike riding were monitored through the 2025 People's Pulse survey, which included responses from 1,218 Western Australians, including a sample of parents of school-aged children. The survey contributes to a dataset of more than 13,000 responses collected since tracking began.

- Bike riding continues to play an important role in both recreation and transport across WA.
 - Participation in the Perth metropolitan area is at its highest level in five years. This reflects the proportion of people who reported riding, whereas the bike counter data reported above measures riding activity at specific locations across the network.
 - Riding is increasingly integrated into local trips, including commuting, shopping and social travel.
- Push bikes remain the most commonly owned riding device and continue to support recreational activity. eBikes and eRideables are used more for longer, functional trips, e.g. commuting.

- Community support for active travel remains strong, especially for trips to school.
 - Most parents agree that walking and riding to school are important for their child's physical activity and more than half support their children walking or riding to school where conditions allow. These findings highlight ongoing opportunities to strengthen safe school active travel initiatives.
- Perceptions of infrastructure remain a key influence on participation.
 - Access to connected paths suitable for riders of all ages and abilities continue to be identified as an important factor supporting riding uptake.

Results from 2025 indicate a slight reduction in the proportion of women identifying a lack of accessible infrastructure as a barrier to riding compared with previous years.

These findings indicate bike riding remains well supported across the community and contributes to both recreation and everyday transport. Continued investment in connected infrastructure and safe local routes is likely to support greater participation.

PSP key investment projects

Most primary routes in the WA Bicycle Network take the form of PSPs. These high-quality shared paths for walking, wheeling and riding are the backbone of the network and often follow freeway and rail corridors. Expanding the PSP network is a key action of the WABN Plan, with a focus on closing gaps within 15 km of central Perth.

Sections of PSP along the Fremantle Railway (between Grant Street and North Fremantle stations) and Mitchell Freeway (between Glendalough and Hutton Street and from Civic Place to Reid Highway) were built between 2019 and 2023.

These projects were evaluated to understand their impact on riding and walking activity, the safety of users and community attitudes. Data were collected, before and after the new paths were built, from automated bike counters, video surveys and user and community surveys. Bike crash data and fitness app data were also analysed.

The evaluation of the new sections of PSP showed increased riding and walking, increased community satisfaction and improved safety. Findings of the evaluation were summarised under four key outcomes for the projects:

Outcome 1: Increased riding and walking to/from Perth CBD in peak and off peak

- On the Fremantle Railway corridor, average daily bike activity increased 179 per cent; most new trips were recreational. Bike riding increased 258 per cent in weekend peak times.
- On the Mitchell Freeway corridor, activity increased 49 per cent on the Glendalough to Hutton Street section and 46 per cent between Civic Place and Reid Highway. Most additional trips were for commuting, reducing cars on the road.
- Walking activity increased across the sections, up 51 per cent on the Fremantle Railway PSP sections, 151 per cent increase on the Mitchell Freeway PSP from Glendalough to Hutton Street and up 89 per cent Civic Place to Reid Highway.

Outcome 2: Reduced use of alternative routes and enhanced rider safety

- Significantly fewer safety concerns were raised by people walking, wheeling and riding along the corridors.
- Bike crashes near the new sections of path declined after they opened. Riding on nearby roads reduced and many people shifted their trips to the new paths.

- There was a marked reduction in riding on roads near the Fremantle Railway sections, north of North Fremantle Station. Strava app data showed that riding halved on Curtin Avenue in Cottesloe, where many crashes were reported before the new path.
- For the Mitchell Freeway sections, the use of alternative routes was stable over time, however use of roads near the new paths declined.

Outcome 3: Enhanced user and community perceptions (safety, accessibility, quality)

- The reported number of safety issues per user dropped by two-thirds.
- People walking, wheeling or riding along the corridors, or living nearby, rated the accessibility, comfort and quality of bike and walking facilities much higher after the new sections opened. Overall positive sentiment about facilities doubled.

Outcome 4: Increased diversity of people walking and riding

- The diversity of people riding and walking in the corridors increased; more people made recreational trips, and older people were more confident to walk, wheel or ride.

With completion of the Fremantle Railway sections, there is a continuous bike and walk route from North Fremantle to the Perth CBD. Extension of the route south to the Fremantle CBD is planned (including Swan River Crossing) and when open is expected to boost active travel. Greater use of the Mitchell Freeway PSP is likely when the path is extended from Civic Place to Hutton Street as part of the current Stephenson Avenue works, filling the remaining gap in the route to the city.

The evaluation findings highlight the positive impact of investment in extending Perth's active transport network.

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