

City of Melbourne

# UPDATE OF THE STRATEGIC TRANSPORT EVIDENCE BASE

# 2016 CENSUS JOURNEY TO WORK ANALYSIS

## ABS JOURNEY-TO-WORK OVERVIEW

# Description of the reference dataset



*This section outlines work travel characteristics to the Melbourne Local Government Area (LGA).*

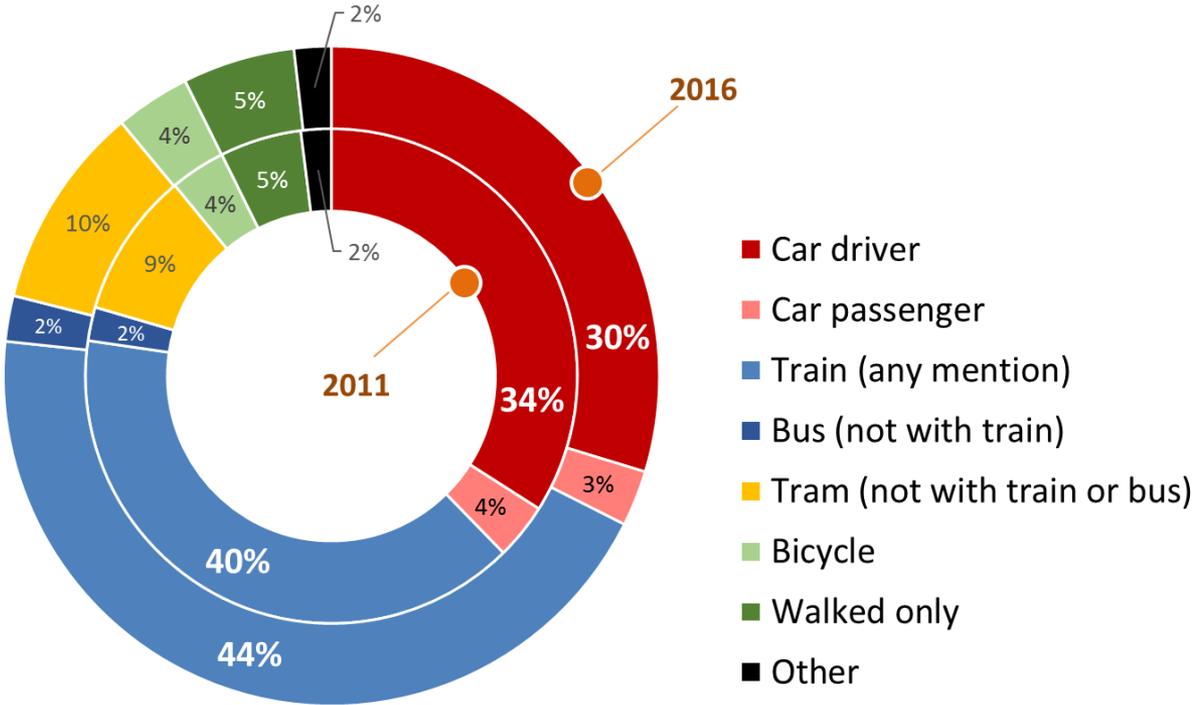
Data has been extracted from the most recent Census of Population and Housing, conducted in August 2016 by the Australian Bureau of Statistics (ABS). The ABS online TableBuilder tool was used to download relevant datasets (<http://www.abs.gov.au/websitedbs/censushome.nsf/home/tablebuilder>).

Some caution is required in analysing Census data.

- The ABS applies privacy algorithms to all Census datasets to protect the release of personally identifying information. As such, person data downloaded at a fine-grained Statistical Area 1 (SA1) level of geography may not add to the aggregate data totals of visits to the Melbourne LGA.
- The journey to work dataset is compiled from several distinct Census questions. Work location is of the primary workplace in week prior to the Census, method of travel is on the day of the Census, and home location is the place of usual residence. As such some outlier points may be generated, such as walk trips from a regional area.
- Changes in SA1 geography have occurred between Census periods. An ABS concordance table has been used to weight the trips from the 2011 SA1s to match 2016 boundary definitions.
- A copy of the 2016 Census form is available from:  
[http://www.abs.gov.au/ausstats/abs@.nsf/Lookup/2901.0Main%20Features802016/\\$FILE/2016%20Census%20Sample%20Household%20Form.pdf](http://www.abs.gov.au/ausstats/abs@.nsf/Lookup/2901.0Main%20Features802016/$FILE/2016%20Census%20Sample%20Household%20Form.pdf)

# JOURNEY TO WORK 2016

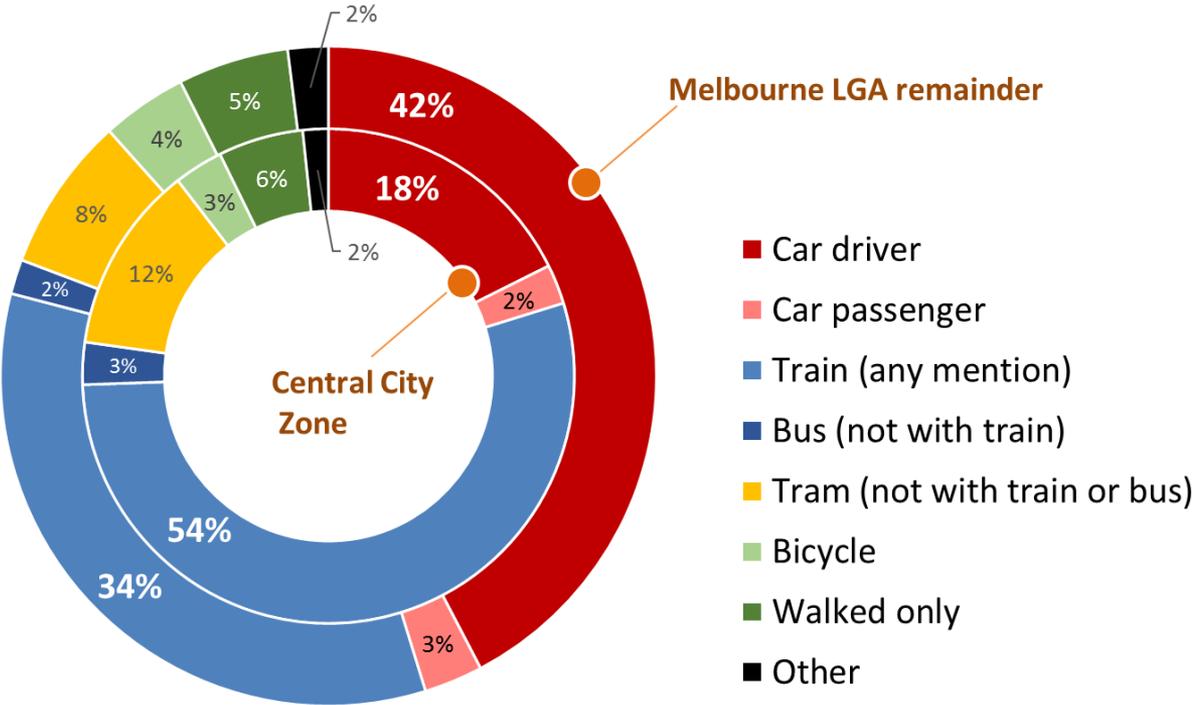
## Mode share to the Melbourne LGA



- Train is the most common mode used to access the Melbourne LGA with 44 per cent of work trips (up 4 percentage points from 2011). Car driver trips have reduced by the same amount to 30 per cent of trips.
- Combining train with bus and tram, public transport accounts for the majority of work trips (56.5 per cent).
- Private vehicle trips (as driver or passenger) account for 32.4 per cent of Melbourne LGA work travel. Car occupancy remains low, with just 1.09 persons per vehicle.
- Less than 10 per cent of people travel to the Melbourne LGA by active transport modes.

JOURNEY TO WORK 2016

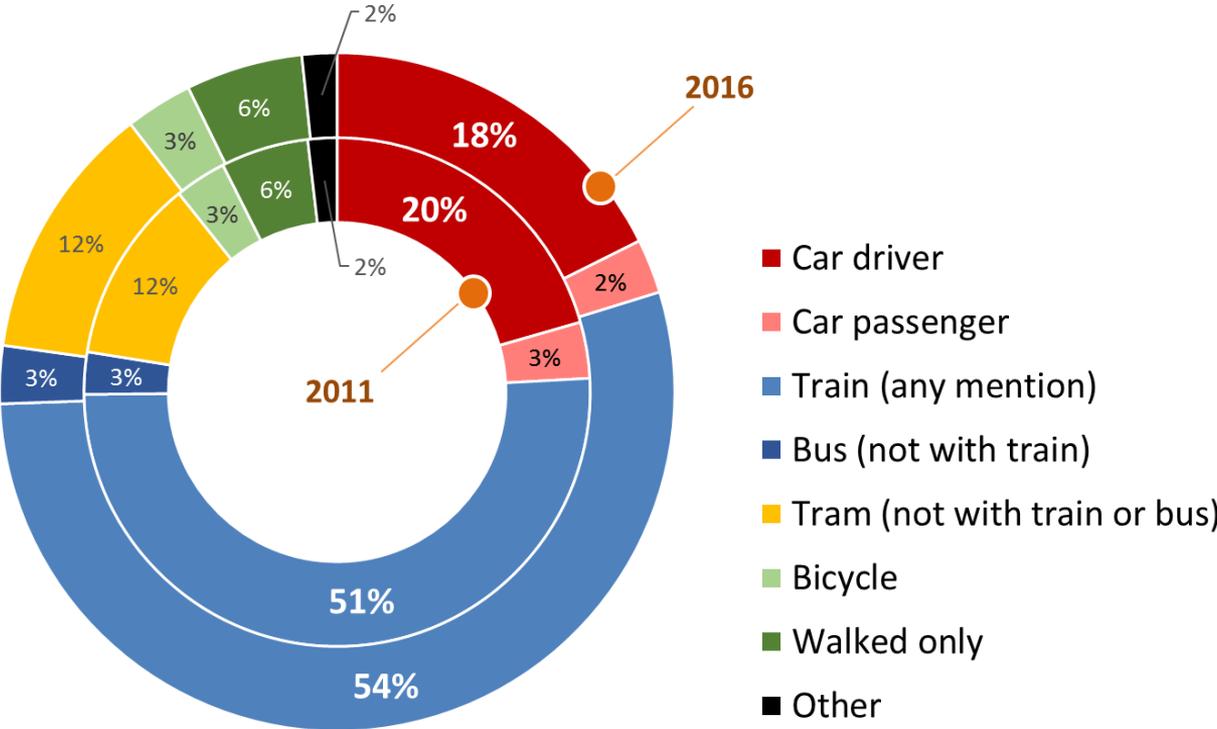
# Mode share to the Melbourne Central City Zone



- Approximately 200,000 trips are made into the Central City Zone for work. This represents 51 per cent of all work trips into the Melbourne LGA.
- Of the public transport trips into the Melbourne LGA, 63 per cent are associated with the Melbourne Central City Zone.
- Central city travel is highly skewed to public transport, with just under 70 per cent of work trips using train, tram or bus. Active transport remains at just under 10 per cent.
- Excluding the Central City Zone, travel to the remainder of the Melbourne LGA has a high proportion of car driver journeys (42 per cent).

JOURNEY TO WORK 2016

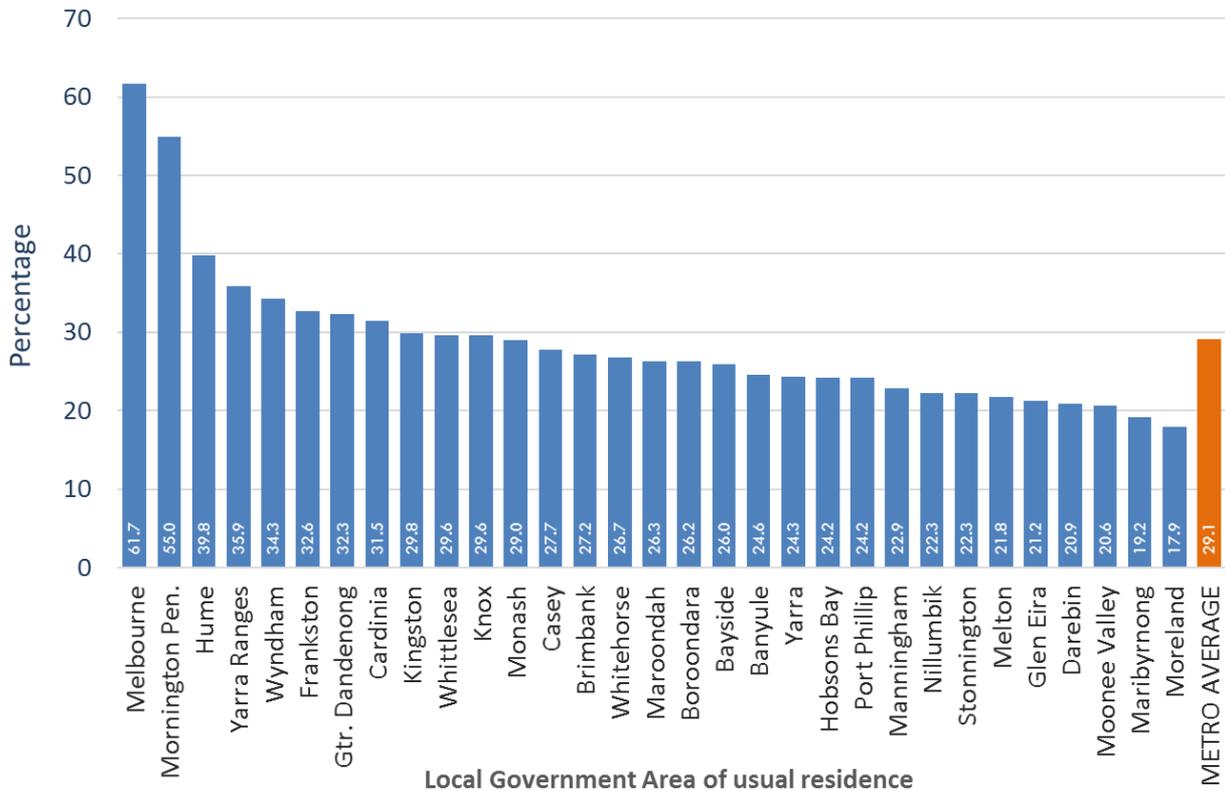
# Mode share changes in the Central City Zone



- In 2011, the Census reported 167,000 trips to the Melbourne Central City Zone. This increased by 30,000 trips (19 per cent) in the 2016 estimate.
- Access to the central city zone by public transport continues to improve. In the 2016 Census train was used for 54 per cent of trips, an increase of 3 percentage points since 2011.
- Private vehicle travel (either as a driver or passenger) decreased by 3 percentage points to 20 per cent of trips.
- The proportion of travel by other modes remained stable.

JOURNEY TO WORK 2016

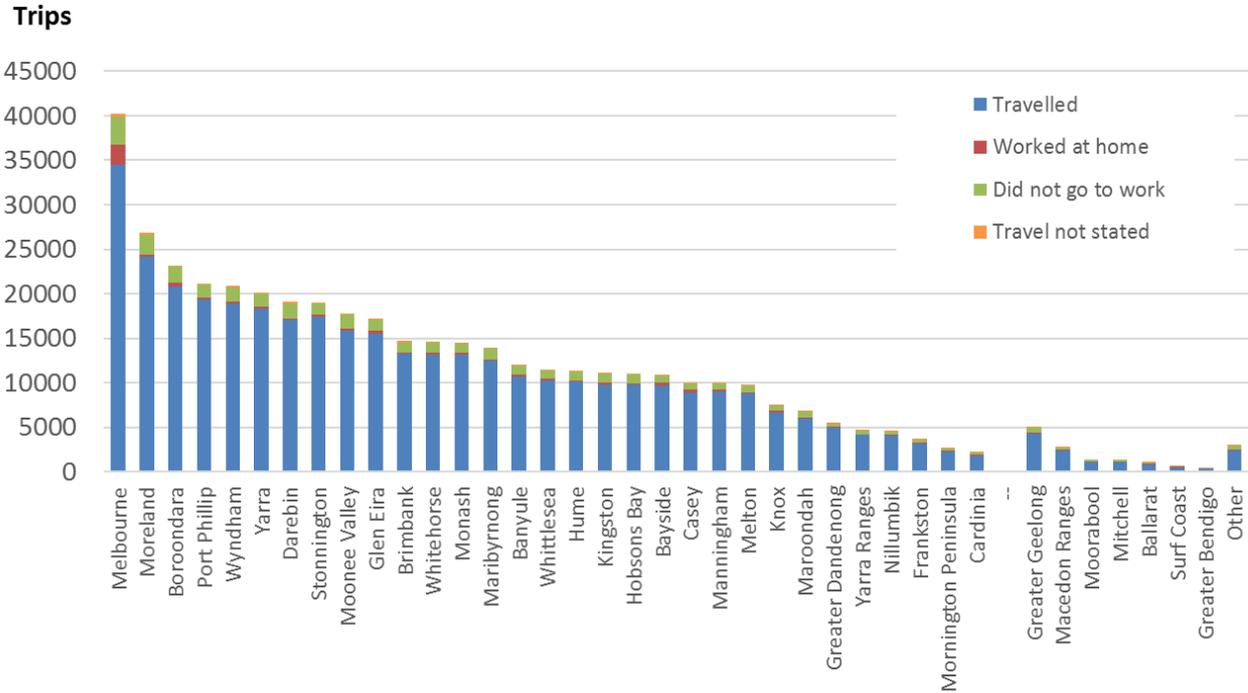
# Local worker catchment by local government area



- The Melbourne LGA has a strong local resident work catchment, unique across the urban area. Approximately 62 per cent of Melbourne LGA residents are employed with the municipality.
- The closest comparable level of self containment is observed only in the very large geographic area of Mornington Peninsula (and to a lesser degree the large areas of Hume and Yarra Ranges).

JOURNEY TO WORK 2016

# Workers employed in the Melbourne LGA

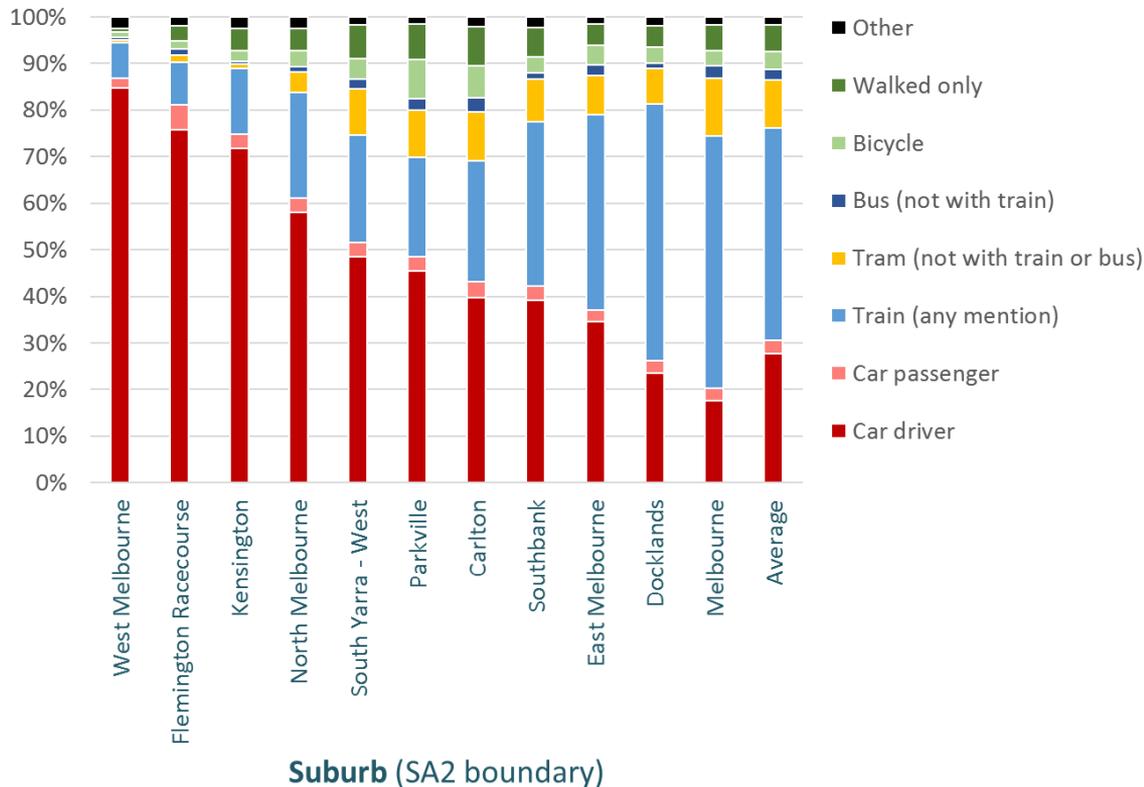


Home local government area

- The top five origin municipalities for Melbourne LGA workers are Melbourne, Moreland, Boroondara, Port Phillip, and Wyndham. The inclusion of Wyndham is notable: in 2011, this municipality was the 10<sup>th</sup> highest work trip generator for the Melbourne LGA.
- In total, these five municipalities account for 30 per cent of all Melbourne LGA worker origins.
- Only 15,400 Melbourne LGA workers (3.5 per cent) have a usual residence outside of the metropolitan area. Of these, the majority are from Greater Geelong (4,960) and Macedon Ranges (2,780).
- Of Melbourne LGA residents who are also employed in the municipality, approximately 6 per cent worked from home on Census day. This is higher than other regions – typically by a factor of 3 – and of interest as more distant areas could be expected to have higher levels of telecommuting.

JOURNEY TO WORK 2016

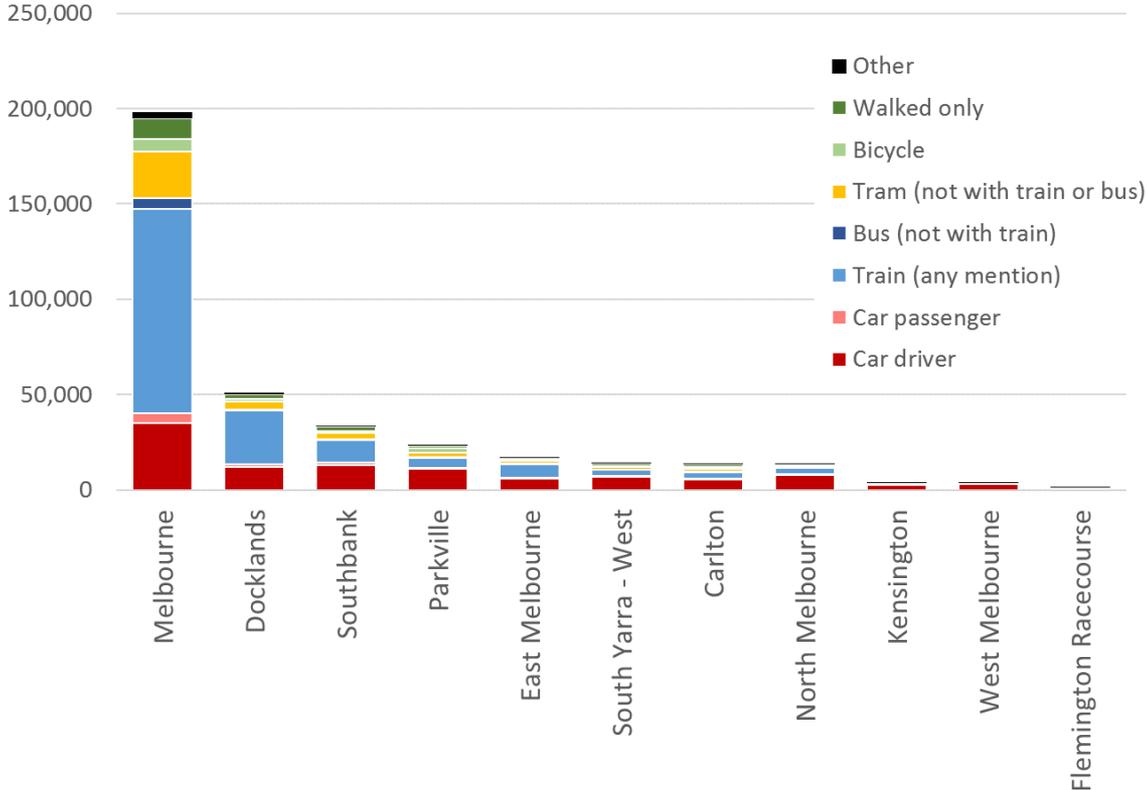
# Mode share to inner Melbourne suburbs



- High variability in journey to work mode share is found across the municipality.
- Car driver mode share ranges from approximately 18 per cent in the Melbourne Central City Zone, up to 85 per cent in the more industrial areas of West Melbourne. (It should be noted that the total volume of all work trips to West Melbourne, Flemington Racecourse and Kensington is quite low: 8,500 combined).
- Public transport mode shares are similarly variable, ranging from 9 per cent to 69 per cent. West Melbourne, Flemington Racecourse and Kensington are the only three areas with rates under 20 per cent. Melbourne and Docklands both have rates over 60 per cent.
- The highest rates of active transport (walking or cycling) are found in Parkville and Carlton (16 per cent and 15 per cent respectively).

