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

Empowering a
thriving community

Making Tracks 2024–25

Monitoring Riding Activity on WA's Shared Path Network

Acknowledgement

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

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

About this report

Alternative formats

This publication is available in alternative formats upon request. Contact us to request a copy or submit an enquiry.

More information

More information can be found on DTMI's evaluation, monitoring and reporting webpage, including previous Making Tracks reports.

Email: activetransport@transport.wa.gov.au

Contents

Introducing WA's Shared Path Network

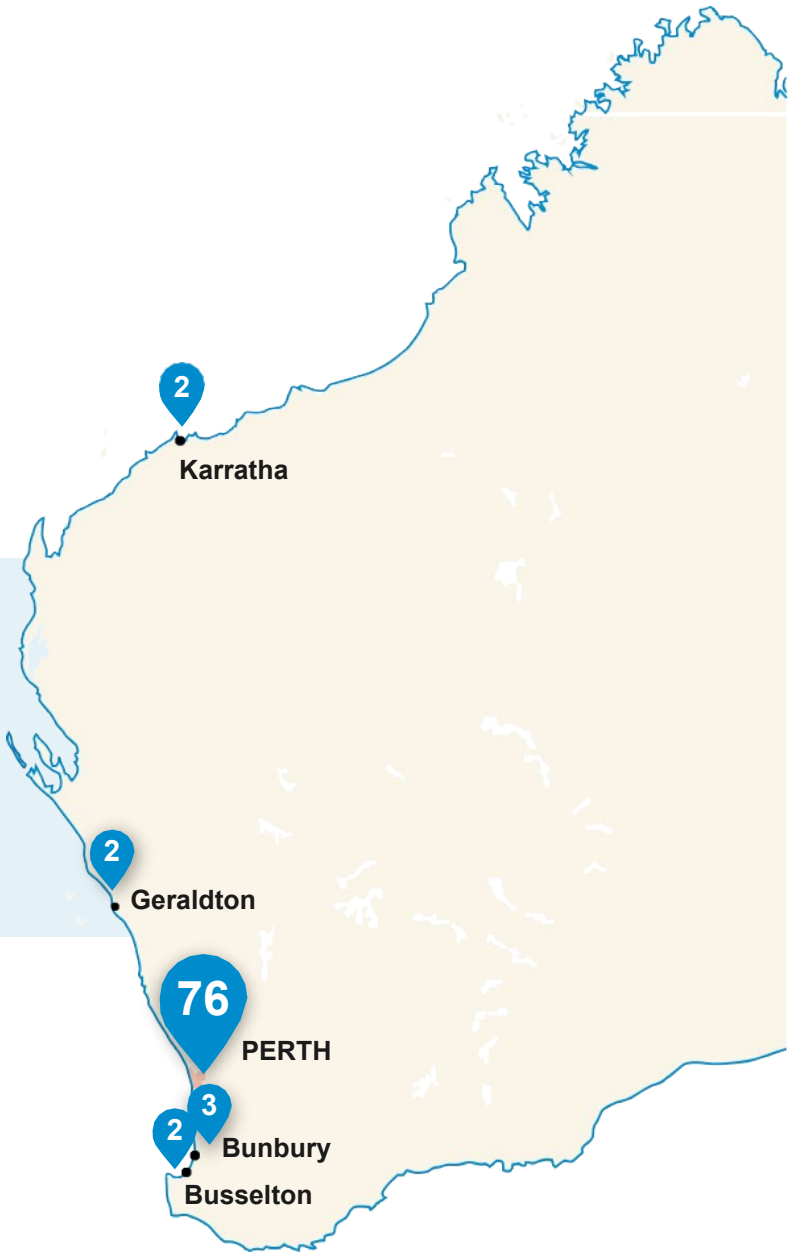
Western Australia's shared path network is a core component of the State's active transport network, supporting people of all ages and abilities to walk, wheel and ride as part of their everyday journeys and experiences.

The Department of Transport and Major Infrastructure (DTMI) monitors riding activity along the network using a combination of permanent automated counters and complementary qualitative and survey-based information. Together, these data sources support evidence-based planning, investment and evaluation of active transport infrastructure.

Riding activity is quantitatively monitored using permanent piezoelectric counters that operate continuously throughout the year. At the end of the 2024–25 financial year, 85 counters were installed across WA, with 76 located in the Perth metropolitan area and nine in regional locations.