JOURNEY TO WORK 2016

# Work trips to inner Melbourne suburbs



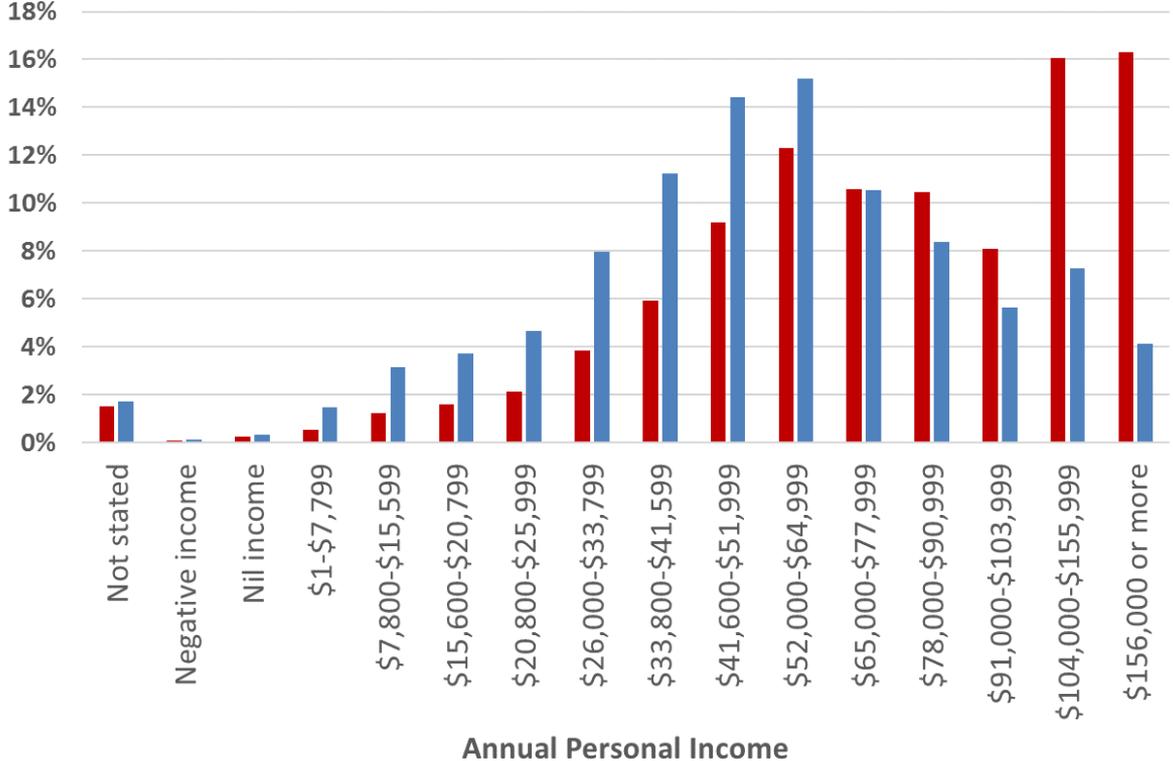
- There are more work trips to the Melbourne Central City Zone than all other inner city suburbs combined.
- Despite the relatively low private vehicle mode share, there are still more car driver trips to the Melbourne SA2 than workers in each other suburb (excluding Docklands).

JOURNEY TO WORK 2016

# Income of car drivers to Melbourne LGA

Percentage of workers

Melbourne LGA Remaining metropolitan area

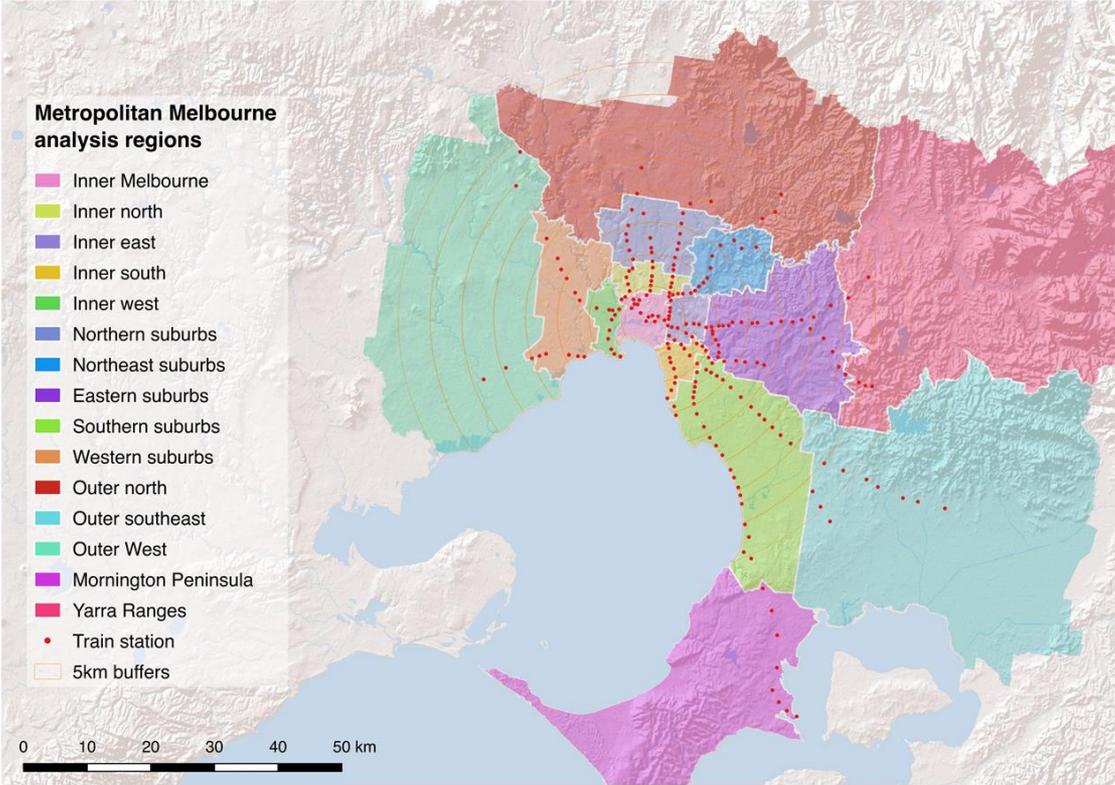


- Car drivers to Melbourne LGA are far more likely to be in higher income earning groups than other workers in the broader metropolitan area.
- Ignoring people who did not state their income, 33 per cent of Melbourne LGA drivers earn over \$104,000 per year. The average across other metropolitan regions is 12 per cent.

City of Melbourne  
**EMPLOYMENT CATCHMENT**

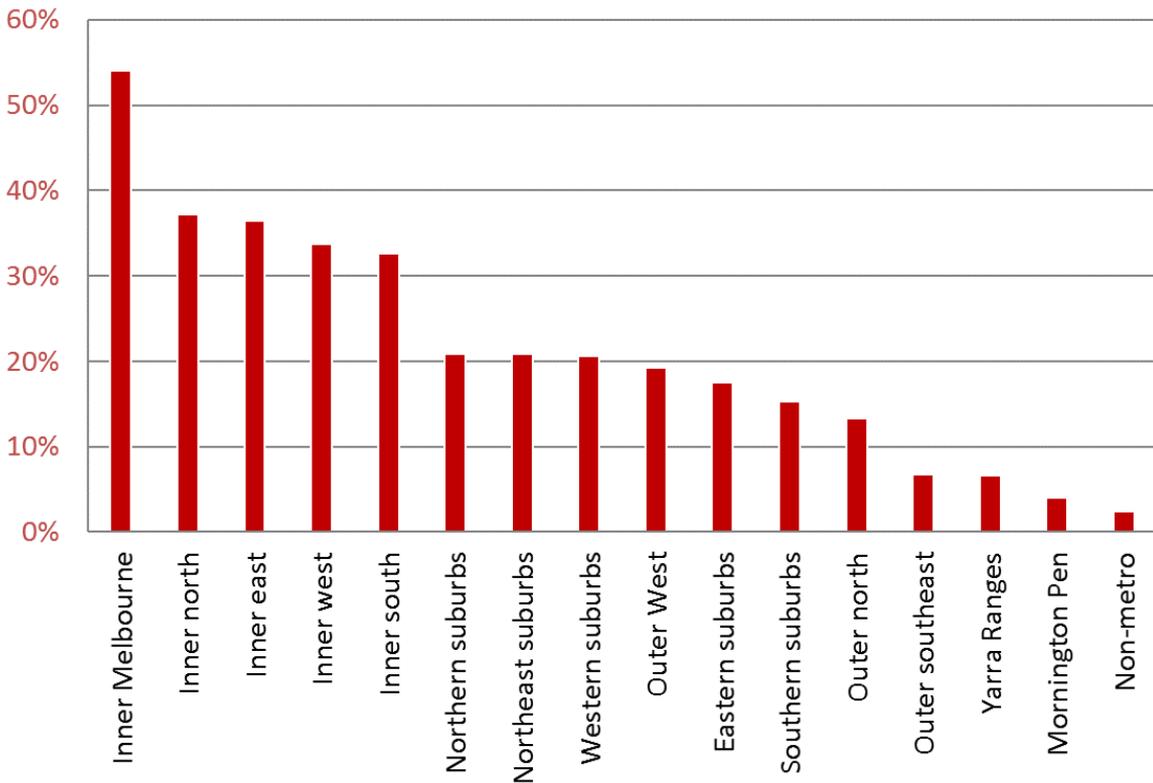
# JOURNEY TO WORK 2016

## Home region definition



JOURNEY TO WORK 2016

# Proportion each region's trips to Melbourne LGA

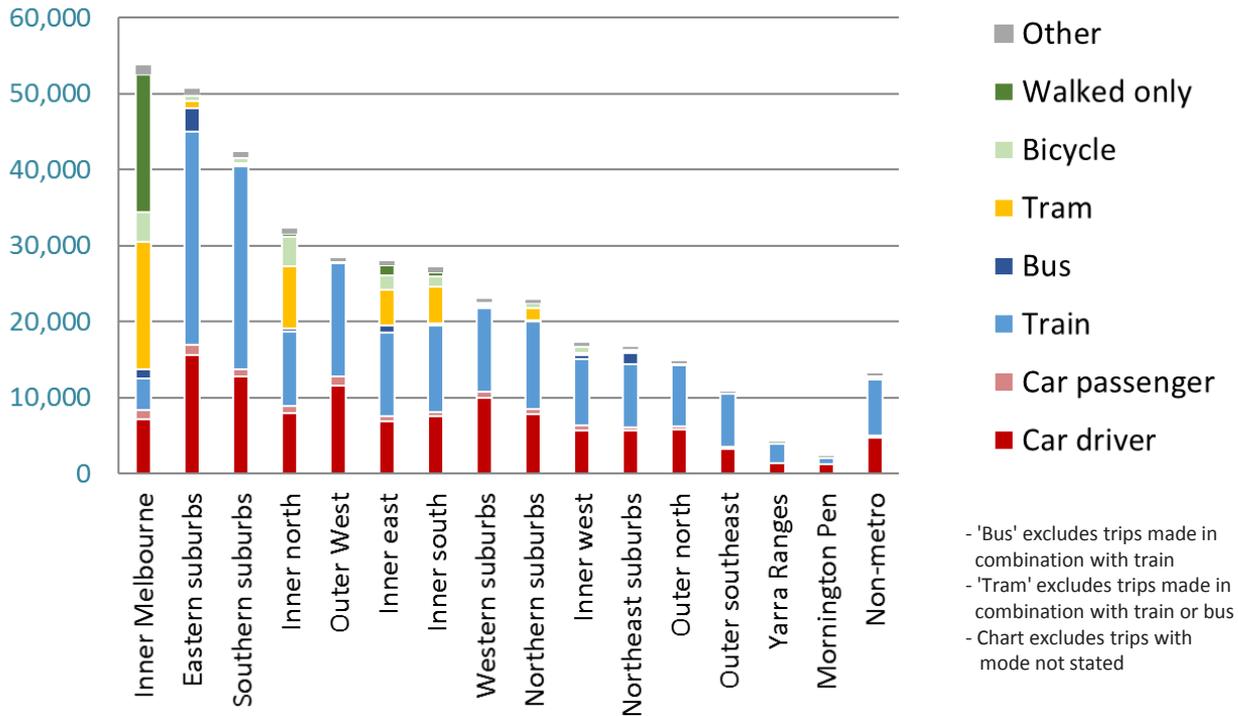


- Over half of the work trips from Inner Melbourne are to the Melbourne LGA.
- Each of the inner suburb regions have a high proportion of working population travelling to the Melbourne LGA (33 to 37 per cent).
- Middle suburb regions typically see 20 per cent of workers travelling to the Melbourne LGA.

JOURNEY TO WORK 2016

# Work trips to Melbourne LGA by home region

**Trips**



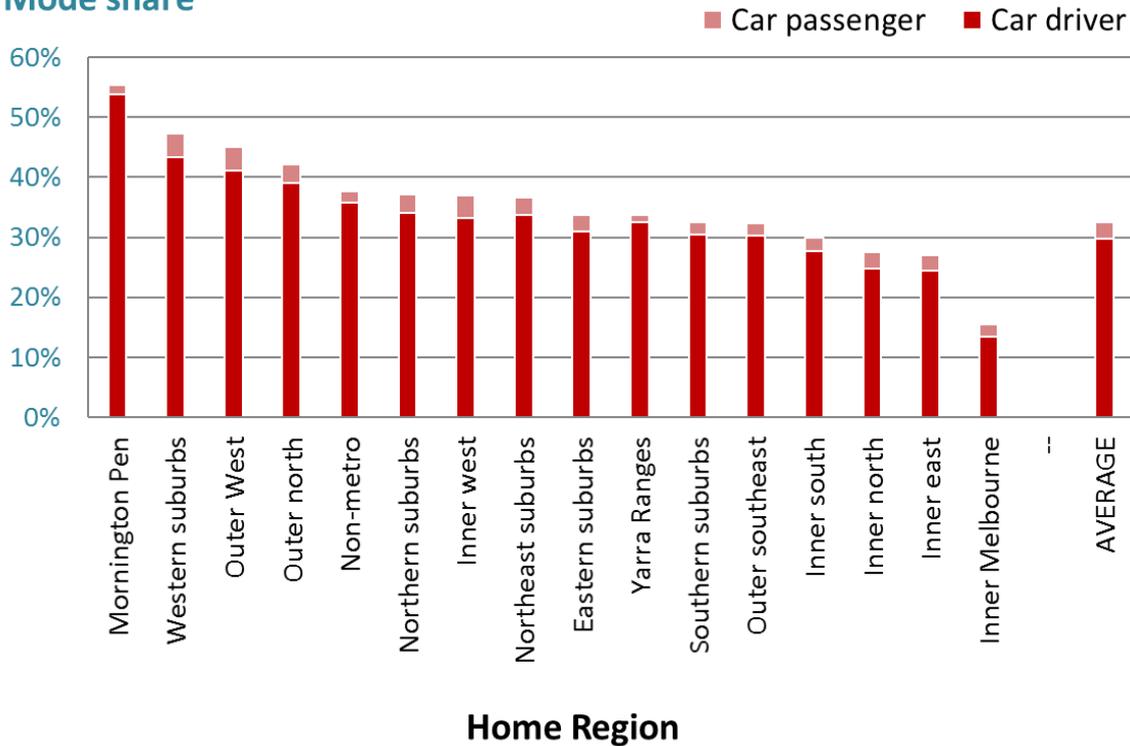
- 'Bus' excludes trips made in combination with train  
 - 'Tram' excludes trips made in combination with train or bus  
 - Chart excludes trips with mode not stated

- There are now more people travelling to the Melbourne LGA from within the municipality as the large eastern suburban region.
- Inner Melbourne creates more car trips than growth areas in the Outer North and Outer Southeast.
- From Inner Melbourne, walking is used for a third of all the trips to the Melbourne LGA. This is higher than the tram mode share.
- The Eastern Suburbs region generates the most car driver trips to Melbourne (14 per cent of the total) and the most public transport trips to Melbourne (15 per cent of the total).

JOURNEY TO WORK 2016

# Private vehicle mode share to Melbourne LGA by home region

Mode share

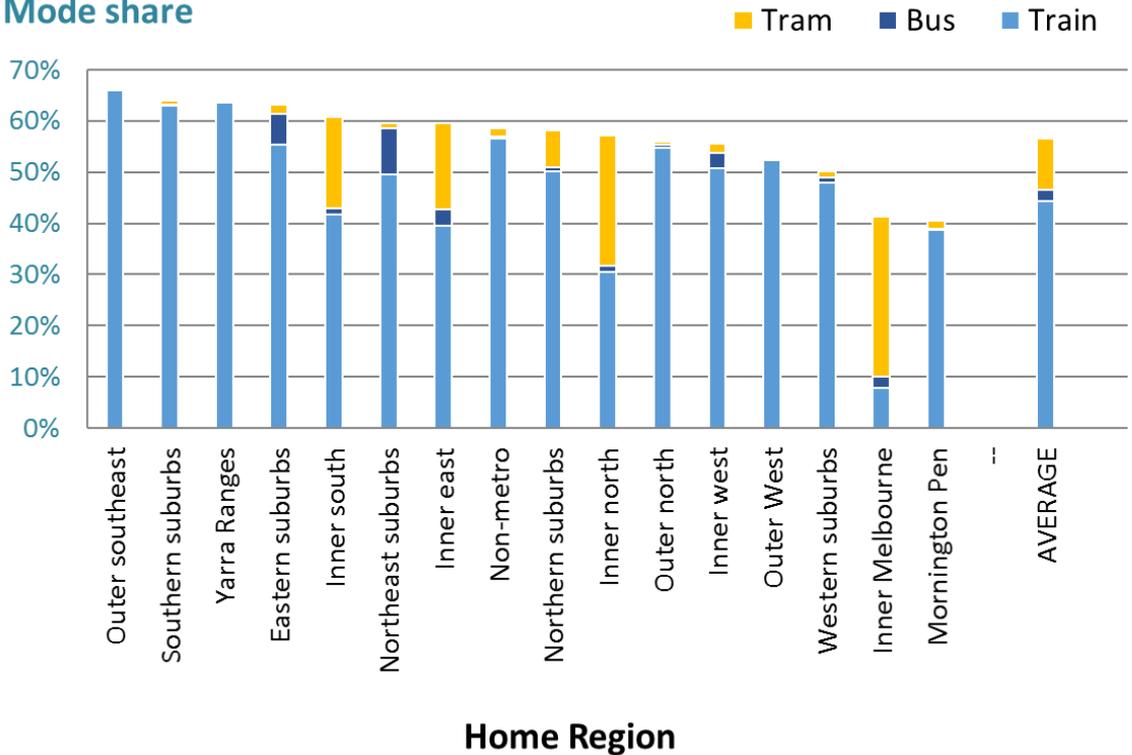


- On average, 32 per cent of work trips to the Melbourne LGA are made by private vehicle (principally single occupant drivers).
- The range of private vehicle mode share (including passenger travel) ranges from 16 per cent in inner Melbourne through to 55 per cent in the Mornington Peninsula.
- In general, there is high dependency on private vehicle travel from the mid to outer western suburbs. The private vehicle mode share from these regions is higher than non-metropolitan origins.
- Inner suburbs have the lowest private vehicle mode share, although these are still upwards of 25 per cent.

JOURNEY TO WORK 2016

# Public transport mode share to Melbourne LGA by home region

Mode share



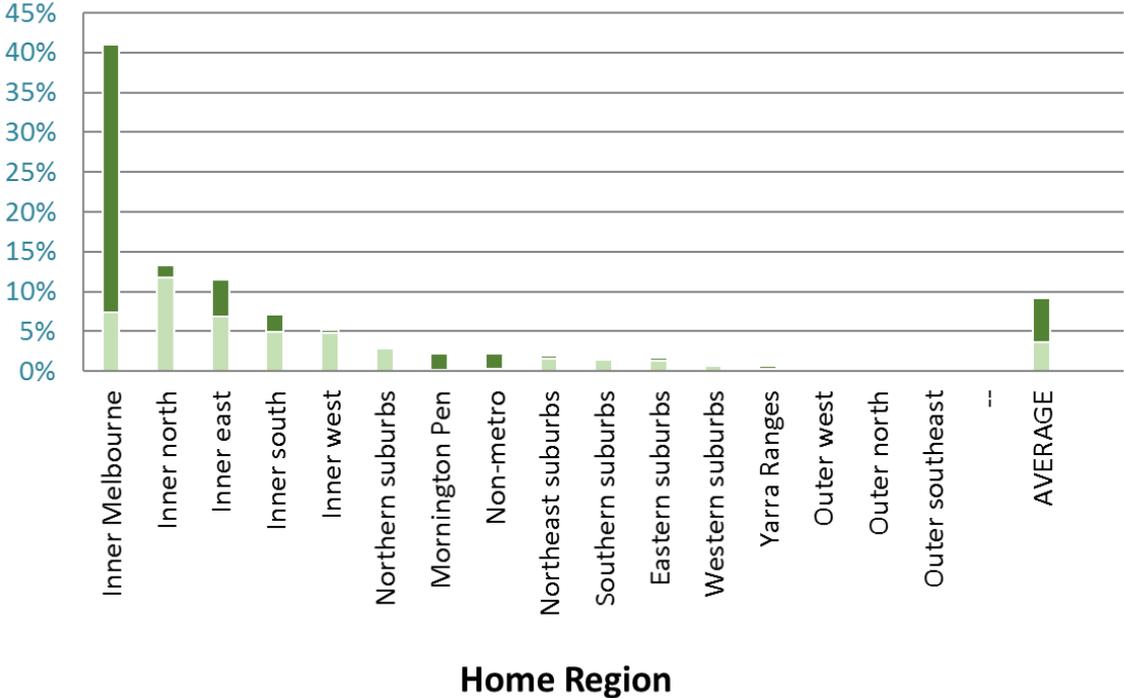
- There is generally low variability in public transport mode share across regions.
- Excluding Inner Melbourne (where the low public transport mode share is offset by high active transport) and Mornington Peninsula (which has limited public transport options through to the city), all other regions have 50 to 66 per cent of trips made by public transport. On average, 57 per cent of trips are made by public transport.
- Train carries the bulk of public transport mode share (44 per cent of all trips, and 78 per cent of public transport trips).
- Over half of all bus trips come from the eastern and north-eastern suburbs.
- Where tram service levels are high, mode share is also substantial. From inner Melbourne and suburbs to the immediate north, east and south, the combined tram mode share is 24 per cent of all city work trips.

JOURNEY TO WORK 2016

# Private vehicle mode share to Melbourne LGA by home region

Mode share

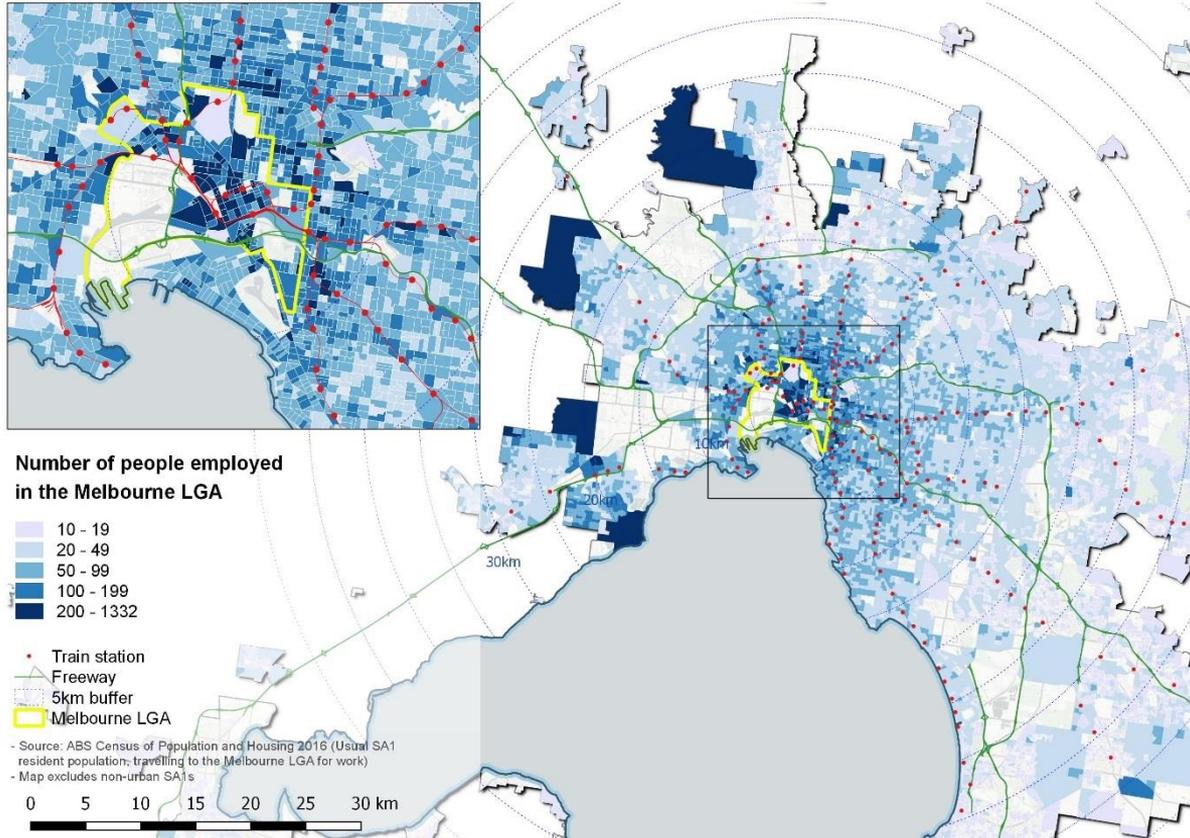
■ Walking ■ Cycling



- From inner Melbourne, local trips by workers are most commonly made by walking (34 per cent). Adding cycling trips generates a local active transport mode share of 41 per cent.
- Inner norther suburbs have a cycling mode share (12 per cent) substantially higher than inner Melbourne (7 per cent). Cycling from other inner metropolitan areas is present, although the likelihood is higher for inner eastern residents (7 per cent mode share) than those living in the inner west or inner south (5 per cent each).

# JOURNEY TO WORK 2016 - MELBOURNE LGA

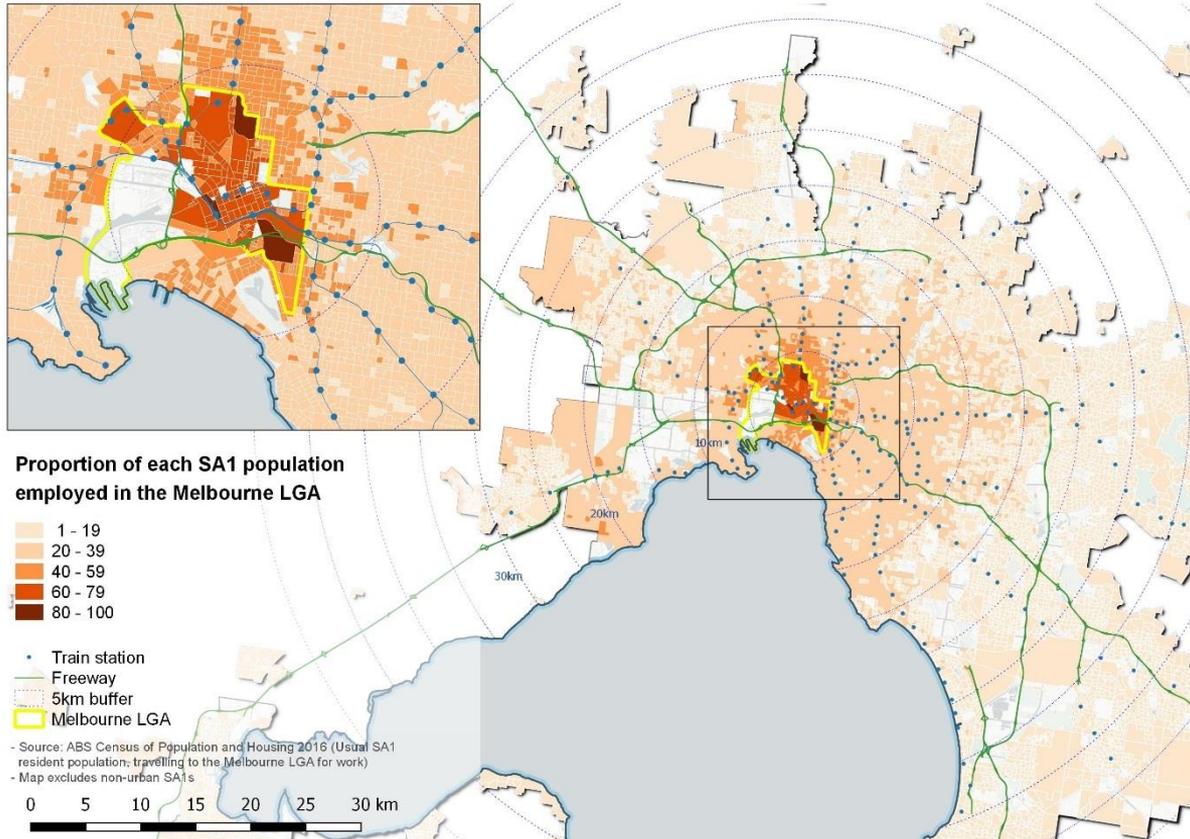
## Employment catchment



- On Census day 2016, 437,000 people indicated that their main workplace was in the City of Melbourne. This represents 21 per cent of the total Melbourne metropolitan employment.
- Excluding those people who worked at home or did not go to work on Census day, 389,000 people travelled to the Melbourne LGA for work. 97 per cent of these workers had a usual residence within the Melbourne metropolitan area.
- As illustrated, a high proportion of workers (approximately 43 per cent) live within 10 kilometres of the Melbourne GPO. Within a 20 kilometre buffer, the worker catchment grows to 72 per cent.
- The inconsistent sizes of the origin (Statistical Area 1) zones somewhat overemphasises the travel from the growth area suburbs where large SA1s are found. In total, 18 per cent of travel to the Melbourne LGA is from the outer metropolitan municipalities.

# JOURNEY TO WORK 2016 - MELBOURNE LGA

## Employment catchment

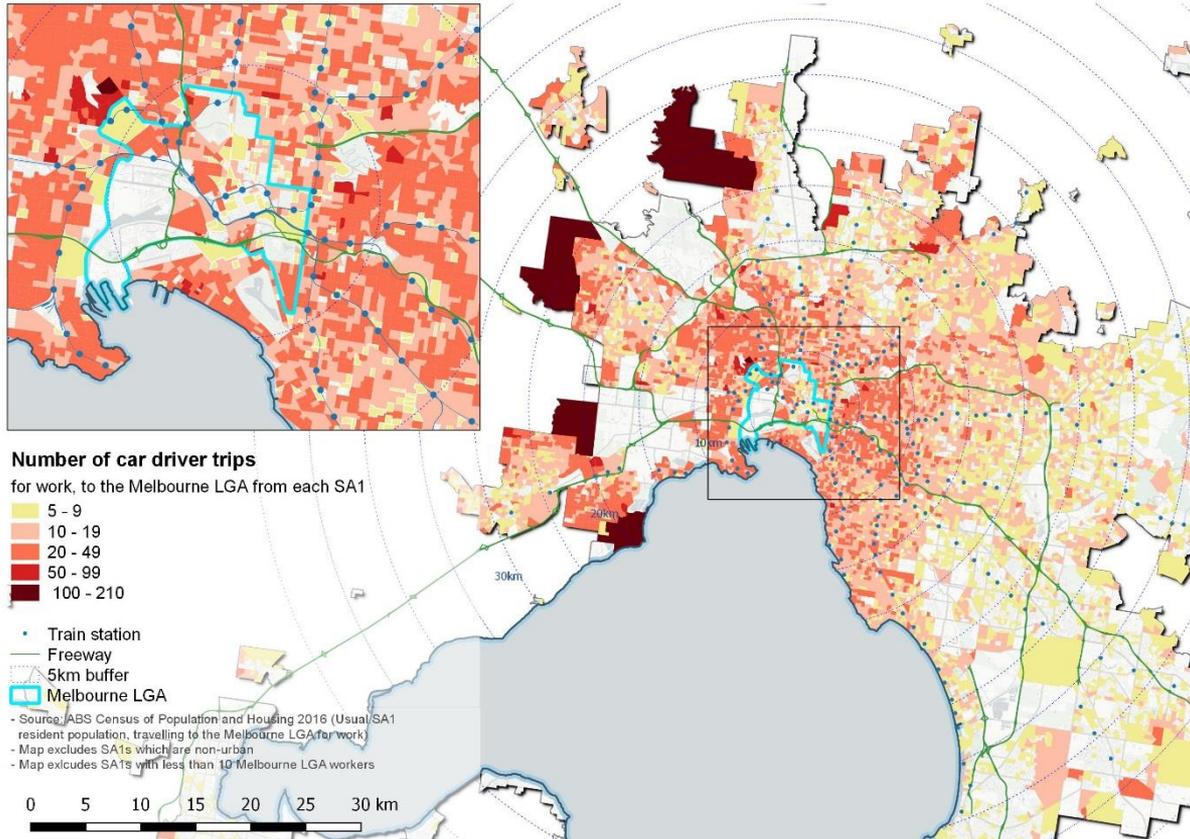


- Suburbs within the Melbourne LGA have a high proportion of local workers: 60 to 80 per cent of the working population are typically employed within the municipality. In suburbs immediately surrounding the LGA, this drops to the 40 to 60 per cent range.
- Middle suburbs around Melbourne – those within approximately 15 kilometres of the CBD – consistently see 20 to 40 per cent of their employed residents travelling to the Melbourne LGA for work.
- The western metropolitan growth areas in Wyndham and Hume demonstrate a relatively high Melbourne LGA workforce, even though they are 20 to 30 kilometres outside of the city. Other suburbs in this distance range typically have less than 20 per cent of their populations working in the city.

City of Melbourne  
**MODE SHARE & NUMBER OF TRIPS  
(BY SA1 REGION)**

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

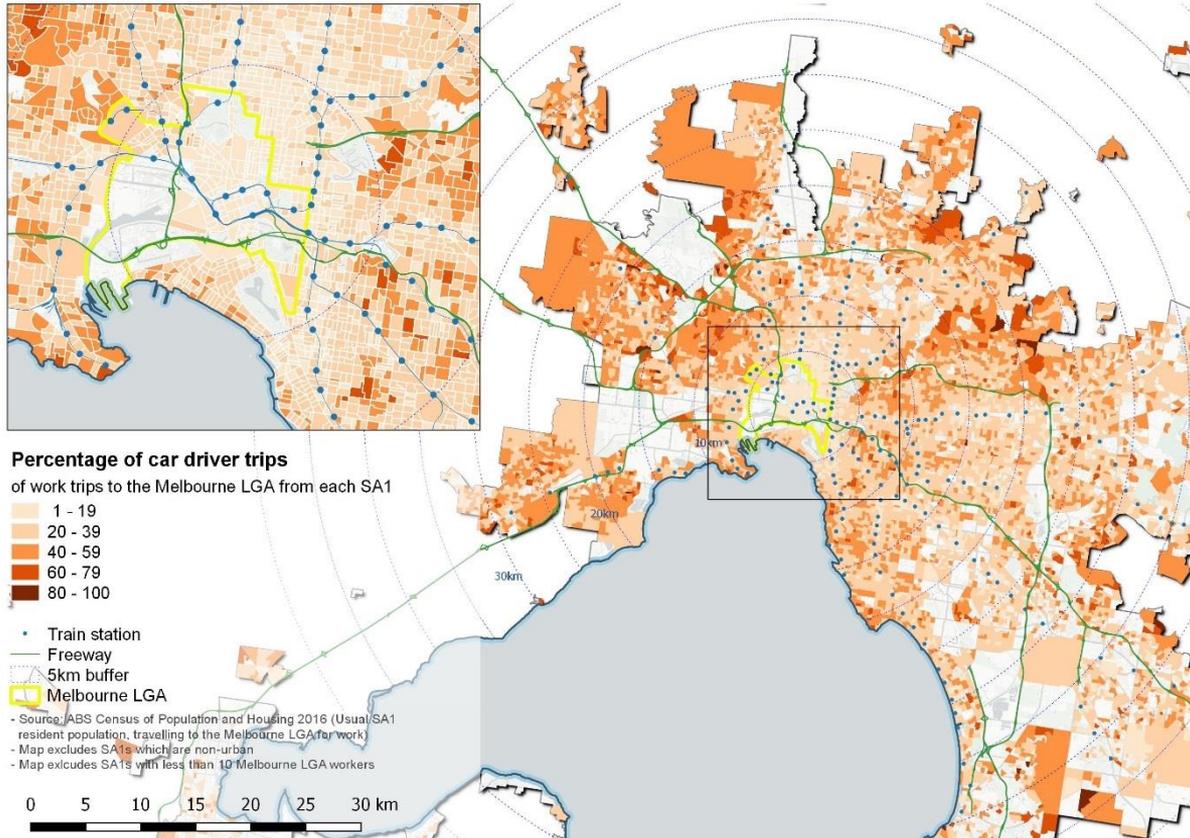
## Car driver trips



- There were approximately 115,000 driver-only car trips to the City of Melbourne on Census day.
- In general, SA1s in a 5-10km band from the central city typically produce more car driver trips than those in the middle suburbs.
- 23 per cent of car driver trips are produced in the 5-10km buffer. 52 per cent of trips are found within a 15km radius of the city.
- As distance from the CBD increases, the number of car trips decreases. This relates to fewer trips to the Melbourne LGA from these outer municipalities, rather than a distinct shift in modes used.
- The western and northern growth municipalities generate a high number of car trips, although the map over-emphasises the number by shading the larger, inconsistently sized SA1 boundaries. 13 per cent of trips are outside of a 30km radius.

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

## Car driver mode share

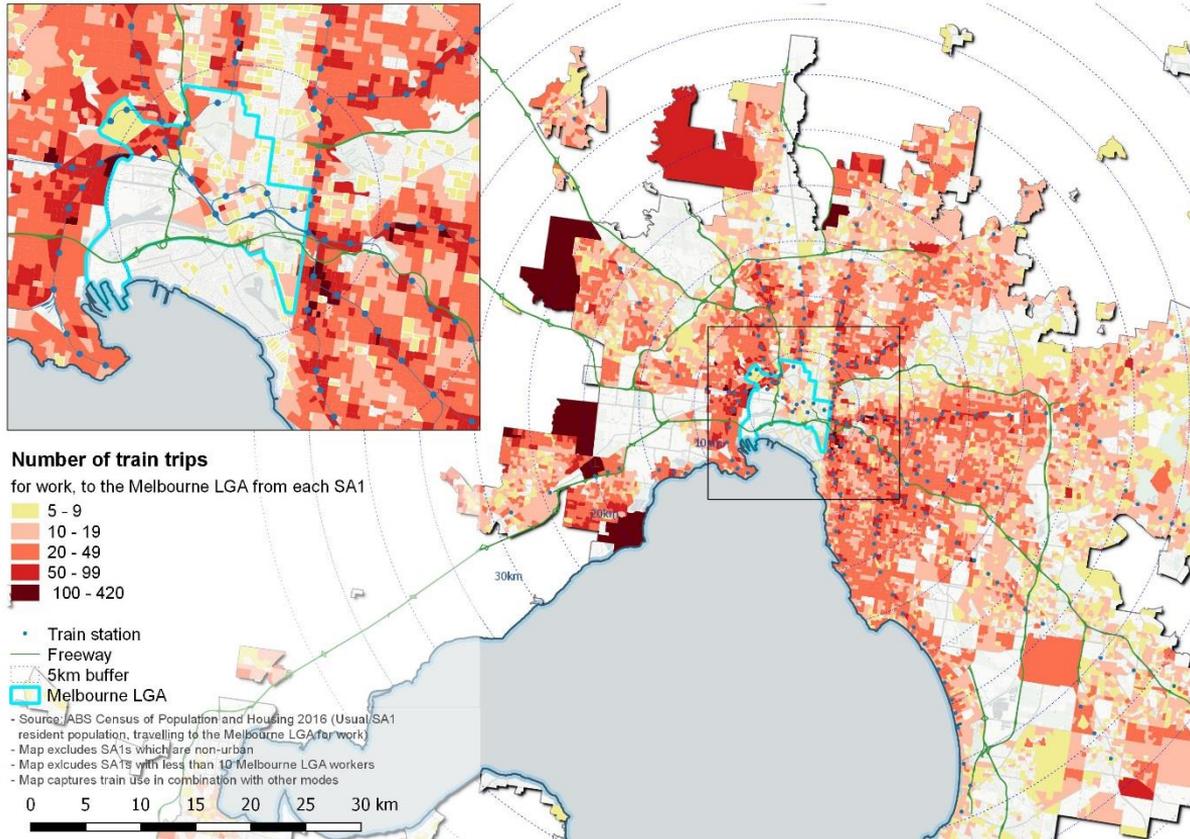


- For work trips to the Melbourne LGA, private vehicle driver mode share is quite low across inner city origins. Decreases in car driver mode share are also observable along metropolitan train lines.
- Outside of a 5km buffer from the inner city, car usage builds quickly. In particular, areas without direct train line access (e.g. Manningham, and pockets of Moonee Valley and Brimbank) have higher private vehicle mode share. The northern and western growth area communities are also more reliant on private vehicle than other parts of Melbourne.

*Note: Journey origins are workers' place of usual residence, coded to urban SA1s.*

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

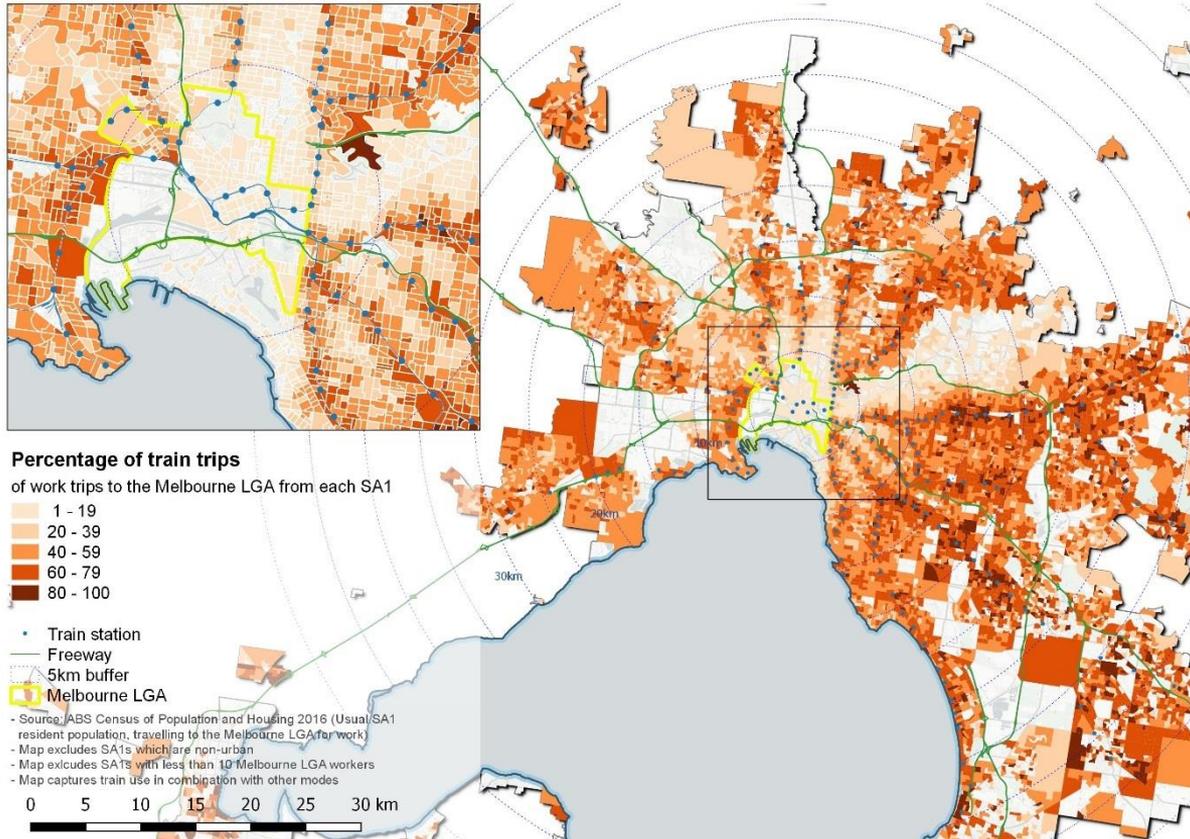
## Train trips



- There were 170,000 trips to the Melbourne LGA by train on Census day 2016. This includes train trips made in conjunction with other modes.
- The train network directly services radial population movements into the City of Melbourne.
- Of the approximately 250,000 work-related train journeys within the metropolitan area, 70 per cent are associated with City of Melbourne destinations.
- 48 per cent of train journeys were made from within 15 kilometres of the central city. High-volume origins again appear in the western growth areas, although this is partially a manifestation of the substantially larger SA1 boundaries.