Most counters are installed on off-road shared paths, including Principal Shared Paths (PSPs), secondary routes and other high-use corridors.[1] While some counters are located on local and regional shared paths that support access to key destinations and recreational use. Regional counters are located at strategic sites including Bunbury, Busselton, Geraldton and Karratha.

Total number of counters	**85**
Perth metropolitan	**76**
Regional	**9**



[1] PSPs form the backbone of WA's active transport network and are typically located alongside freeway and rail alignments.

What we are capturing

The permanent piezoelectric counters used across the network are highly accurate in detecting wheeled movements. They primarily record activity by people on bicycles and also capture eRideables, such as eScooters.

Due to similarities in wheelbase and sensor activation, the counter technology cannot reliably distinguish between push bikes, eBikes and certain eRideables. Video validation studies indicate most recorded movements are by bike, although the proportion of eRideable use is increasing.

As such, the data presented in this report represent riding activity recorded at monitored locations and may include both bicycles and eRideables. The counters do not reliably detect pedestrians.

Why we collect data

Collecting transport data supports evidence-based decision-making and helps to:

- guide active transport infrastructure investments
- undertake active transport planning
- establish baseline conditions prior to infrastructure planning and developments
- monitor and evaluate the performance of transport projects over time

These data enable trends in riding activity to be tracked consistently and transparently, supporting both strategic planning and project-level evaluation.

What we are working towards

The Western Australian Bicycle Network Data and Monitoring Strategy outlines a set of performance indicators to monitor use of the shared path network and progress towards broader active transport outcomes.

These indicators focus on both riding volumes and participation outcomes.

1. Increased or sustained network-level riding volumes compared with the previous reporting period.
2. Increased or sustained riding volumes across different sub-regional areas of the network.
3. Increased or sustained weekly riding participation levels, as measured through general population survey data and assessed relative to population growth.
4. Increased variety of people who ride on the network, including women and younger cohorts.

This report uses data from the permanent counter network to assess performance against indicators 1 and 2.

Participation and user diversity are assessed using survey-based data and reported separately in DTMI's People's Pulse report.

Terminology and methodology

To support consistent interpretation across the network, year-on-year changes in riding volumes are classified as:

- **growth**: greater than +5 per cent
- **stable**: between -5 per cent and +5 per cent
- **decline**: less than -5 per cent

The ±5 per cent thresholds have been used in reporting on network activity since 2020. They provide a practical and standardised framework for interpreting site level data, accounting for minor variability in counts year to year.

Two comparison approaches are used throughout this report:

- Adjacent-year comparisons assess changes between consecutive financial years using counters operational in both comparison years.
- Fixed multi-year comparisons use only counters operational across all years with the specific reporting windows.

These approaches support both network health monitoring and longer-term trend interpretation.

The thresholds are applied consistently across all sites to enable comparison between locations with different baseline volumes and to identify locations requiring closer review.

They are used as screening criteria only and don't represent statistical significance testing.

This report draws on data from permanent counters that recorded sufficient valid data during the 2024–25 financial year. For adjacent-year comparisons, additional criteria are applied to ensure that trends are based on counters operational across both reporting periods. Together, these approaches maximise the use of available data while maintaining robust comparability over time.

Corridor-level adjacent-year comparisons are reported only where at least three counters were operational with valid data in both comparison years.

Historically, reporting focused on a smaller set of counters designed to detect changes in riding activity into and out of the Perth central area. As the monitoring network has expanded, reporting now incorporates broader location and usage-based groupings to provide a more comprehensive understanding of riding patterns across different environments. The site groupings used in this report are summarised below.

Site groupings

CBD cordon

Picturesque (near the river, ocean or parkland)

Suburban Perth

Regional WA – North

Regional WA – South

Perth's five main PSP corridors

Key insights: Riding activity recorded by the counter network

Riding volumes remain elevated, with modest shifts in 2024–25

Riding activity recorded by the permanent counter network remained elevated in 2024–25, following strong post-pandemic growth in 2023–24.

Based on counters operational in both comparison years, average daily riding volumes modestly reduced by 1.5 per cent, from 18,591 to 18,347.

This moderation follows a period of accelerated growth and is best interpreted as consolidation rather than contraction. Volumes remain above baseline levels observed prior to 2023–24, indicating sustained demand.