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

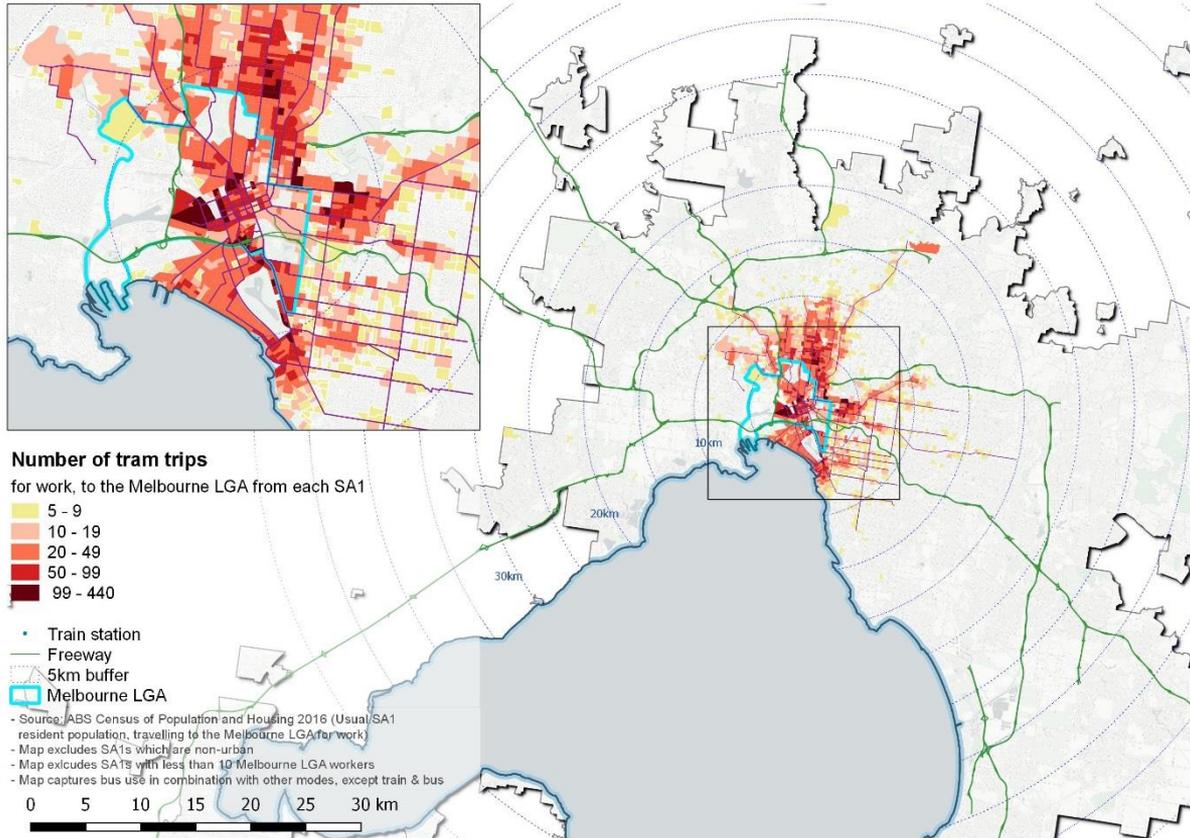
## Train mode share



- A high proportion of train travel is understandably reported from areas adjacent to train lines. Notably, SA1s within a 1km buffer of a train line will likely report train mode shares in the 60 to 80 per cent range, and potentially higher.
- Closer to the city, train mode share changes quickly depending on the SA1 location relative to a station. If travel away from the CBD is required to reach a train station, alternative modes (walking, tram and cycling) are more likely to be chosen.
- With no train line in Manningham, train usage is very low (residents are not travelling to other municipalities to catch a train). Interestingly, the low train mode share observed in Manningham carries in a band through the northern suburbs of Boroondara, and Yarra, right through to central Melbourne.
- *Note: train mode share is of any mention of train, including use in combination with other methods.*

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

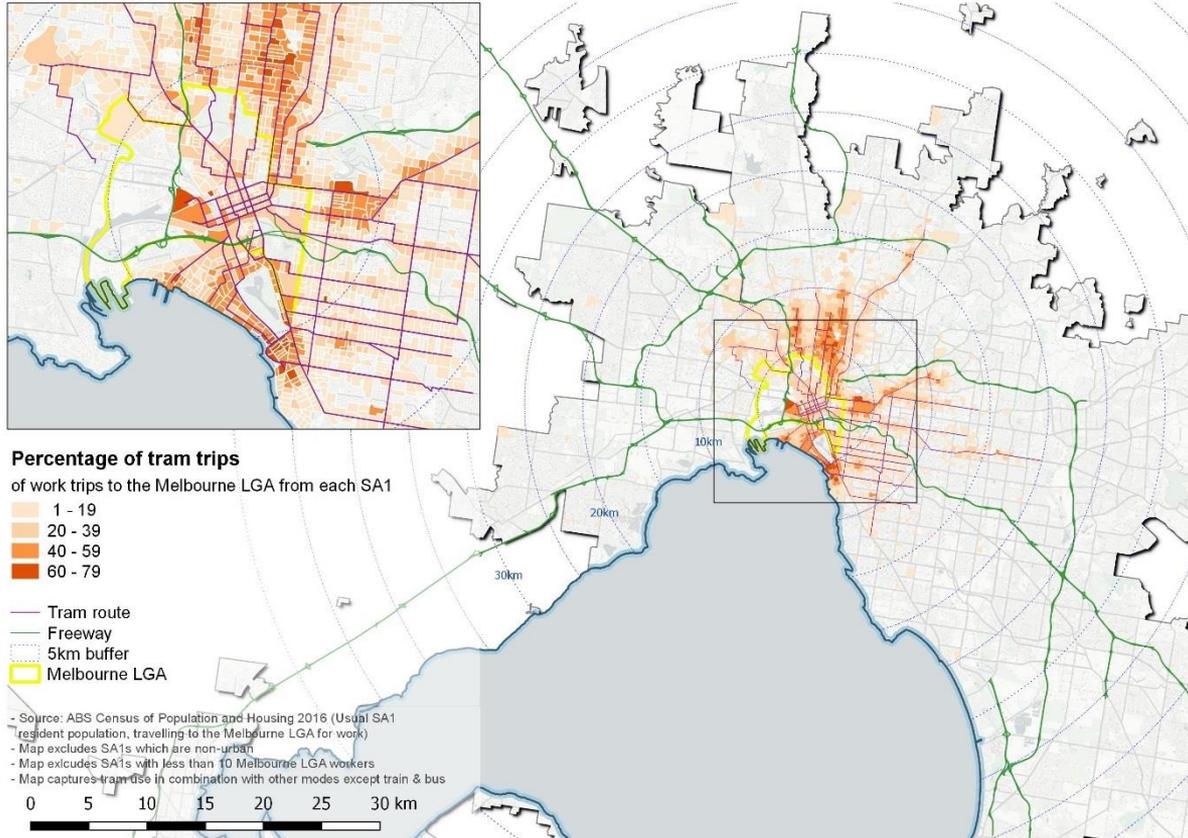
## Tram trips



- Tram patronage to the Melbourne LGA is heavily concentrated from areas immediately surrounding tram routes.
- There were 39,000 trips to the Melbourne LGA with tram as the main mode (i.e. not in combination with train or bus). This accounts for 71 per cent of all Melbourne metropolitan tram journeys for work.
- If tram in combination with all other modes are analysed, there were 55,600 trips reported to the Melbourne LGA.
- Approximately 75 per cent of the trips using a tram main mode originated in four municipalities: Melbourne (25 per cent), Port Phillip (18 per cent), Moreland (16 per cent) and Yarra (15 per cent).

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

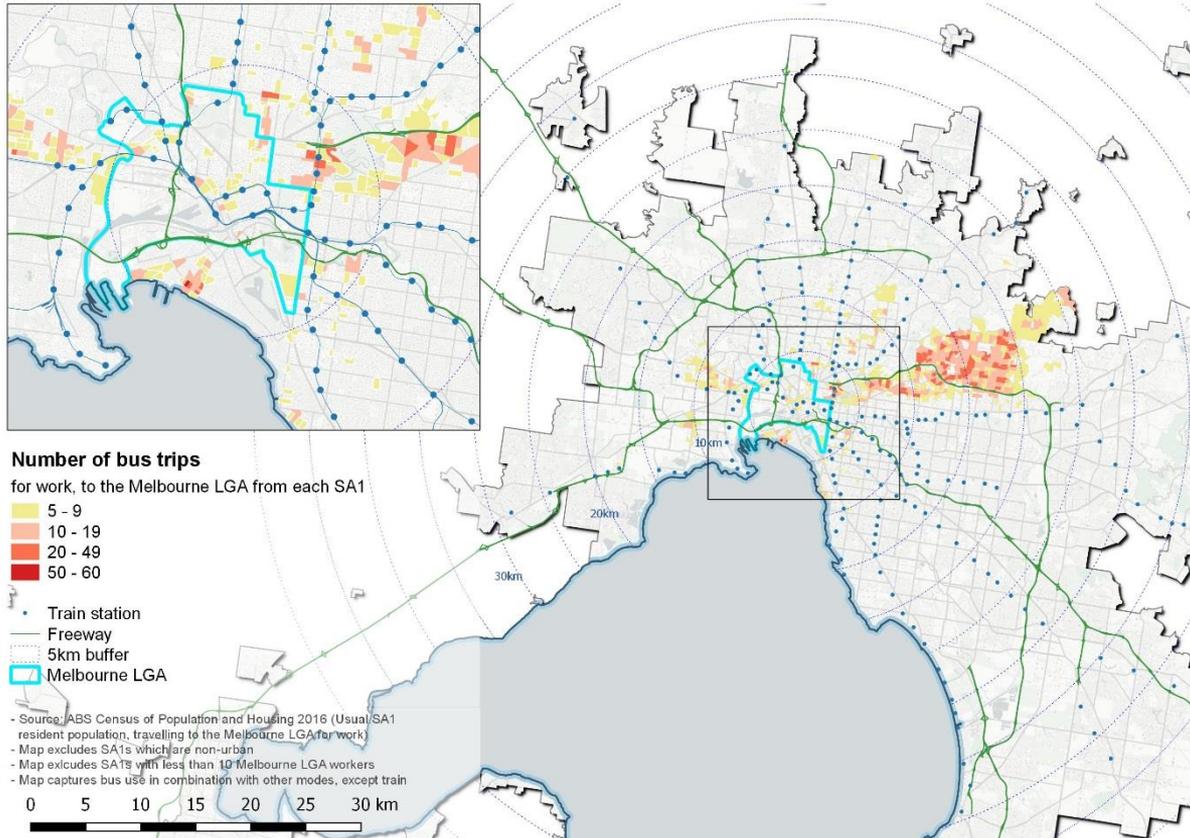
## Tram mode share



- High tram mode share regions directly border the tram network. The buffer is tighter than observed for train, with 500m a more reasonable predictor of significant tram use.
- Tram mode share is not necessarily consistent across the tram network. Corridors through to South Yarra and beyond in the south east, and Maribyrnong to the northwest, have relatively lower levels of tram use than equivalently distanced suburbs to the north, east and south.
- Tram use decreases for areas further from the CBD. In areas with no tram coverage at all, tram mode share naturally drops off completely.
- *Note: tram mode share includes use of tram in combination with other modes (excluding train or bus).*

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

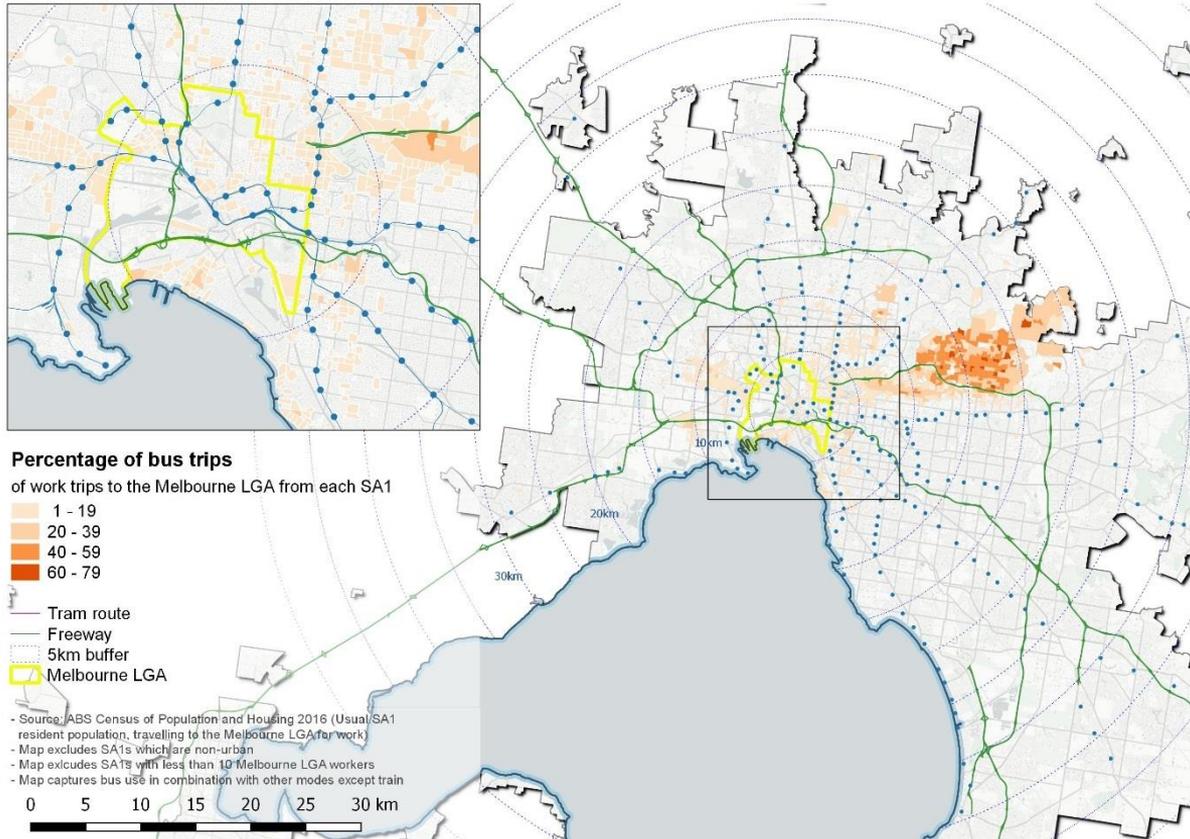
## Bus trips



- Melbourne carries relatively low numbers of bus passengers for work. Just 8800 bus trips are made to the Melbourne LGA. This represents 28 per cent of the metropolitan bus trips.
- Bus trip origins are predominantly centralised in Manningham and Boroondara. In combination, these two local government areas account for 52 per cent of the Melbourne LGA catchment.
- The map only shows bus trips made as the main mode. Notably, there are another 15,000 bus trips to the Melbourne LGA made in combination with train, so the role of bus is more important than the raw catchment figures indicate.

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

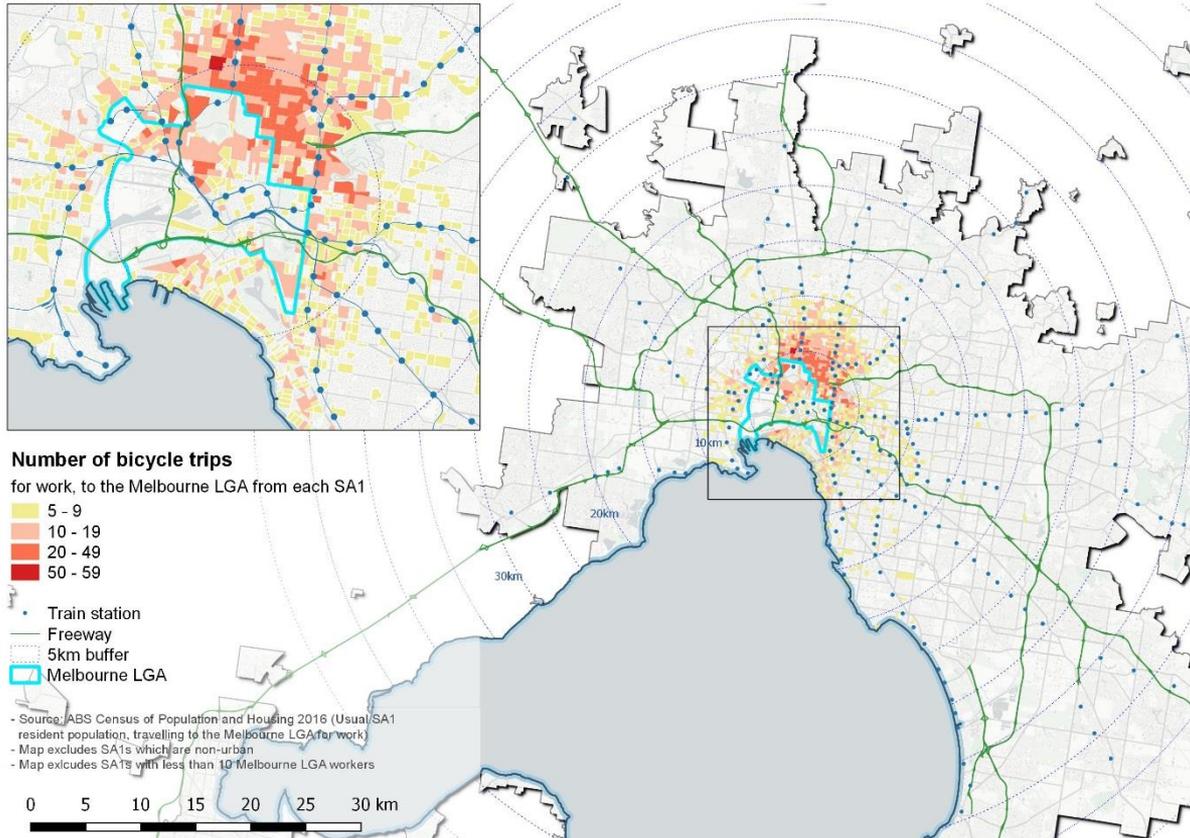
## Bus mode share



- For most regions of the metropolitan area, bus use as the major mode to the Melbourne LGA (and not as a transfer mode to train) is relatively minor.
- The obvious exception relates to workers from Manningham, particularly those living just north of the Eastern Freeway. For this cohort, the Doncaster Area Rapid Transit (DART) system of dedicated express buses (and lack of competing public transport modes) provides a strong bus use cluster. Although total trip numbers are relatively small, some of the SA1s in this area report bus mode shares of 60-80 per cent.
- This primary bus catchment area extends to the north of Boroondara. Other areas of note include Bundoora (like Manningham, falling between train lines) and Footscray West.
- *Note: bus mode share includes use of bus in combination with other modes (excluding train).*

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

## Cycling trips



- Cycling origins are concentrated to the immediate north of the city.
- There were 14,300 cycling trips to the Melbourne LGA for work. 35 per cent of cycling trips come from just two local government areas: Moreland (18.3 per cent) and Yarra (16.4 per cent). A further 32 per cent come from Melbourne (11.7 per cent), Darebin (9.7 per cent) and Port Phillip (9.7 per cent).
- Cycling accounted for 13 per cent of Yarra work trips to the Melbourne LGA, 11 per cent of the trips from Moreland, and 9 per cent of trips from Darebin.
- Cycling to the Melbourne metropolitan area accounts for 50 per cent of all cycling work trips in the Melbourne metropolitan area.

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

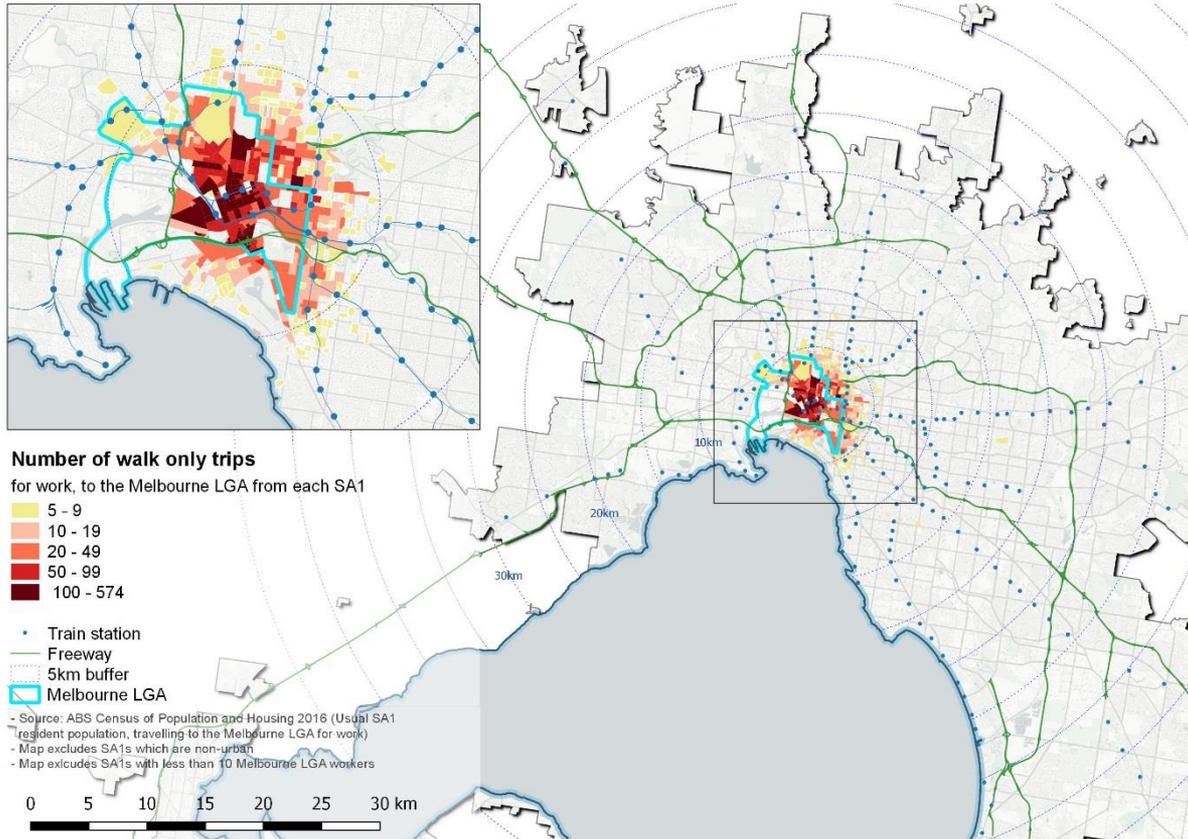
## Bicycle mode share



- Typically, cycling is only adopted as a realistic travel option for people living within a 10km radius of central Melbourne. An exception to this is the south-east, where the substantive catchment extends to a 15km radius.
- The cycling hotspots remain to the inner north, particularly Brunswick and Fitzroy, through to Coburg. In these areas, mode shares upwards of 35 per cent can be observed.
- *In general, the cycling mode share to Melbourne is relatively low. Notwithstanding this, it may be worth noting that the 2016 Census was conducted in early August. While all modes will have seasonal issues, cycling could be expected to have more substantial fluctuations across the year. The catchment shown is therefore unlikely to represent a peak cycling scenario.*

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

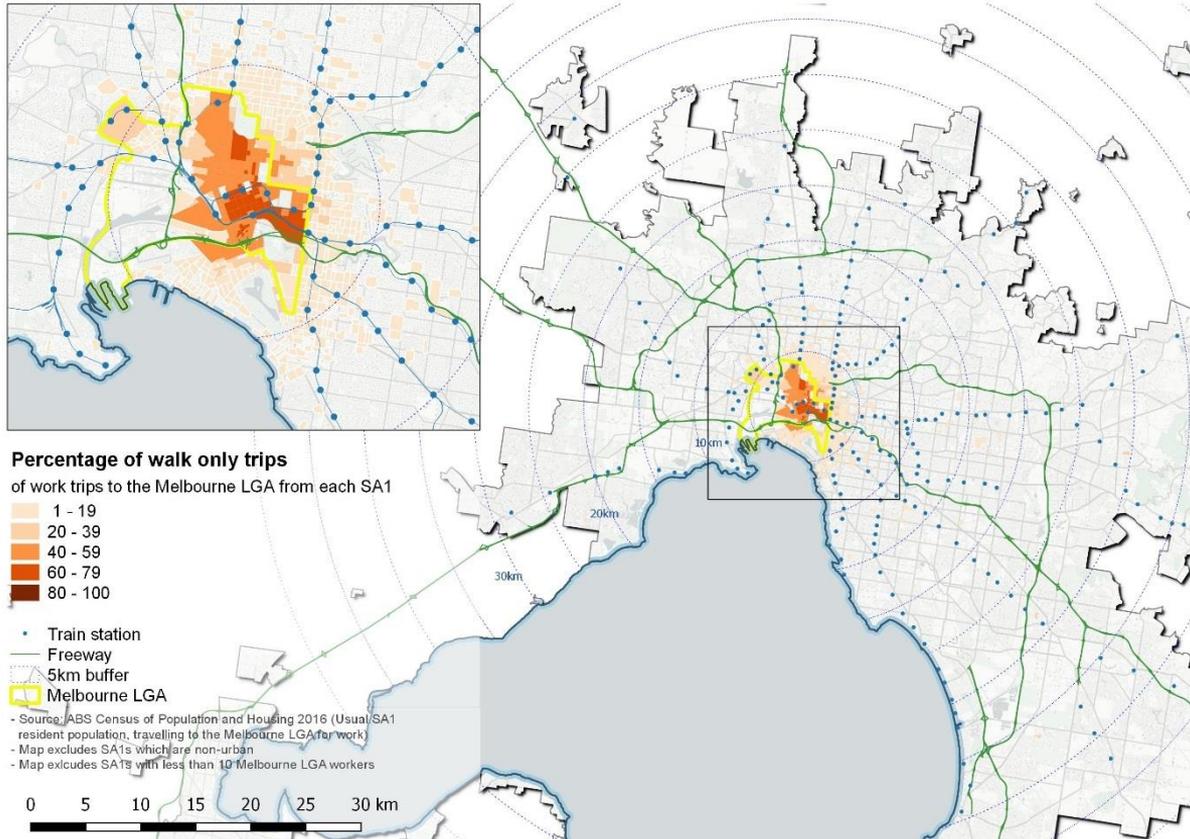
## Walking trips



- Walk trips to the Melbourne LGA for work are predominantly made by local residents.
- Of the 21,400 walk trips to the City of Melbourne, 71 per cent originated from within the municipality. Approximately 11 per cent came from Yarra, and 6 per cent came from Port Phillip.
- Walking is the most common mode used by City of Melbourne residents to access local employment. 44 per cent of this internal travel was made by walking.