The change in 2024–25 was primarily driven by reduced weekday riding, while weekend volumes increased slightly. This suggests continued strength in recreational riding and stable commuter activity.

Observed shifts may reflect a combination of factors, including stabilisation of hybrid work arrangements, corridor-specific infrastructure works, weather variability between comparison years, and increasingly localised drivers of change, such as temporary path closures, detours, nearby development activity or changes in network connectivity affecting individual sites.

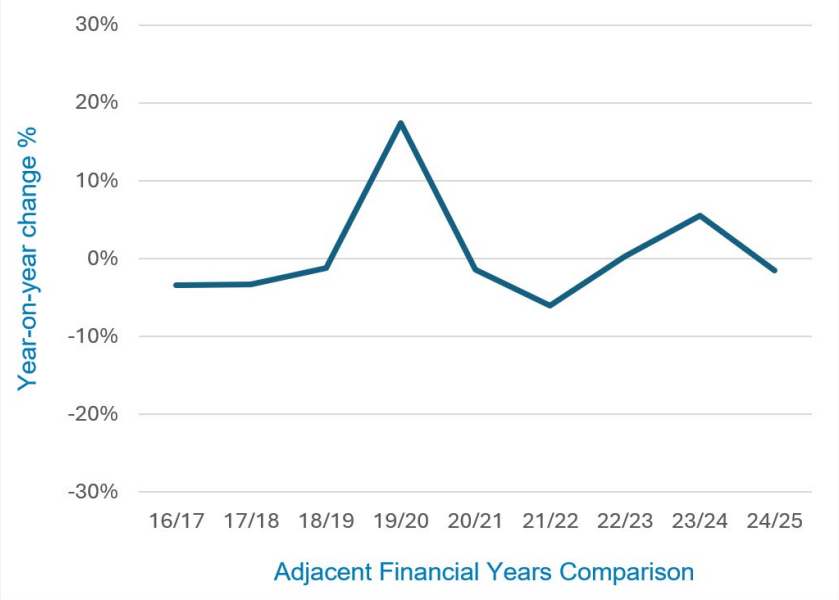
Seven-year riding trends in context

Year-on-year changes across consistent sites operational in each adjacent comparison period demonstrate three broad phases (Figure 1):

- Initial disruption during the early pandemic period
- Strong post-pandemic growth culminating in 2023–24
- Network-wide stabilisation in 2024–25.

While 2024–25 recorded a modest decrease, the broader trajectory indicates riding volumes remain resilient relative to longer-term historical levels.

Figure 1: Year-on-year % changes in average daily riding volumes across consistent sites on the network



Year-on-year changes in average daily riding volumes across consistent sites have fluctuated over time, with periods of decline, recovery and recent stabilisation. In 2024–25, the network recorded a modest decrease following strong growth in 2023–24.

Note: results are based on counters operational in both adjacent financial years being compared.

Comparison with last year

Network average daily riding volumes

Note: results are based on 61 counters operational in both FY 2023–24 and FY 2024–25.

Average daily count (all sites):

- FY 2023–24: 18,591
- FY 2024–25: 18,347

Change (all sites):

- FY 2024–25: -1.5 per cent

When viewed on an adjacent-year basis, the network recorded a modest reduction in average daily riding volumes. Activity remained resilient across the network, with variation concentrated in specific locations within corridors.

Site-level variation +

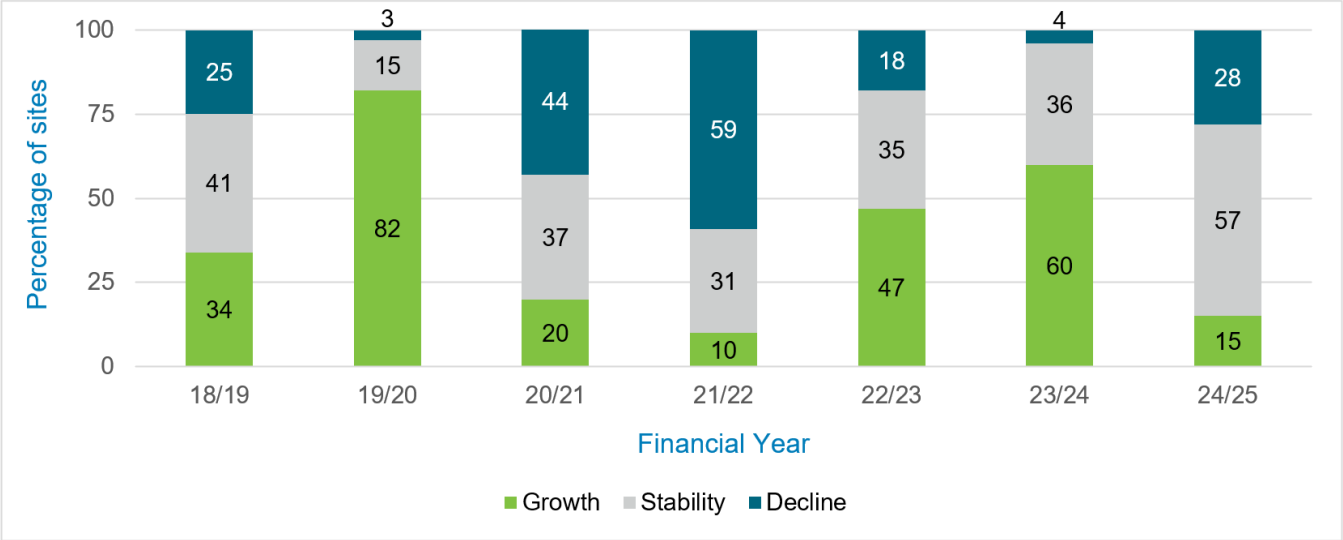
Data from the **61 counters operational** in both 2023–24 and 2024–25 showed that most sites experienced small year-on-year changes:

- 9 sites **(14.8 per cent) recorded growth** greater than +5 per cent
- 35 sites (**57.4 per cent**) remained within the ±5 per cent **stability threshold**
- 17 sites (**27.9 per cent**) **recorded declines** greater than -5 per cent.

Compared with 2023–24, when growth was more widespread, 2024–25 reflects a more balanced distribution of outcomes, with stability now representing most sites (Figure 2).

This pattern suggests network-wide expansion has transitioned to a more stable phase, with variation increasingly concentrated at individual locations rather than across the network as a whole.

Figure 2: Site-level year-on-year change classifications across WA's shared path network



Distribution of site-level changes has shifted over time, with strong growth dominating in 2019–20, followed by a period of higher decline. In 2024–25, most sites were classified as stable, indicating a transition toward more balanced and consistent riding volumes across the network.

Note: results are based on counters operational in both adjacent financial years being compared.

Understanding localised change

While corridor and sub-group reporting provides important network context, aggregated analysis can mask local operational and contextual factors that influence individual sites.

Review of sites with changes greater than ±5 per cent indicates that much of the variation observed in 2024–25 reflects local infrastructure delivery, temporary construction impacts and changes to route connectivity. This includes links, detours, or improved access to the monitored shared path, rather than structural shifts in overall demand.

Metropolitan

The largest site-level increase was recorded at Joondalup - south of Shenton Avenue (Mitchell Freeway PSP) (+43.7 per cent), likely associated with completion of Smart Freeway works between Hester Avenue and Warwick Road in 2024, which improved continuity along this section of the shared path.

Regional

Regional growth was observed at Karratha - south of Nikol Road (+23.7 per cent) and Bunbury - south of Washington Avenue (+17.3 per cent). In locations with lower baseline volumes, relatively small increases in riding activity can produce larger percentage changes, though local population growth and new regional connections may have also contributed.

Interpreting localised change

Several declines were associated with temporary infrastructure disruption. In particular, decreases at sites along the Fremantle corridor coincided with Fremantle Traffic Bridge works undertaken in early 2025, while locations affected by the Thornlie- Cockburn Link construction also recorded reduced volumes during the reporting period.

At some locations, declines likely reflected redistribution of riding activity following the opening of nearby alternative PSP links rather than reduced demand overall.

Collectively, these findings reinforce that percentage change thresholds are screening criteria used to prioritise review, and that interpretation of site-level variation requires consideration of operational conditions and local network influences.