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

## Walk-only mode share



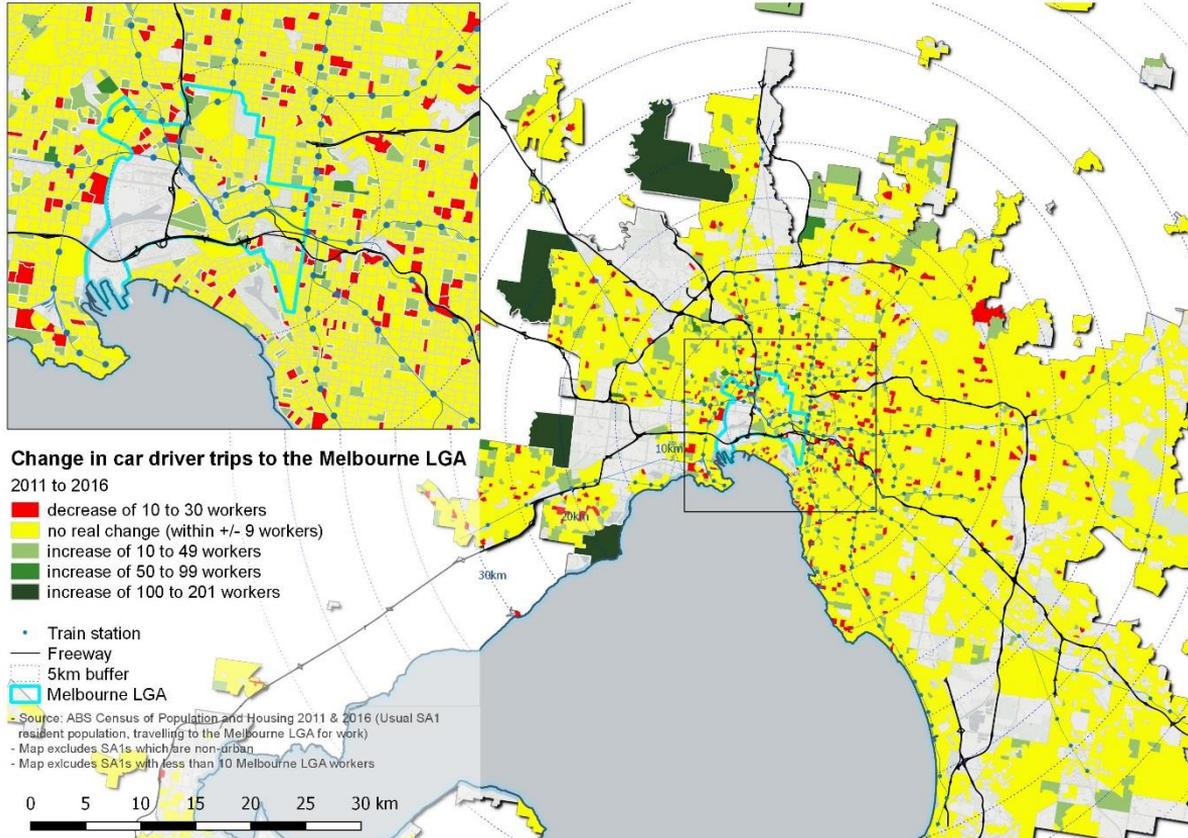
- Walk trips to work in the Melbourne LGA are highly concentrated around the Central City Zone.
- Beyond the immediate City of Melbourne boundary, walking rapidly drops to below 20 per cent of all trips.
- From a catchment perspective, walking remains as a realistic (albeit minor) option for people living within 5km of inner Melbourne.
- *Note: walk mode share is of 'walk only' trips, not made in combination with any other method of travel.*

*Some outlier walk areas may relate to the imprecise Census question which links main workplace location in the previous week to method of travel on Census day.*

City of Melbourne  
**MODE CHANGES – 2011 TO 2016**

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

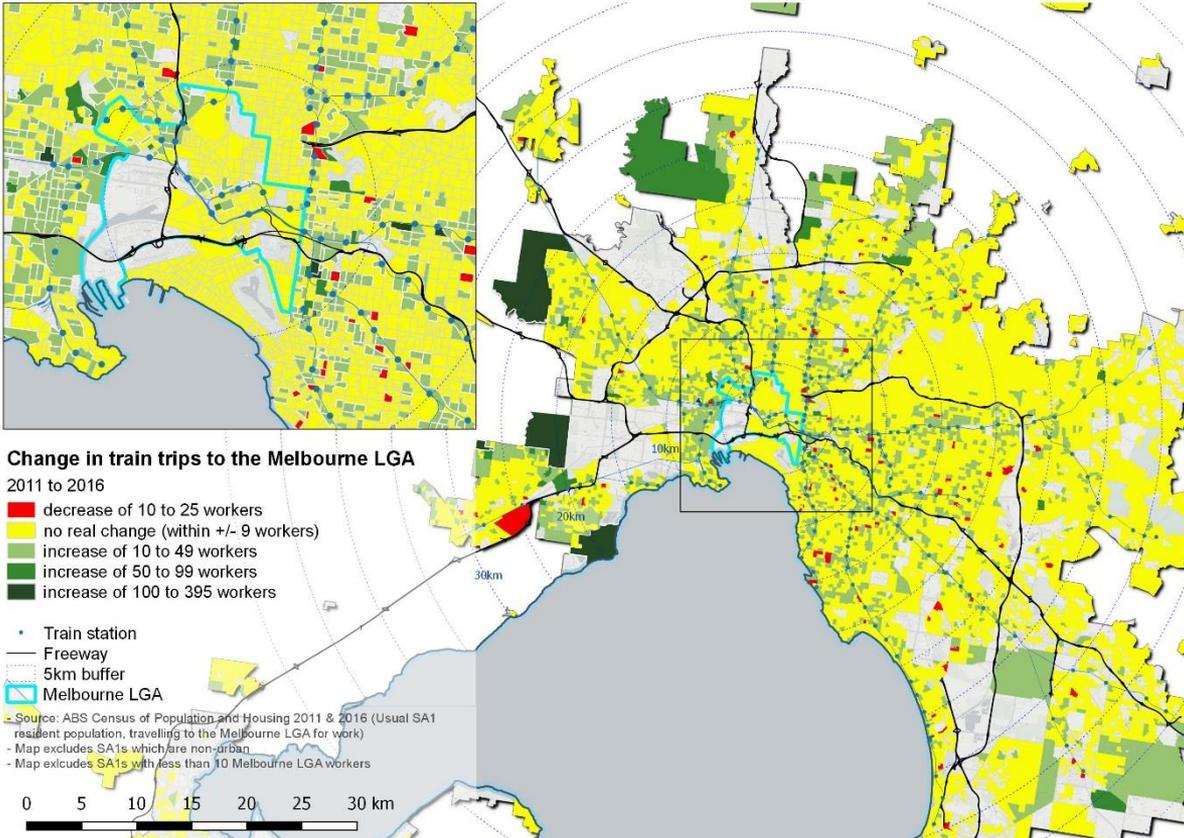
## Change in car driver trips relative to 2011



- From a base of 108,300, **net** car driver trips have increased by 6,650 (6 per cent) in the period from 2011 to 2016. Overall car driver mode share has dropped by 4.3 percentage points.
- A greater number of trips originate in the outer suburban areas, associated with an increasing population base. Small trip decreases are randomly observed across the metropolitan area, but the vast majority of SA1s are generating comparable numbers of car driver trips as 2011.

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

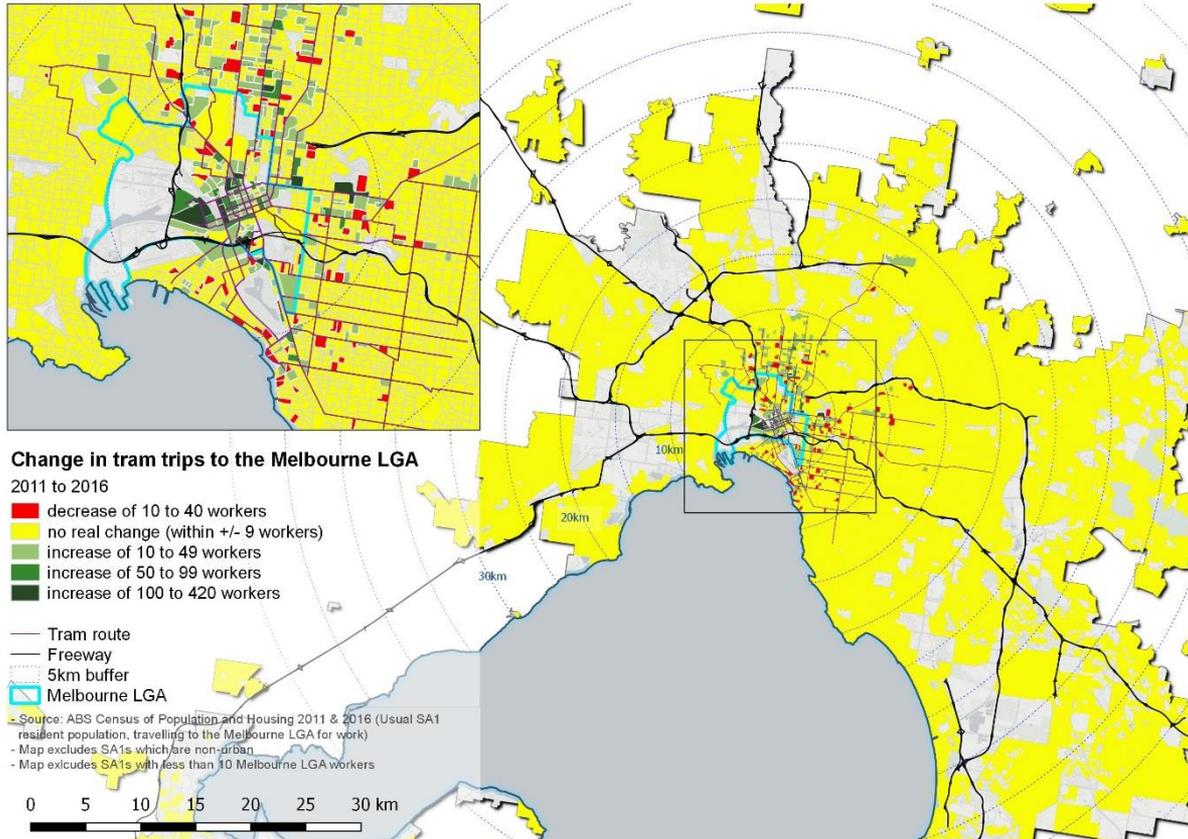
## Change in train trips relative to 2011



- From a base of 126,100, **net** traintrips have increased by 45,000 (36 per cent) in the period from 2011 to 2016. Overall train mode share has increased by 4.6 percentage points.
- Small increases in train trips are generated along all metropolitan train lines. A greater number of trips originate in the outer suburban areas, associated with an increasing population base.

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

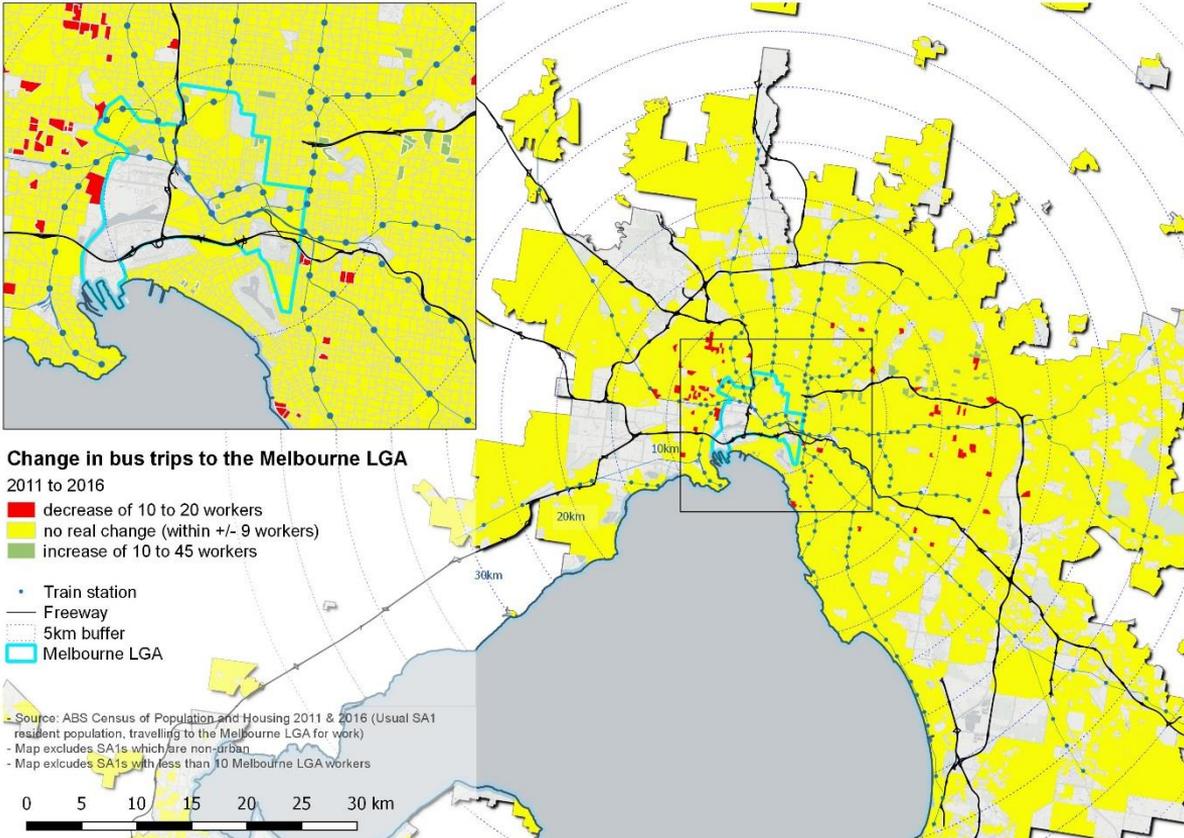
## Change in tram trips relative to 2011



- From a base of 30,300, **net** tram trips have increased by 8,500 (28 per cent) in the period from 2011 to 2016. Overall tram mode share has increased by 0.5 percentage points.
- Most of the additional tram trips originate from the Melbourne Central City Zone and immediate surrounds (particularly Southbank and Docklands). Along the tram routes, the trip numbers are either comparable to 2011: small decreases from residential zones are generally offset by small increases nearby.
- *Note: tram count excludes trips made in combination with train or bus.*

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

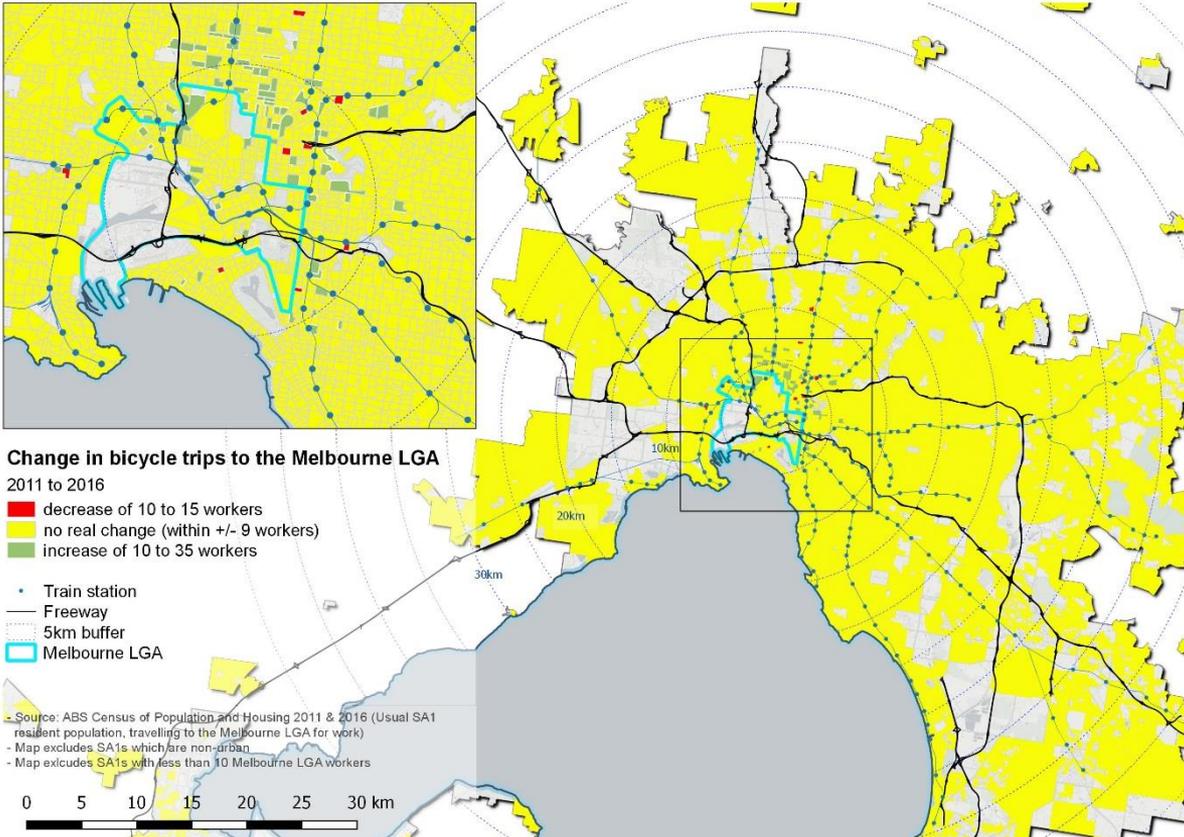
## Change in bus trips relative to 2011



- From a base of 7000, **net** bus trips have increased by 1700 (2.2 per cent) in the period from 2011 to 2016. Overall bus mode share is stable at 2.2 per cent.
- Some small pockets of decreasing patronage are observable (e.g. Essendon West), but very little change is otherwise observable at the SA1 origin level.
- *Note: bus count excludes trips made in combination with train.*

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

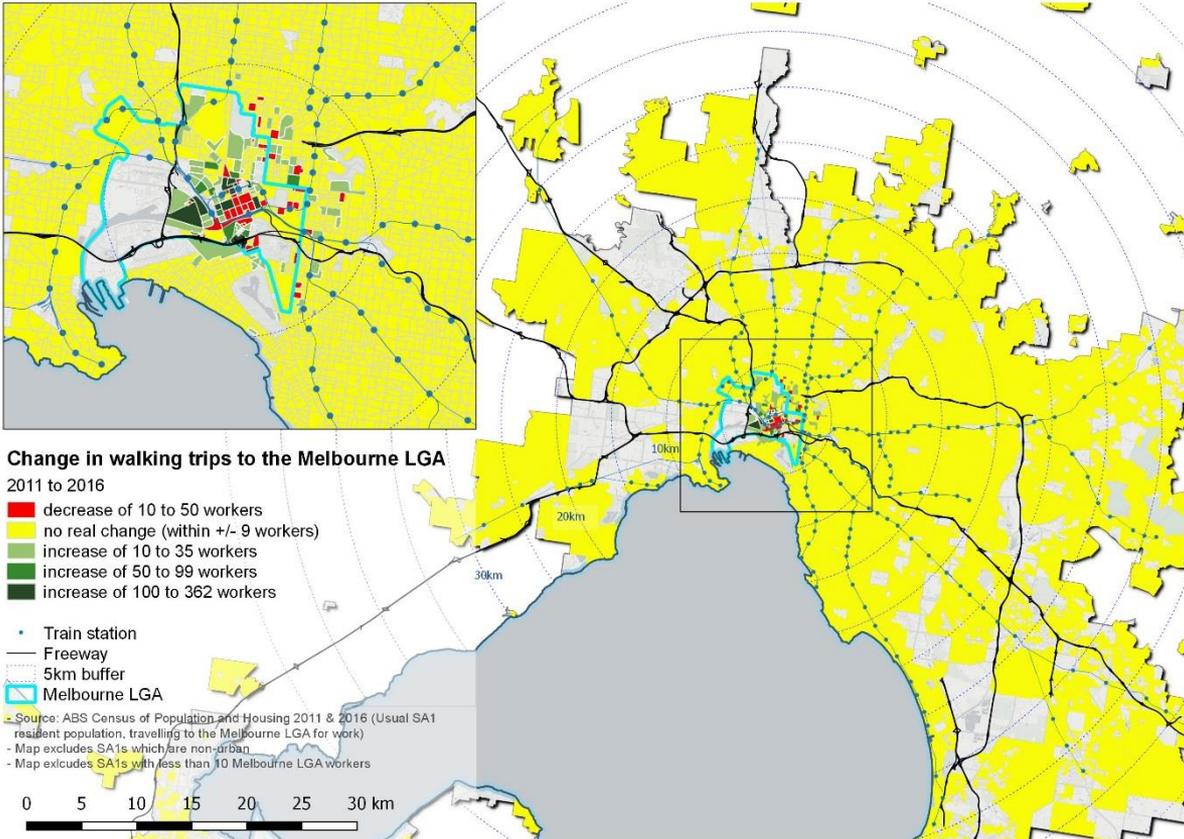
## Change in cycling trips relative to 2011



- From a base of 11,600, **net** cycling trips have increased by 2,700 (24 per cent) in the period from 2011 to 2016. Overall cycling mode share is essentially stable (3.7 per cent of all trips).
- Almost all SA1s are generating comparable numbers of cycling trips as 2011. Where increases are observed, these are in areas already popular with cycling commuters (the inner northern suburbs).

# WORK JOURNEYS TO THE MELBOURNE LGA (2016)

## Change in walking trips relative to 2011



- From a base of 17,000, **net** walk-only trips have increased by 4,400 (26 per cent) in the period from 2011 to 2016. Overall walking mode share is essentially stable (5.5 per cent of all trips, compared to 5.3 per cent in 2011).
- Within the Melbourne Central City Zone, many SA1 blocks are generating fewer walk trips than 2011. However, the degree of change is relatively small.
- Increasing trip numbers come primarily from the Docklands, Southbank and North Melbourne precincts.