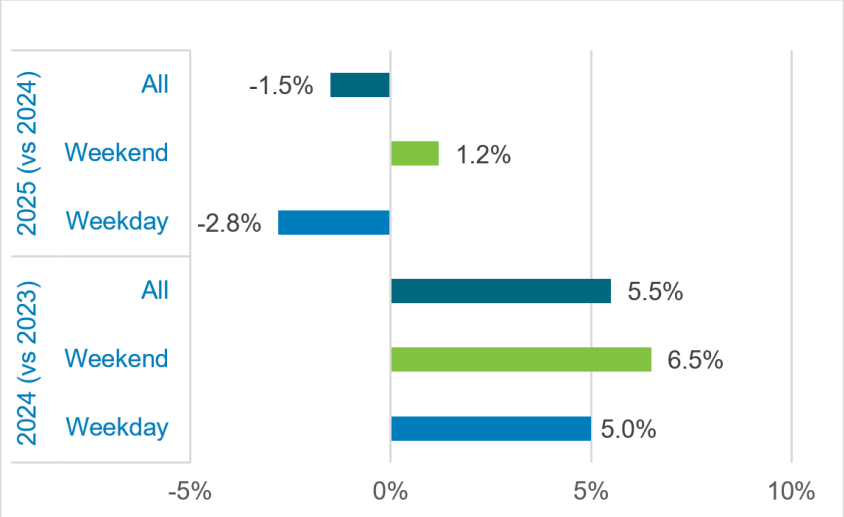
Weekday and weekend activity

Weekday and weekend patterns

Weekday riding volumes declined by 2.8 per cent compared with 2023–24, with moderation most evident in afternoon peak periods. Despite this, morning peak activity remains the highest-volume period across the network, reinforcing the continued importance of shared paths for commuter travel.

Weekend riding increased by 1.2 per cent year-on-year. Weekend volumes were more evenly distributed across morning and midday periods and represent a growing share of overall network activity.

Figure 3: Adjacent-year percentage change across WA's shared path counter network for all days, weekdays and weekends

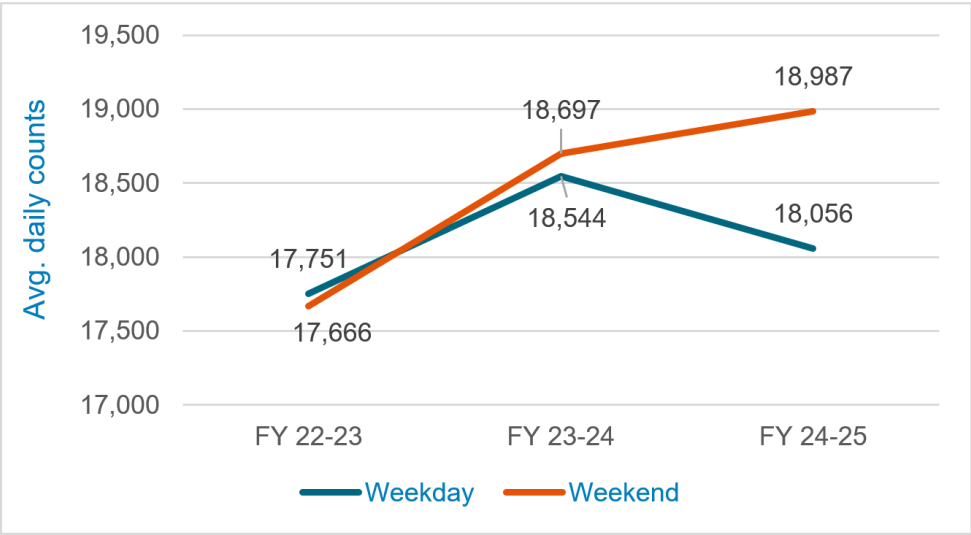


Riding volumes declined slightly overall in 2024–25, with decreases in weekday activity and a small increase in weekend riding. This contrasts with 2023–24, where growth occurred across all day types, indicating a shift from consistent growth to more variable patterns of use.

Note: results are based on counters operational in both adjacent financial years being compared.

The widening gap between weekday moderation and weekend growth suggests that commuter travel has stabilised, while recreational and discretionary riding remains resilient.

Figure 4: Weekday vs. weekend average daily counts, all sites



Average daily riding volumes increased across both weekdays and weekends in 2023–24, followed by a shift in 2024–25, with weekend volumes continuing to rise while weekday volumes declined.

Note: results are based on counters operational in both adjacent financial years being compared.

Time-of-day patterns

Riding activity remained concentrated during weekday mornings and afternoon peak periods, with highest volumes in the morning peak. Weekend riding was more evenly distributed, with strong activity during morning and midday periods (Figure 5).

These patterns are consistent with previous years and reinforce the dual role of the shared path network in supporting transport and recreational activity.

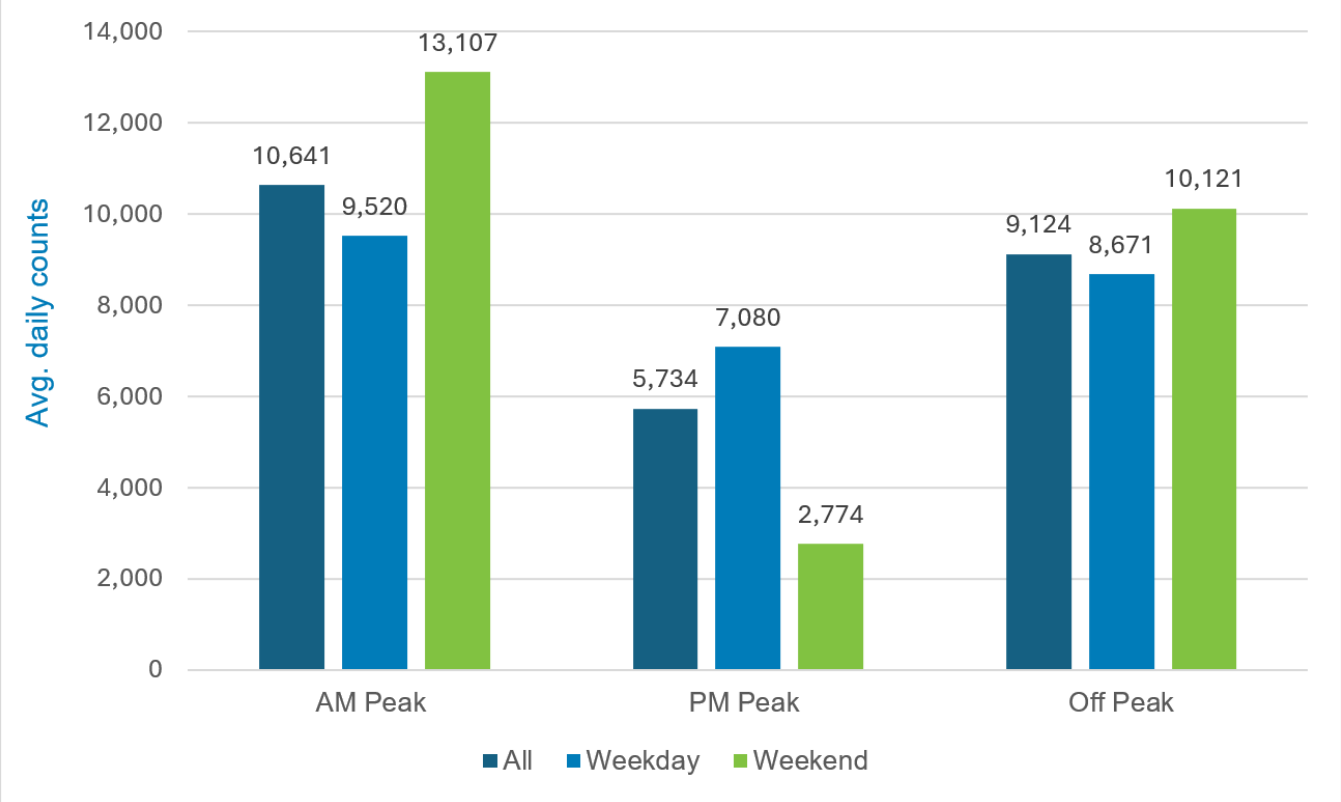
Year-on-year changes in 2024–25 show divergence between weekdays and weekends. Weekday peak and off-peak riding declined slightly, consistent with stabilising commuter travel. Weekend riding increased, particularly during morning and midday hours, indicating growth in recreational use and accounting for an increasing share of overall network activity.

Interpretation of time-of-day patterns

There was a strong preference for morning travel on weekdays and weekends. This might reflect weather conditions (heat, wind and rain), commuting routines and recreational patterns. Increased weekend and off-peak activity highlights the growing role of the network in supporting recreational travel.

This broadening use profile indicates that shared paths are functioning as all-day active travel corridors rather than commuter-only infrastructure.