# ANALYSIS OF THE VICTORIAN INTEGRATED SURVEY OF TRAVEL AND ACTIVITY (VISTA) 2009-10 & 2015-16

## VISTA OVERVIEW

# Description of the reference dataset



*This report outlines general travel characteristics of visitors to the Melbourne Local Government Area (LGA) and Melbourne Capital City Zone (CCZ).*

Data has been extracted from the Victorian Integrated Survey of Travel and Activity (VISTA), administered by the Department of Economic Development, Jobs, Transport and Resources.

The most recent VISTA collection ran from 2012 to 2016, with data reported in aggregate two-year periods. Over the course of the survey program, approximately 17,000 households in the Greater Melbourne Capital City Area, and a further 1258 households from Greater Geelong, were recruited into the study. All members from participating households filled in a travel diary for a single specified day, with travel days spread across the year. In total, survey responses from 46,562 people were received.

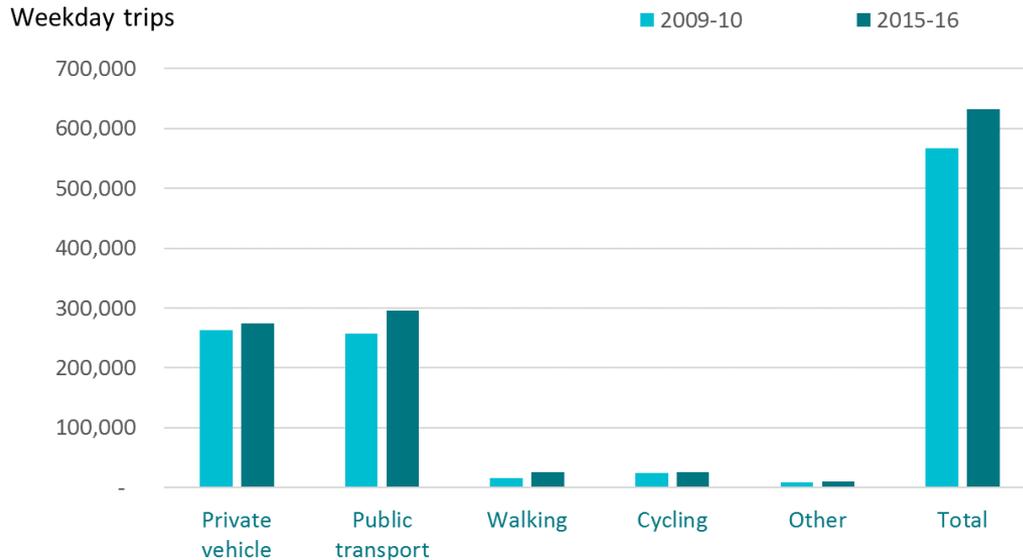
Typically, reporting here focusses on the most current (aggregated 2014/15 and 2015/16) subset of data. For analyses where the available sample size is low (e.g. Saturday and Sunday estimates), data may necessarily be drawn from the full four-year VISTA database. Where appropriate, comparison data from the 2009-10 VISTA survey is provided.

A description of the survey, and copies of the survey forms, are available from the Department's website: <http://economicdevelopment.vic.gov.au/transport/research-and-data/vista>

# CHANGES – 2009-10 TO 2015-16

# CHANGES IN TRAVEL

## Weekday trips to the Melbourne Local Government Area

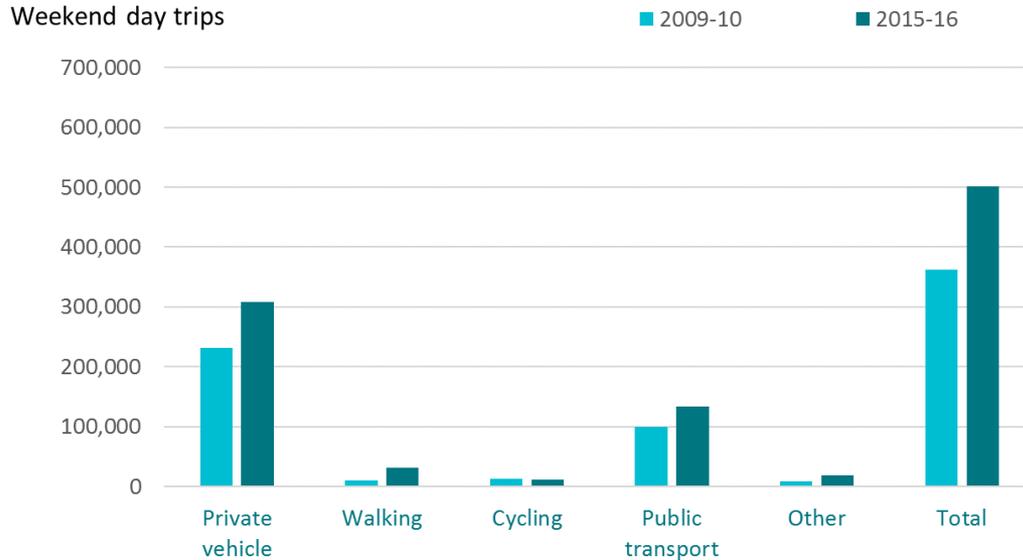


- From the earlier (2009-10) VISTA survey, an estimated 570,000 trips were made into the City of Melbourne by Geelong and Melbourne metropolitan residents. As of 2015-16, this had increased by 65,000 trips (11 per cent).
- The increase in trips is predominantly public transport based (an extra 40,000 entries). The number of walk only trips also increased substantially, with an additional 9,500 trips. This brings walking to the same level as cycling (approximately 25,000 daily trips into the municipality).
- A small increase in private vehicle trips (5%) was reported across surveys.

*Note – chart excludes internal Melbourne LGA travel, trips passing through the LGA, and trips departing the LGA*

# CHANGES IN TRAVEL

## Weekend trips to the Melbourne Local Government Area



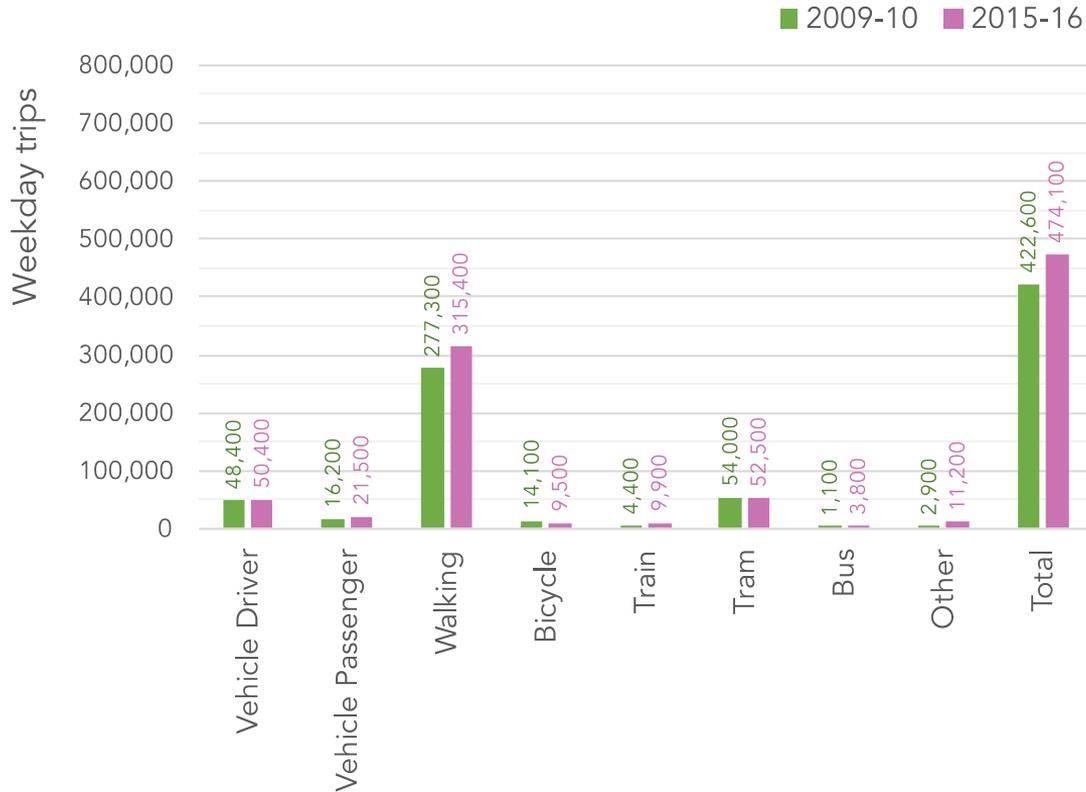
- More substantial travel changes to the Melbourne LGA are observable on weekends. On average, 500,000 daily trips\* are reported in VISTA 15-16 (a 39 per cent increase).
- Most change relates to the increase in private vehicle travel (an additional 76,000 trips per day).
- Public transport (up from 100,000 trips to 134,000) and walking (up from 10,000 trips to just over 30,000) are both notable increases. Cycling rates are roughly the same as 2009-10.

*Note – VISTA is designed to report ‘average weekend day’ travel only, and does not typically distinguish between Saturdays and Sundays. Some investigation of daily differences are explored later in the report.*

*Chart excludes internal Melbourne LGA travel, trips passing through the LGA, and trips departing the LGA*

# Weekday trips WITHIN the City of Melbourne

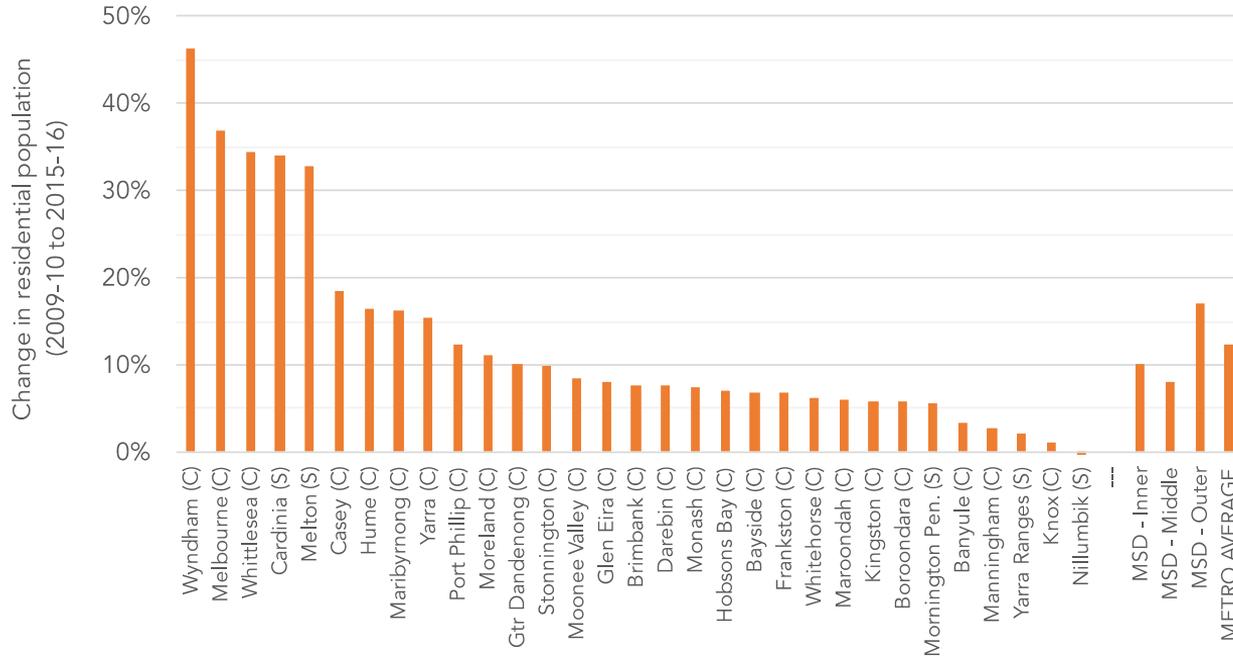
VISTA estimate | 2009-10 compared to 2015-16



- The more recent VISTA figures show 475,000 internal trips being made each weekday. This is a 12 per cent increase on the 2009-10 estimate (approximately 420,000 trips).
- Walking increases are most noticeable in the 2015-16 dataset. It is estimated that there were an additional 38,000 walking trips per day (a 14 per cent increase) compared to the 2009-10 survey.
- From a very low base, train use within the City of Melbourne has risen sharply. Use of other minor modes has also increased, with VISTA detecting more internal trips made by motorbike/scooter, taxi and 'other' methods (e.g. uber).
- Increases in car driver and car passenger trips are also observed for internal travel. The majority of private vehicle trips made within the City of Melbourne (70 per cent) are being made by local residents.
- Decreases in cycling and tram use for travel internal to the City of Melbourne were reported in the most recent survey.

# Population changes by local government area

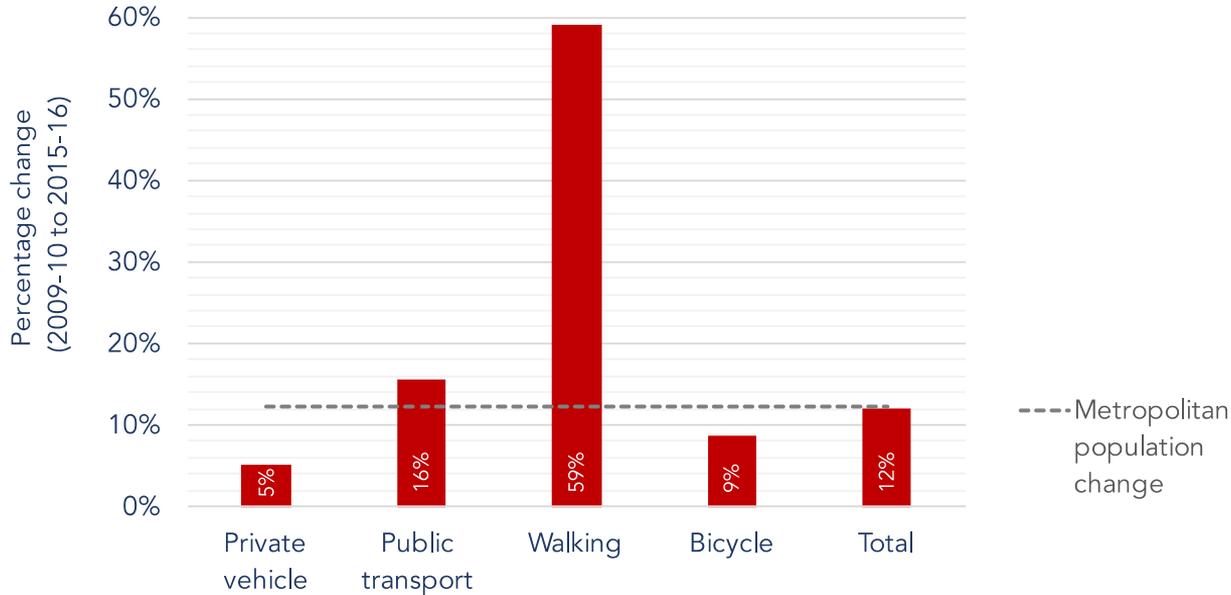
VISTA factors | 2009-10 to 2015-16



- To understand the changes in trip making relating to City of Melbourne, it is useful to consider – at a very aggregate level – some of the population changes occurring across the metropolitan area.
- On average, population in Melbourne grew by 12 per cent in the 6 years to 2015-16. As is well documented, outer metropolitan areas have accommodated a disproportionately large percentage of the incoming population (up 17 per cent on average). However, increases of 10 per cent were also observed across all inner municipalities, predominantly driven through a 37 per cent increase in the City of Melbourne itself.

# Change in weekday trips to the City of Melbourne

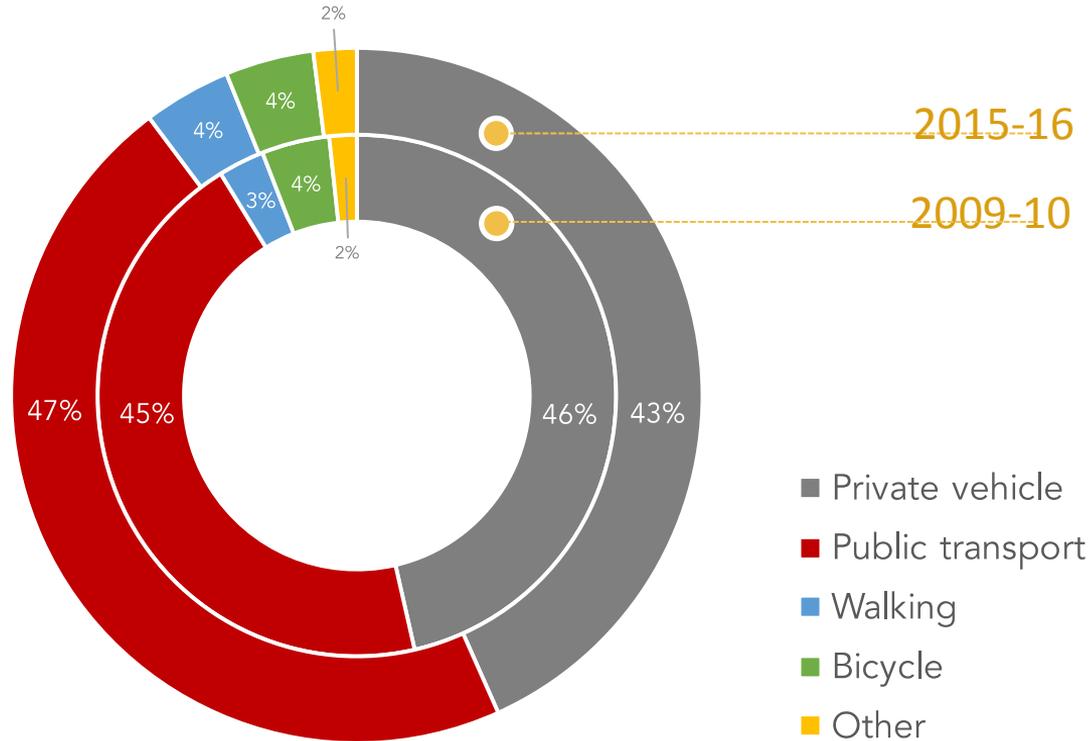
VISTA estimate | 2009-10 to 2015-16



- Over the period 2009-10 to 2015-16, the metropolitan population of Greater Melbourne grew by approximately 12 per cent to 4.5 million people.
- Total trips associated with the City of Melbourne followed the broader population trend, also growing by just over 12 per cent.
- Walking recorded a disproportionately large increase (60 per cent), while public transport growth was slightly higher than the average population growth. Notably, private vehicle growth was less than the population trend.
- A 9 per cent increase in bicycle trips into the City of Melbourne was recorded. While below the broader metropolitan population changes, the figure was broadly consistent with the inner city population change of 10 per cent.

# Change in mode share

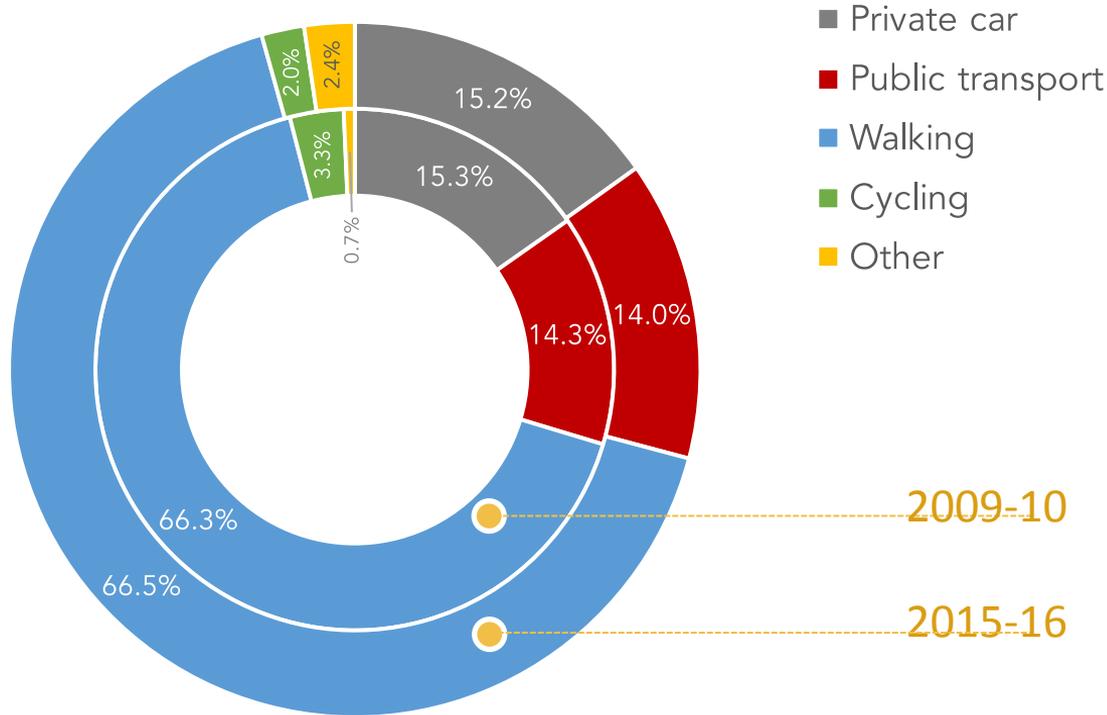
## Travel to or from the City of Melbourne | 2009-10 to 2015-16



- Private vehicle mode share has decreased three percentage points to 43 per cent.
- Public transport now carries the majority of people into and out of the Melbourne LGA, with a 47 per cent mode share.
- In a small change from the earlier 2009-10 survey, the active transport mode share used to access and egress the Melbourne LGA is now spread evenly across walking and cycling.

# Change in mode share

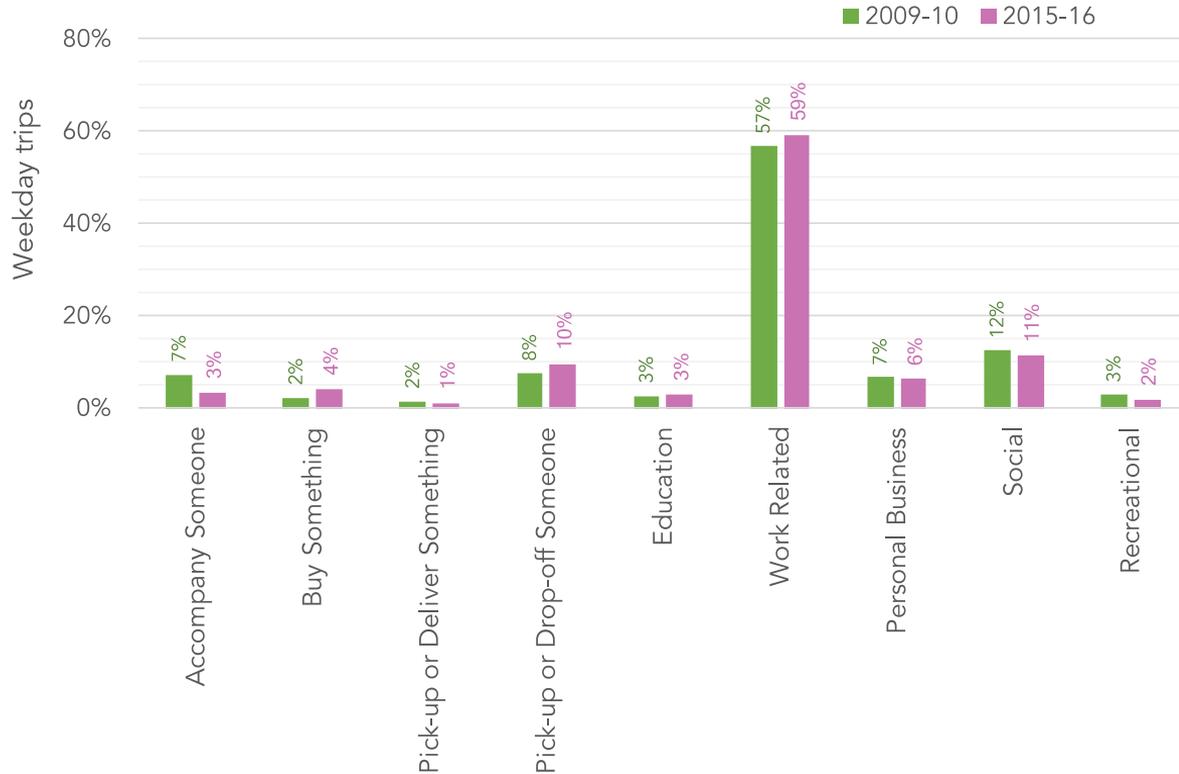
## Travel within the City of Melbourne | 2009-10 to 2015-16



- Changes in the mode share of internal trips are not following the desired projections described in the previous City of Melbourne Transport Strategy.
- Mode share for internal trips is essentially stable for all methods except cycling and other. The combined percentage of cycling and other modes (e.g. taxi, uber, motorbike, scooter, and other) is stable, but the relative proportion has changed with cycling rates decreasing and other modes increasing.