Figure 5: Network average daily counts FY 2024–25, morning (AM) peak, afternoon (PM) peak, off-peak



Riding volumes were highest during the AM peak and off-peak periods, with lower volumes observed during the PM peak. Weekend activity was concentrated in the AM peak and off-peak periods, while weekday riding was more evenly distributed across the day.

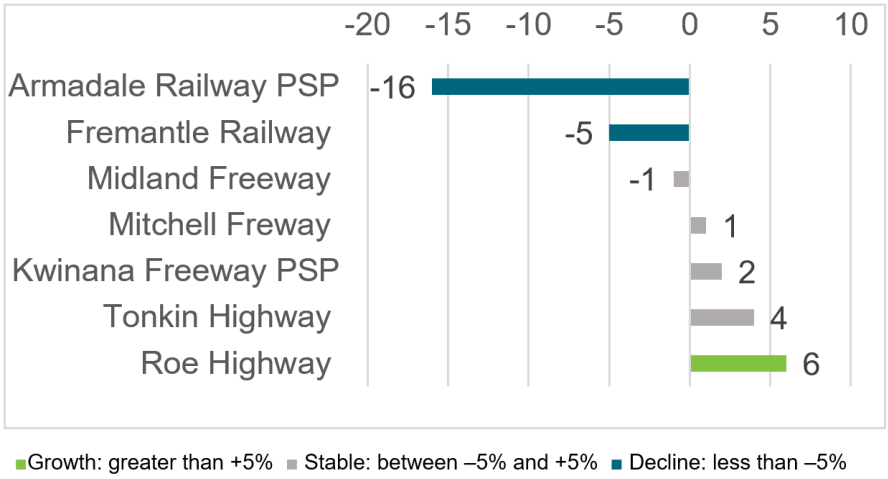
Note: AM peak= 7-9 am, PM peak=4-6 pm, off-peak = all other times

Network sub-groups

Corridor and sub-group performance

Patterns across network sub-groups in 2024–25 were mixed but generally stable. Most PSP corridors remained within the ±5 per cent stability threshold, indicating broadly consistent use despite local site variation. Roe Highway was the only corridor to record growth above five per cent overall, while Armadale Railway recorded the largest decline. Regional sub-groups showed small overall movements, with percentage changes more sensitive to lower daily volumes.

Figure 6: Counts across PSP corridors: year-on-year change FY 2024–25 compared with FY 2023–24



Five of the seven PSP corridors remained stable in 2024–25, with year-on-year changes within ±5 per cent indicating broadly consistent riding volumes across the network.

Note: results are based on counters operational in both comparison years.

CBD cordon
Average daily count: 4,552

CBD volumes remained stable in 2024–25, declining by 2.2 per cent overall. Weekday volumes fell by 3.8 per cent, while weekend volumes increased by 1.7 per cent. Key river crossings such as Narrows Bridge, Causeway Bridge and Mount Street Bridge remained strong, reinforcing the CBD's role as a core commuter route, with some shift toward more discretionary riding.

Picturesque locations
Average daily count: 5,063

Picturesque locations declined by 1.7 per cent overall. Weekday volumes fell by 3.1 per cent, while weekend volumes rose by 1 per cent, highlighting continued recreational use. Coastal and river foreshore sites such as Sir James Mitchell Park, Canning Bridge, North Coogee and Leighton Beach continued to show strong weekend demand.

Suburban Perth
Average daily count: 1,929

Suburban Perth recorded a 0.9 per cent increase overall. Weekday volumes rose by 0.4 per cent and weekend volumes by 2.1 per cent. Growth along the Roe Highway PSP corridor suggests the effect of corridor-specific improvements, while the increasing share of weekend activity shows these routes support both transport and recreation.

Regional WA – North
Average daily count: 261

Regional North declined by 2 per cent overall, following strong growth in 2023–24. Weekday volumes fell by 4.1 per cent, while weekend volumes increased by 2.9 per cent. Patterns varied across sites, with greater volatility in Port Hedland. Karratha increased by 23.7 per cent, although percentage changes at lower-volume sites should be interpreted cautiously.

Regional WA – South
Average daily count: 296

Regional South remained broadly stable, with a slight decline of 0.3 per cent overall. Weekday volumes decreased modestly, while weekend volumes increased. Bunbury and the Margaret River corridor remained steady, with Bunbury increasing by 17.3 per cent year-on-year, suggesting some strengthening local demand despite lower baseline volumes.

Study limitations

Comparability over time

The counter network has progressively expanded over time. Counters also experience temporary downtime due to maintenance, technical issues or nearby construction activity. To maintain comparability:

- counters with fewer than 11 months of valid data within a financial year are excluded
- only corridors meeting the minimum operational threshold are included in year-on-year comparisons.

In 2024–25, 64 counters were operational for at least 11 months. Of these, 61 piezoelectric counters were comparable across 2023–24 and 2024–25 and were used for adjacent-year network health comparisons. A smaller subset of counters operational across all years within fixed comparison windows was used for longer-term trend analysis and selected longitudinal comparisons. While network expansion improves spatial coverage across the shared path network, it can limit direct comparability across all reporting years.

Double counting within corridors

Double counting within PSP corridors cannot be entirely avoided, as some riders may pass multiple counters along a single trip. To minimise this effect:

- only one counter is selected within overlapping spheres of influence
- corridor analysis uses representative subsets of counters.

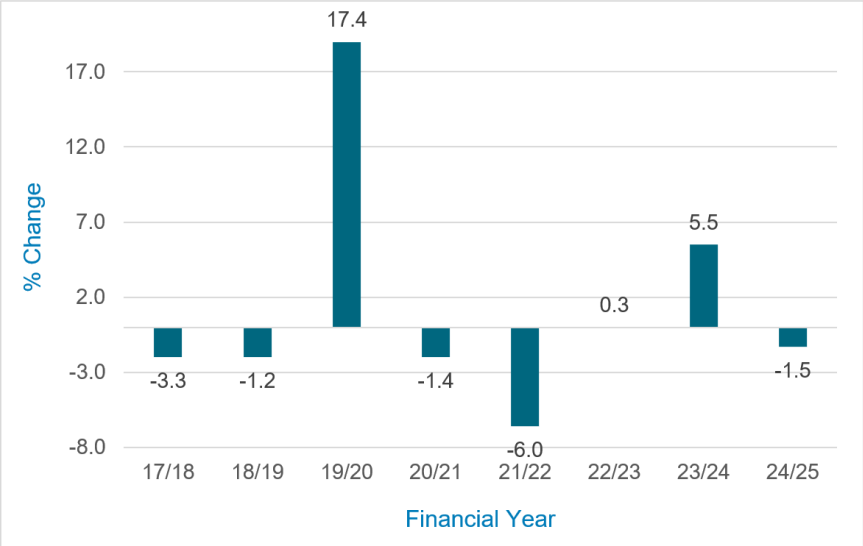
These controls reduce duplication; however, corridor totals should be interpreted as indicative of activity trends rather than exact trip counts.

Coverage of the network

The counter network provides a reliable measure of riding activity at monitored locations. However, not all riding routes across WA are captured. Findings presented in this report reflect activity at monitored sites and should not be interpreted as representing total riding volumes across the State.

Appendix

Figure 7: Year-on-year percentage change across WA's shared path counter network, based on counters operational within each adjacent comparison period



Following strong growth during the post-pandemic recovery period, 2024–25 recorded a modest reduction in average riding volumes, reflecting a broader shift from rapid growth toward network stabilisation and more variable localised patterns of use.

Note: results are based on counters operational in both adjacent financial years being compared (e.g. 2024–25 compared with 2023–24). The number of operational counters varied across reporting periods.

Table 1: Average daily riding volumes by network sub-group across fixed comparison sites

Site	Counters in fixed comparison window	Average daily count FY 2022–23	Average daily count FY 2023–24	Average daily count FY 2024–25	Change FY 2024–25
All sites	48	17,725	18,591	18,347	-1.3%
CBD cordon	7	4,467	4,656	4,552	-2.2%
Picturesque	7	4,958	5,151	5,063	-1.7%
Suburban Perth	9	1,865	1,912	1,929	0.9%
Regional WA – North	4	203	267	261	-2%
Regional WA - South	4	275	297	296	-0.3%

Table 1 shows average daily riding volumes across fixed comparison sites by network sub-group, with generally stable or slightly declining trends across most areas in 2024–25.

Note: results presented in this table are based on counters operational across the full comparison window between FY 2022–23 and FY 2024–25. Adjacent-year network health comparisons elsewhere in this report use different operational counter cohorts.

Contact

Department of Transport and Major Infrastructure
140 William Street
Perth WA 6000

Website: www.transport.wa.gov.au