# Purpose of private vehicle trips TO the City of Melbourne

VISTA estimate | 2009-10 compared to 2015-16

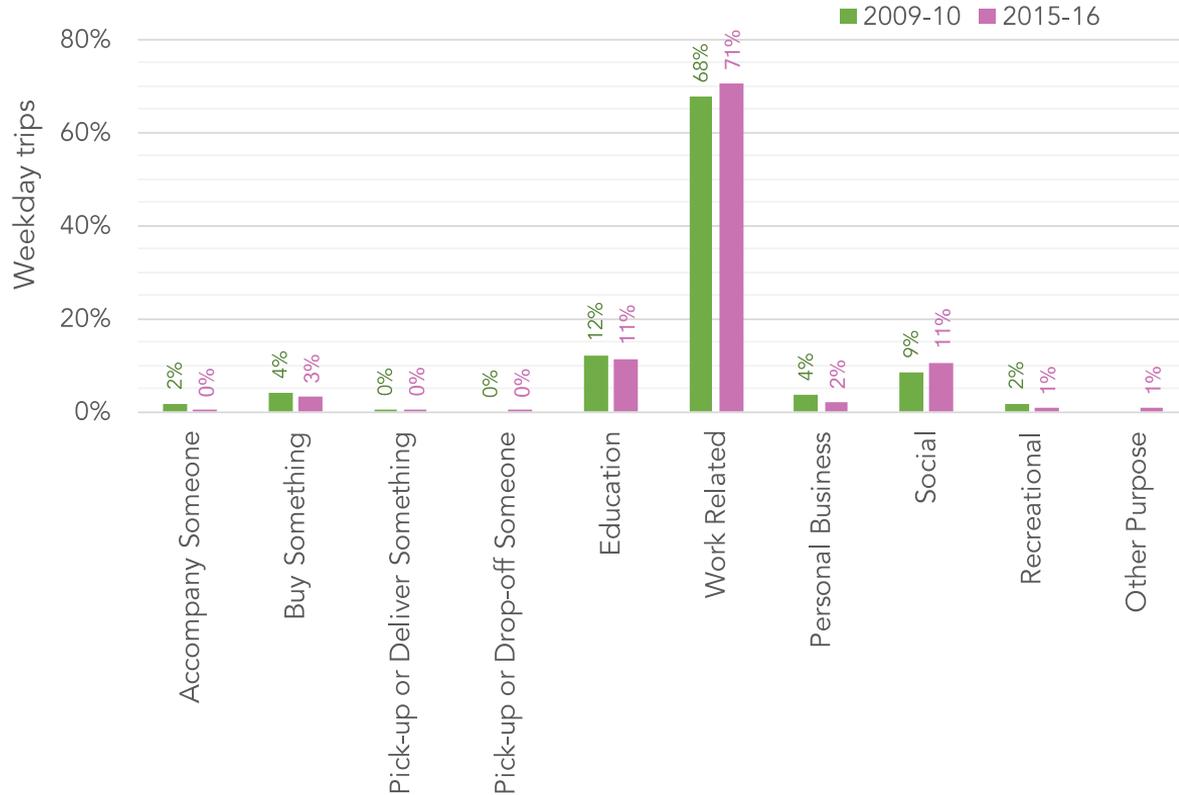


The chart shows weekday private vehicle trips made to the Melbourne LGA. Purpose relates to the first activity each respondent visited once they arrived in the Melbourne LGA.

- The chart excludes travel by Melbourne LGA residents, and also excludes internal private vehicle trips. It replicates data shown in the 2012 City of Melbourne Transport Strategy (page 18).
- Travel to the City of Melbourne by non-residents is dominated by work travel (approximately 60 per cent of trips). The distribution of activities has remained fairly stable since 2009-10, although the proportion of people reporting private vehicle trips for shopping has increased (albeit off a low base).

# Purpose of public transport trips TO the City of Melbourne

VISTA estimate | 2009-10 compared to 2015-16



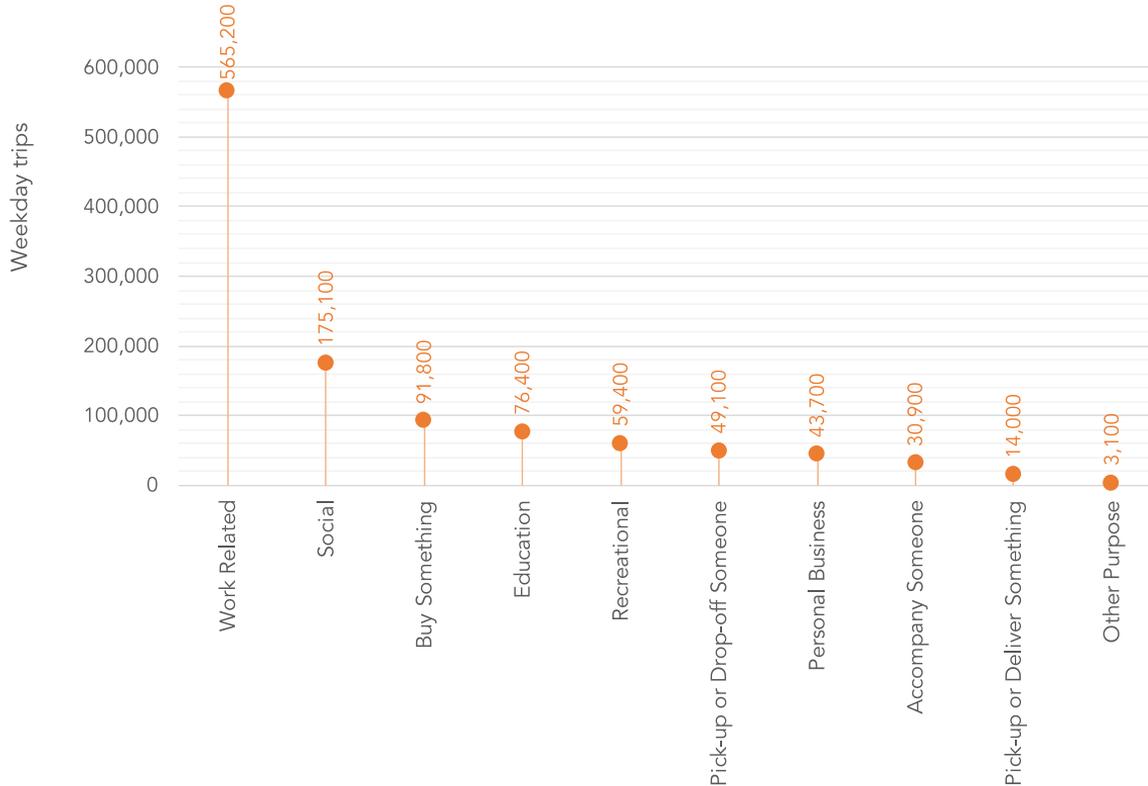
Public transport trips into the Melbourne LGA are principally for work, with education and social trips accounting for the majority of other activities. These three activities make up 93 per cent of initial travel purposes when accessing the city by public transport.

- The chart excludes travel by Melbourne LGA residents, and also excludes internal public transport trips. It replicates data shown in the 2012 City of Melbourne Transport Strategy (page 18).
- From the 2015-16 survey, the number of shopping trips made by private vehicles or public transport is essentially identical.

# 2015-16 ANALYSIS

# All weekday purposes of travel in the City of Melbourne

## VISTA estimate 2015-16



- On an average weekday, the 2015-16 survey detected 1.1 million trips to or within the Melbourne LGA. This is a 33 per cent increase on the 2009-10 estimate (985,000 trips).
- Half of these were work-related, with social and shopping activities the next highest ranked (16 per cent and 8 per cent of trips respectively).
- Travel shown is for all trips to or within the Melbourne LGA on an average weekday. Note that this could include multiple trips for the same purpose (travel to work, lunch, and back to work would count as two work trips).

# Weekday purposes of travel for every 100 visitors

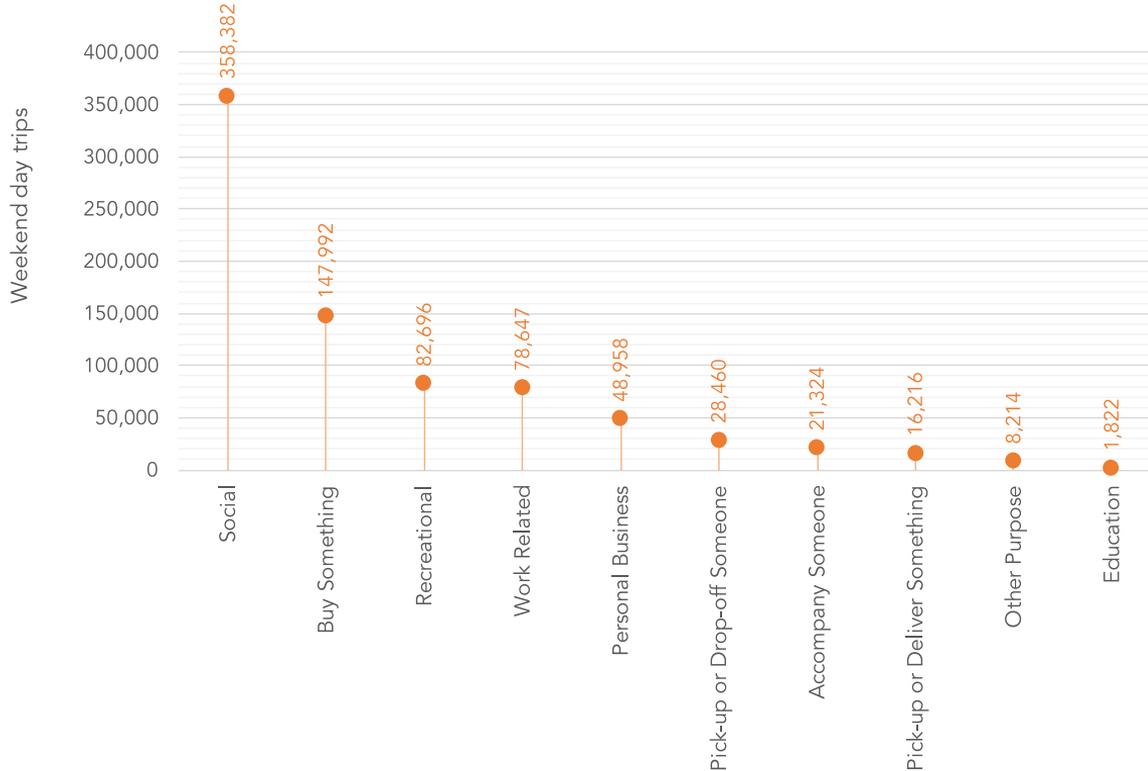
VISTA estimate 2015-16



- According to VISTA, in 2015-16 there were an average of 650,000 unique visitors to the Melbourne LGA on an average weekday. This excludes:
  - tourists
  - people living outside of the Melbourne or Geelong metropolitan areas
  - professional drivers
  - through travel
- For every 100 users of the Melbourne LGA on an average weekday, there will be 170 local area activities generated.
- The bulk of these are work related (86 work related trips for every 100 city users). On average, over a quarter of visitors would also make a social trip.

# Weekend day purposes of travel in the City of Melbourne

## VISTA estimate 2015-16



- On an average weekend day, the 2015-16 survey detected 790,000 trips to or within the Melbourne LGA.
- Over half of trips (56 per cent) were for social or recreational purposes. There were also 150,000 shopping trips (19 per cent of all activities).
- Work-related travel dropped to just 10 per cent of the Saturday or Sunday trips.

# Weekend day purposes of travel for every 100 visitors

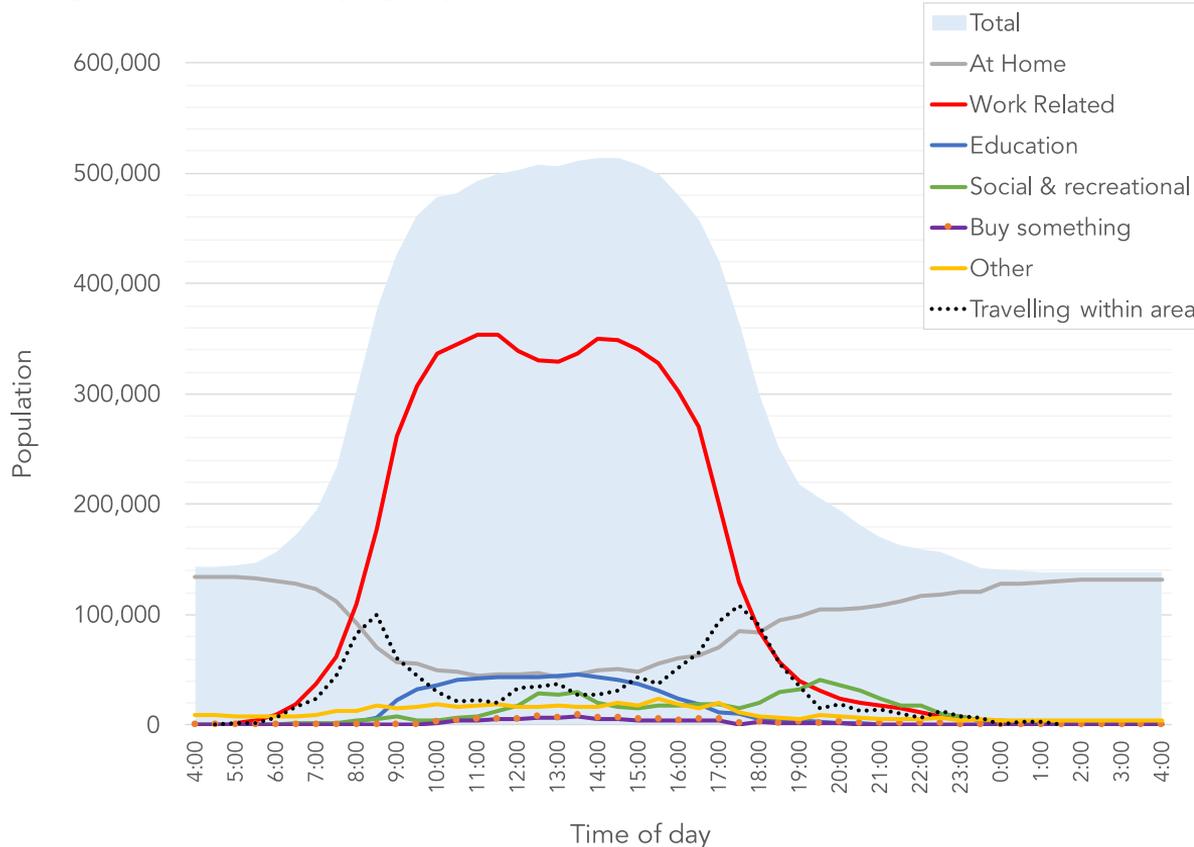
VISTA estimate 2015-16



- According to VISTA, in 2015-16 there were an average of 500,000 unique users of the Melbourne LGA on an average weekend day. This excludes:
  - tourists
  - people living outside of the Melbourne or Geelong metropolitan areas
  - professional drivers
  - through travel
- For every 100 users of the Melbourne LGA on an average weekend day, there will be 160 local area activities generated.
- The bulk of these are for social purposes, with 72 social activities generated for every 100 visitors. On average, these 100 visitors would also be expected to generate 30 shopping trips, 17 recreation trips.
- Just 16 work-related trips for every 100 city users are reported, although as the later daytime population profile shows these are longer duration trips and therefore has a still have a large impact on the shape of the

# Daytime population – City of Melbourne weekday

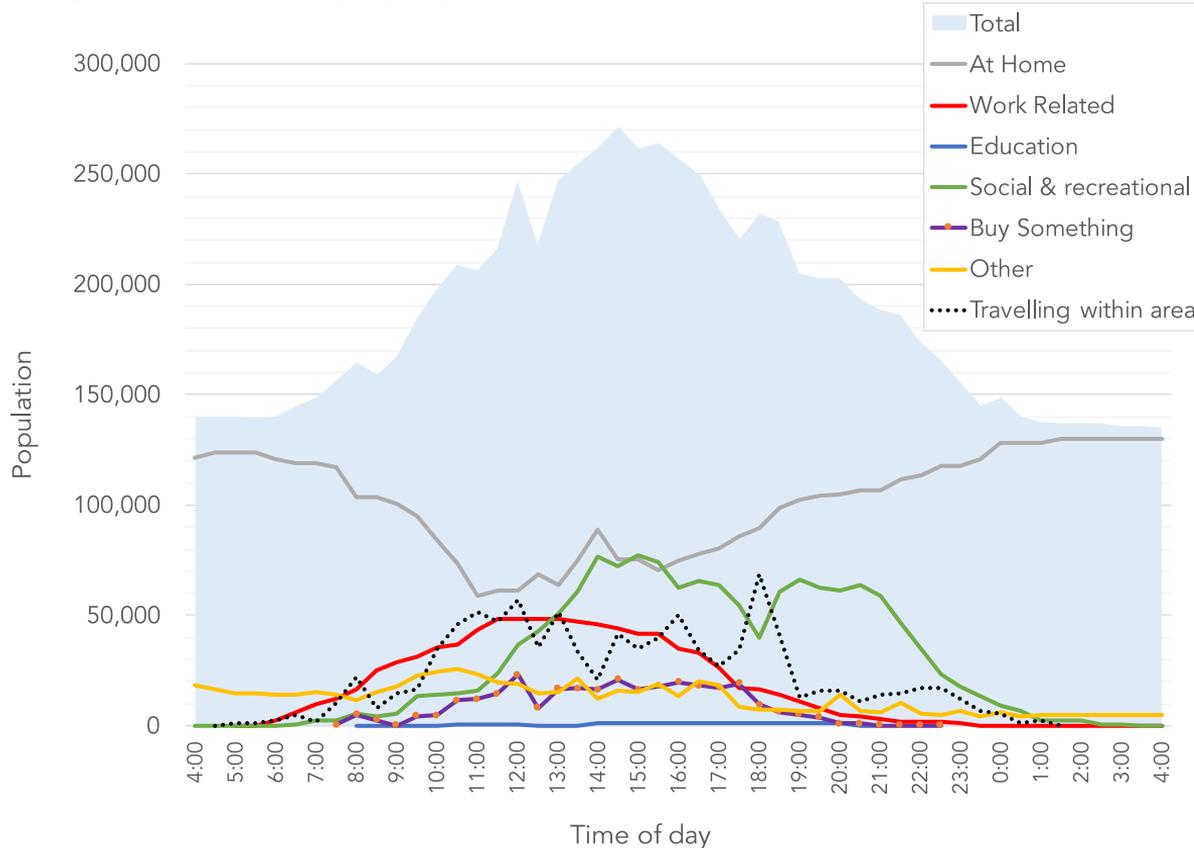
VISTA estimate 2015-16



- From a residential base of approximately 140,000 people, the population of the City of Melbourne swells to over half a million people by the early afternoon.
- As per previous charts, this excludes:
  - tourists
  - people living outside of the Melbourne or Geelong metropolitan areas
  - professional drivers
  - through travel
- Work is the dominating activity through the day, with a small drop in this cohort through the middle of the day as people leave for lunch and other purposes.
- Education also presents a smooth and predictable activity profile.

# Daytime population – City of Melbourne weekend day

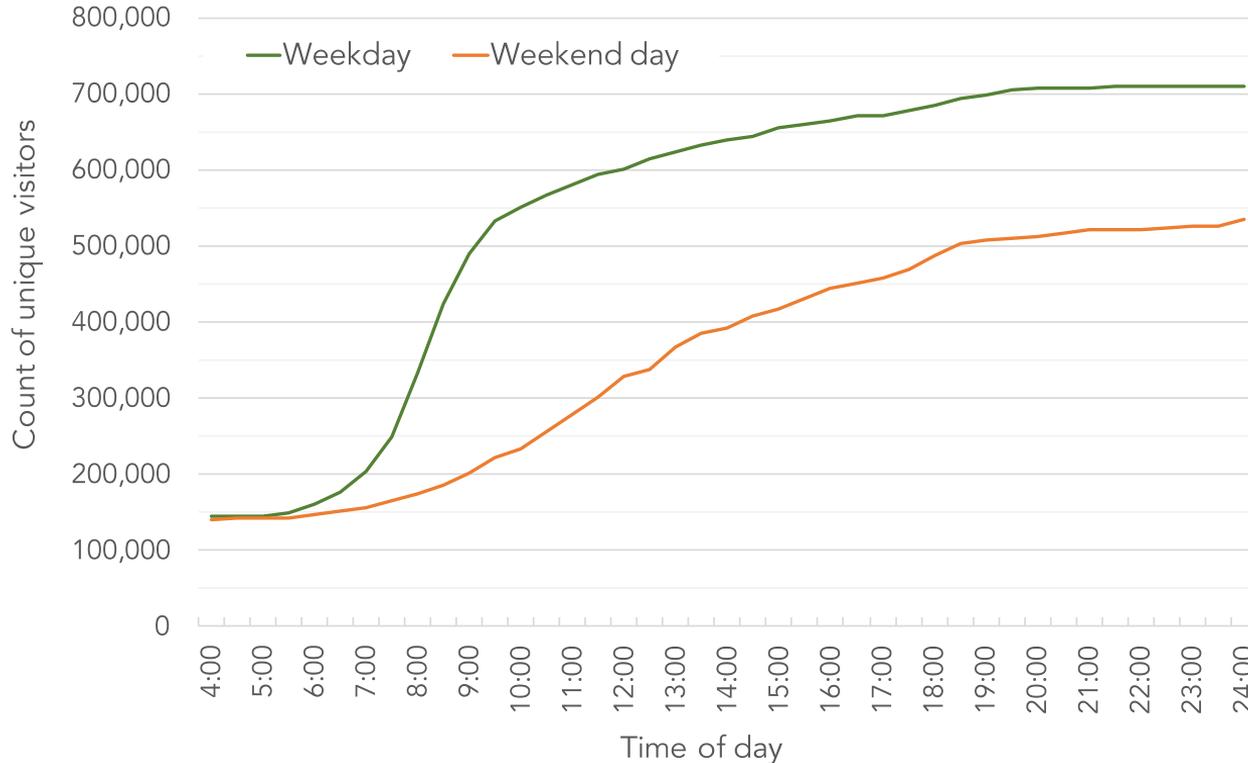
VISTA estimate 2015-16



- The average weekend population profile is more peaked than the weekday.
- Excluding tourists, professional drivers and people living outside of Melbourne and Geelong, VISTA estimates an average weekend day population (Saturday/Sunday average) of up to 270,000 people.
- Social and recreational activities provide the largest population cohort, peaking mid afternoon and continuing into the evening.
- Employment is still important driver of the daytime population on weekends, with a peak of 50,000 people participating in a work-related activity. A distinct shopping profile is also visible across the day.

# Visitation profiles for the City of Melbourne

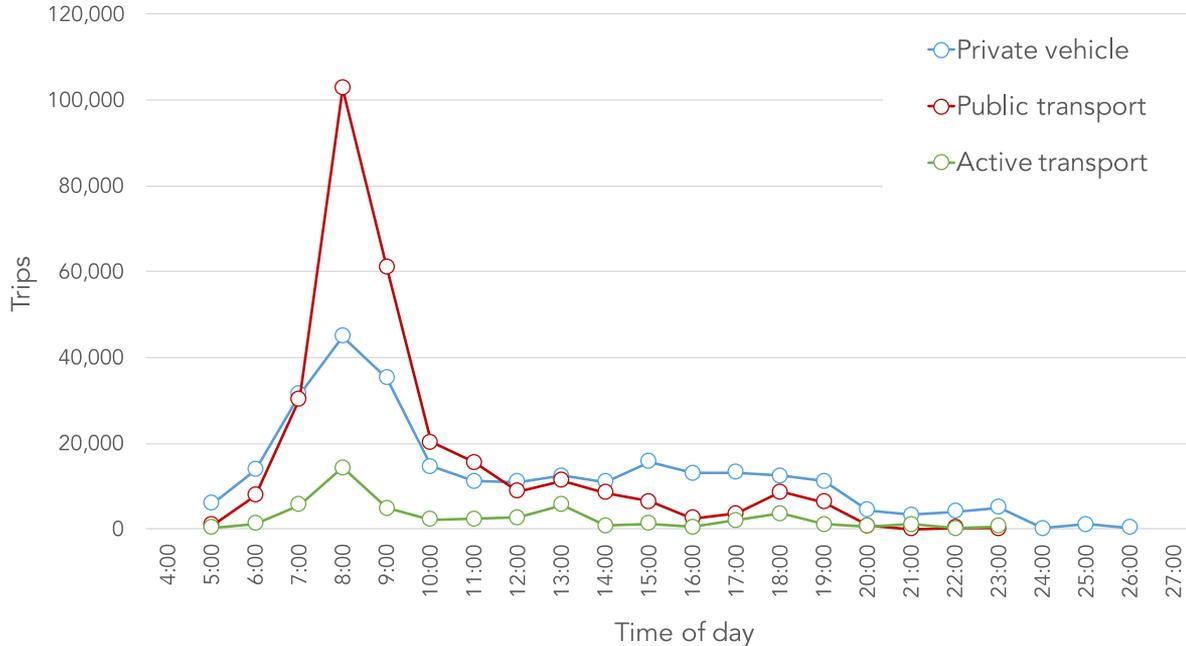
VISTA estimate 2015-16



- On top of the residential population of approximately 140,000 people, VISTA detects a further 560,000 unique visitors to the Melbourne LGA on an average weekday.
- Excluding residents, approximately 50 per cent of the external visitors to the City of Melbourne arrived by 9.00am.
- The population profile for a Saturday or Sunday builds more gradually across the day, culminating in approximately 550,000 unique users (including residents). Of external visitors to the Melbourne LGA, 50 per cent arrived by 2.30pm.

# City of Melbourne entries by mode and time of day

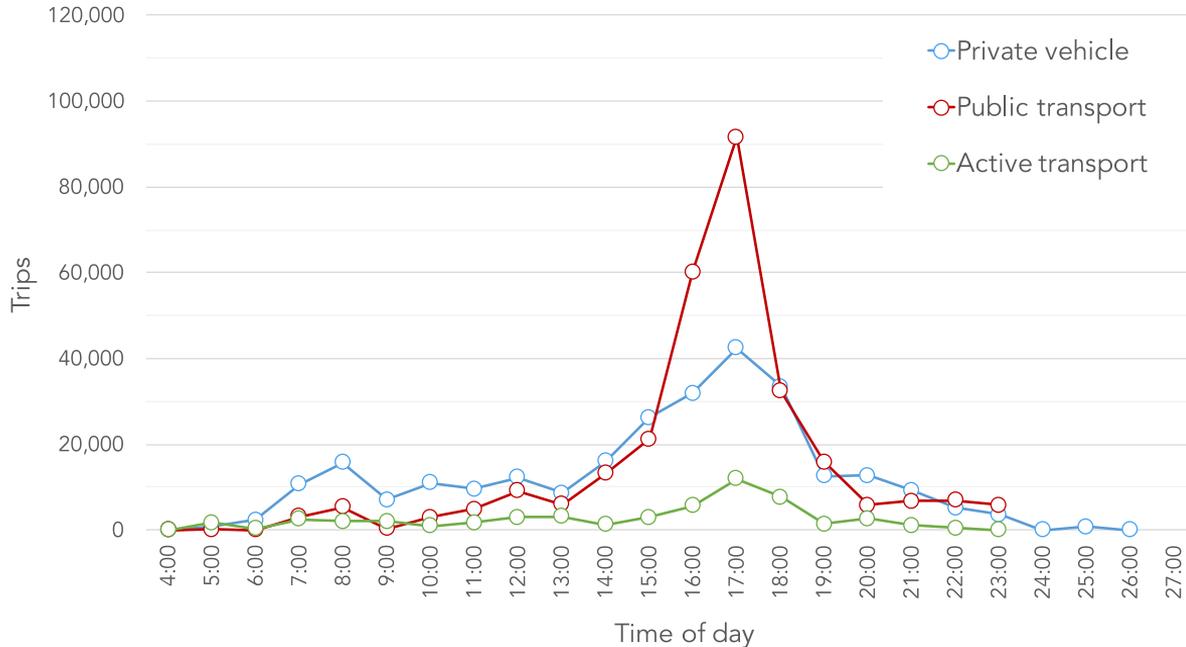
VISTA estimate 2015-16



- The adjacent chart shows the numbers of people entering the Melbourne LGA on different modes at different times of the day.
- Public transport entries are highly peaked, with two-thirds of journeys into the city occurring between 7am and 10am. This is substantially higher than the private vehicle and active transport trips entering across the same period (40 per cent and 48 per cent respectively).
- Reiterating the peaked nature of travel, 100,000 of the public transport trips occur between 8am and 9am.

# City of Melbourne exits by mode and time of day

VISTA estimate 2015-16

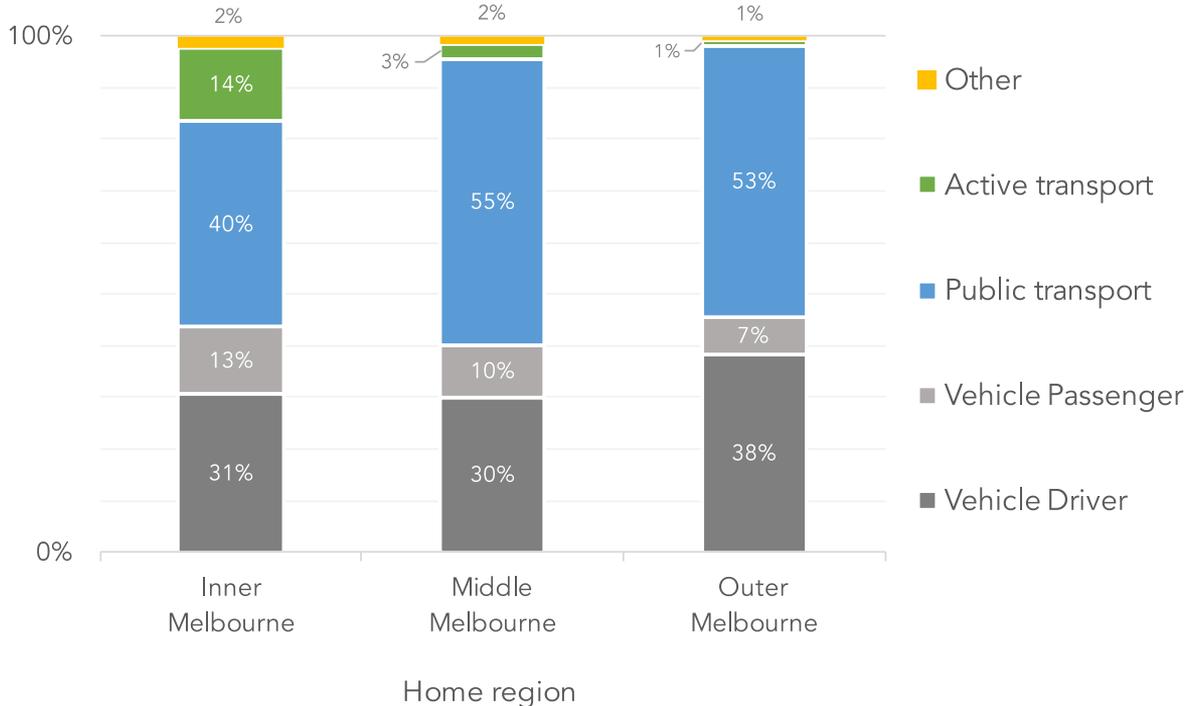


- The adjacent chart shows the numbers of people leaving the Melbourne LGA on different modes at different times of the day.
- Mode movements largely mirror the arrivals, with almost 63 per cent of exiting public transport trips leaving between 4pm and 7pm. Just under 100,000 people leave using public transport between 5pm and 6pm.
- Public transport entries are highly peaked, with two-thirds of journeys into the city occurring between 7am and 10am. This is substantially higher than the private vehicle and active transport trips entering across the same period (40 per cent and 48 per cent respectively).

# City of Melbourne entries by household region

VISTA estimate 2015-16

Percentage of trips

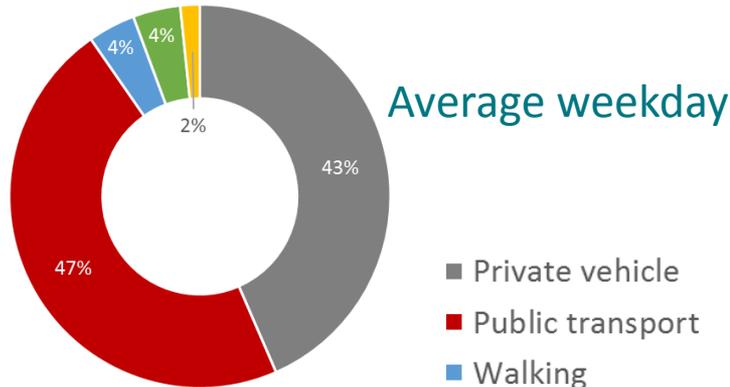


- In analysing Melbourne visitors by their household region, there is little difference in the broad mode share for trips to the city.
  - Private vehicle accounts for 40 to 45 per cent of trips, regardless of home region.
  - For people living in middle and outer suburbs, most trips into the city are made by public transport (approximately 55 per cent).
  - Public transport accounts for fewer inner city trips (40 per cent), with active transport taking a more significant role (14 per cent).

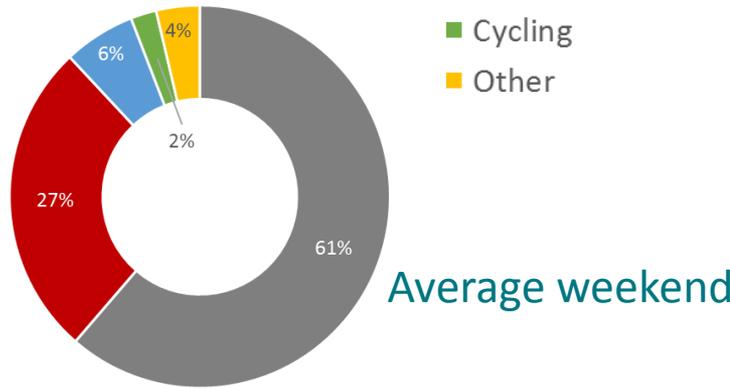
*Note: chart shows home region of person, rather than their origin prior to their City of Melbourne trip.*

# MODE SHARE

## All trips TO the Melbourne LGA



Average weekday



Average weekend

- Private vehicle
- Public transport
- Walking
- Cycling
- Other

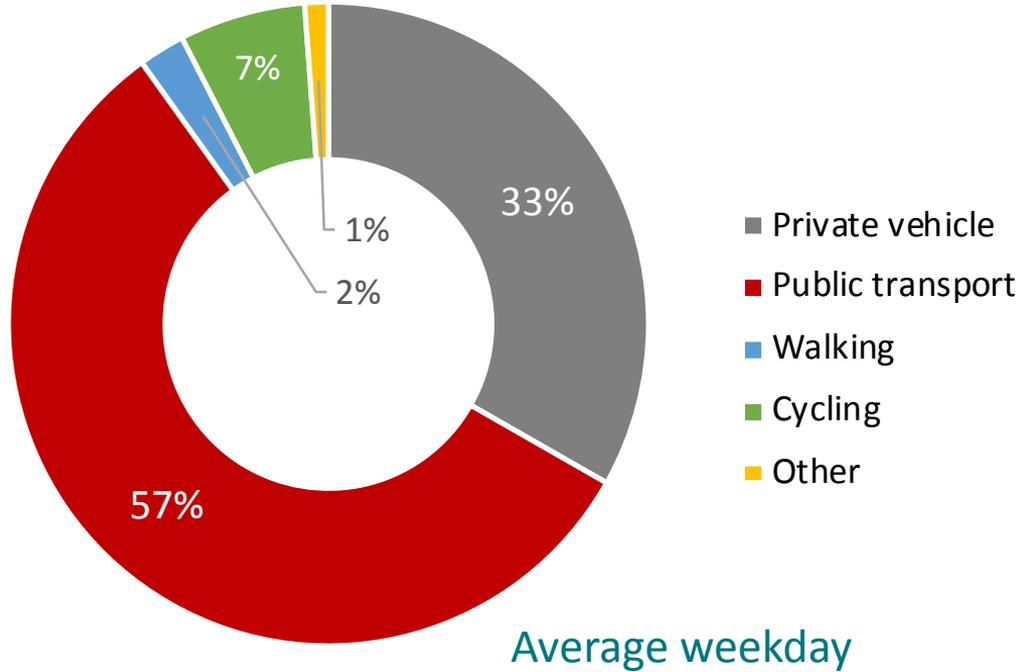


- While most **weekday** trips into the LGA are made by public transport (47 per cent), the proportion of private vehicle travel is also high (43 per cent). Just 8 per cent of all weekday trips into the LGA are made by walking or cycling.
- On **weekends** private vehicle travel is far more prevalent, with 61 per cent of trips made as a car driver or passenger. Public transport accounts for just over a quarter of trips (27 per cent). The combined active transport mode share is the same as on weekdays, although walk trips are more likely than cycling.
- ‘Other’ modes feature more strongly for weekend travel: this is predominantly taxi related, and may also be detecting a growing number of rideshare (Uber) trips.

*Note – chart excludes internal Melbourne LGA travel, trips passing through the LGA, and trips departing the LGA*

## MODE SHARE

# AM peak period trips to the Melbourne LGA



- On weekdays, 250,000 trips (or 40 per cent of the total daily trips) to the Melbourne LGA arrive during the **AM peak period**.
- Of these peak period trips, the clear majority are made by public transport (57 per cent). One-third of people arrive by private vehicle.
- Just under 10 per cent of trips are made by active transport (predominantly cycling).

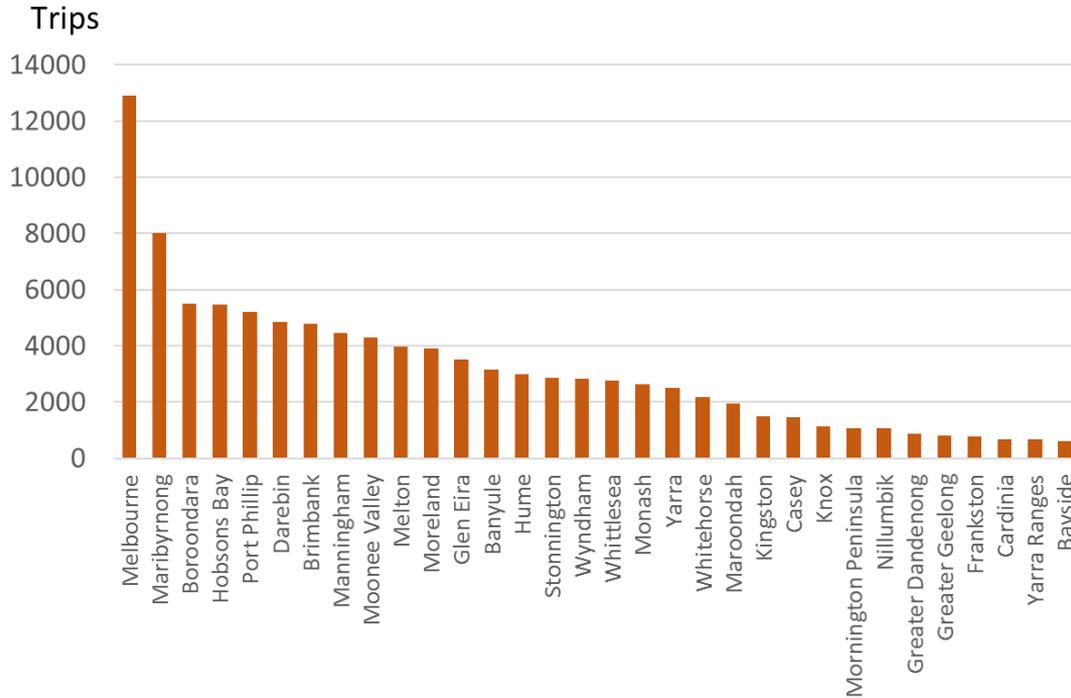
*Note:*

- AM peak trips are those which arrive in the Melbourne LGA from 7am to 9am.

- chart excludes internal Melbourne LGA travel, trips passing through the LGA, and trips departing the LGA.

# PRIVATE VEHICLE TRAVEL

## Origins of AM peak period arrivals



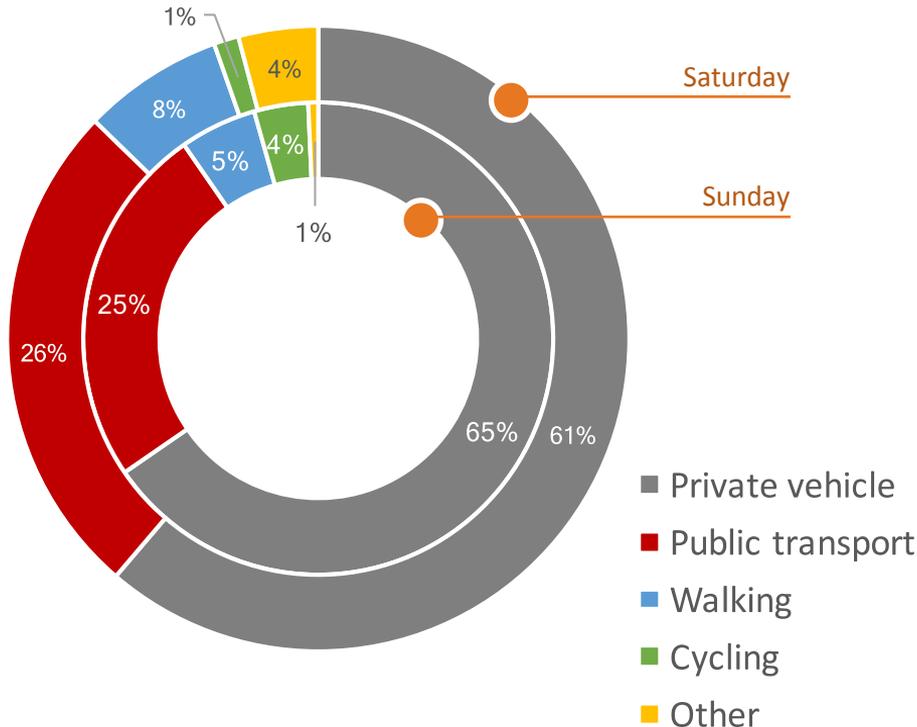
- There are approximately 100,000 private vehicle arrivals in the Melbourne LGA between 7am and 9am. This includes internal trips made entirely within the LGA.
- 12 per cent of the private vehicle travel is made by City of Melbourne residents. Including the surrounding local government areas, this proportion grows to 45 per cent.

*Note:*

- chart excludes trips passing through or departing the LGA.

## WEEKEND TRAVEL

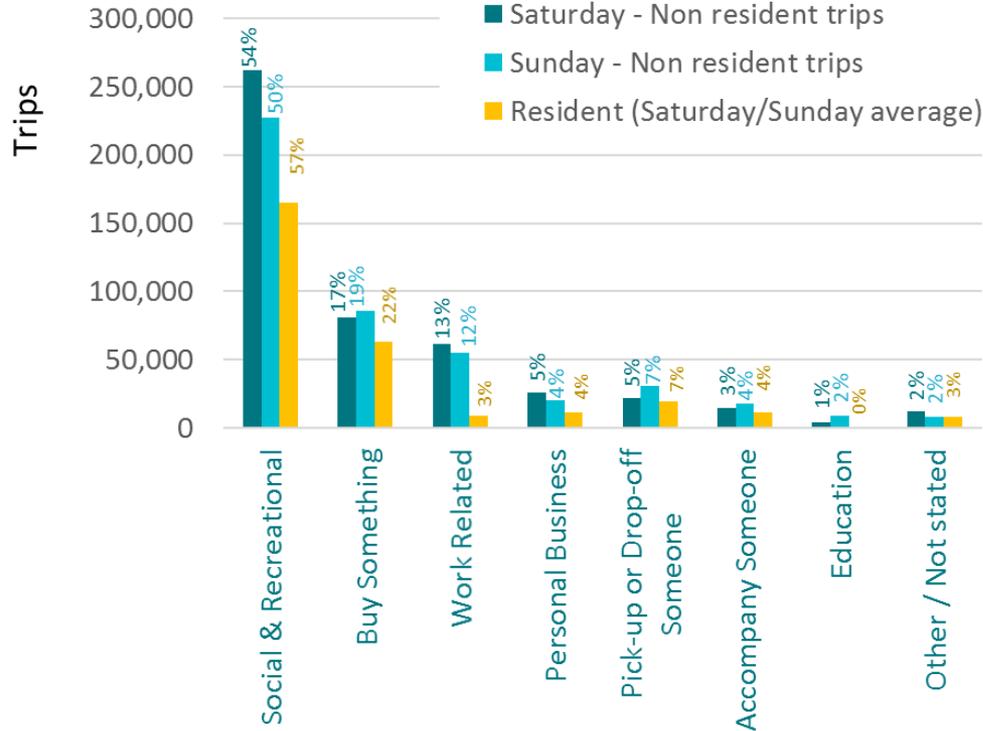
# Saturday and Sunday trips TO the Melbourne LGA



- Drilling down on the weekend travel further, the mode share of trips to the Melbourne LGA is essentially the same on a Saturday as it is on a Sunday.
- On weekends, private vehicle accounts for most trips to the Melbourne LGA: 61 per cent of Saturday travel and 65 per cent of Sunday travel. Saturday has more taxi and ride-share trips than Sundays.
- Active transport modes follow the weekday pattern, with 8 to 9 per cent of trips made by walking or cycling. Notably, there are 16,700 cyclists accessing the LGA on a Sunday, compared to just 6,000 on a Saturday.
- The weekend public transport use is consistent on both days – approximately 25 per cent of trips.
- *Note – chart excludes internal Melbourne LGA travel, trips passing through the LGA, and trips departing the LGA*

# WEEKEND TRAVEL

## Saturday and Sunday (trips to and within Melbourne)

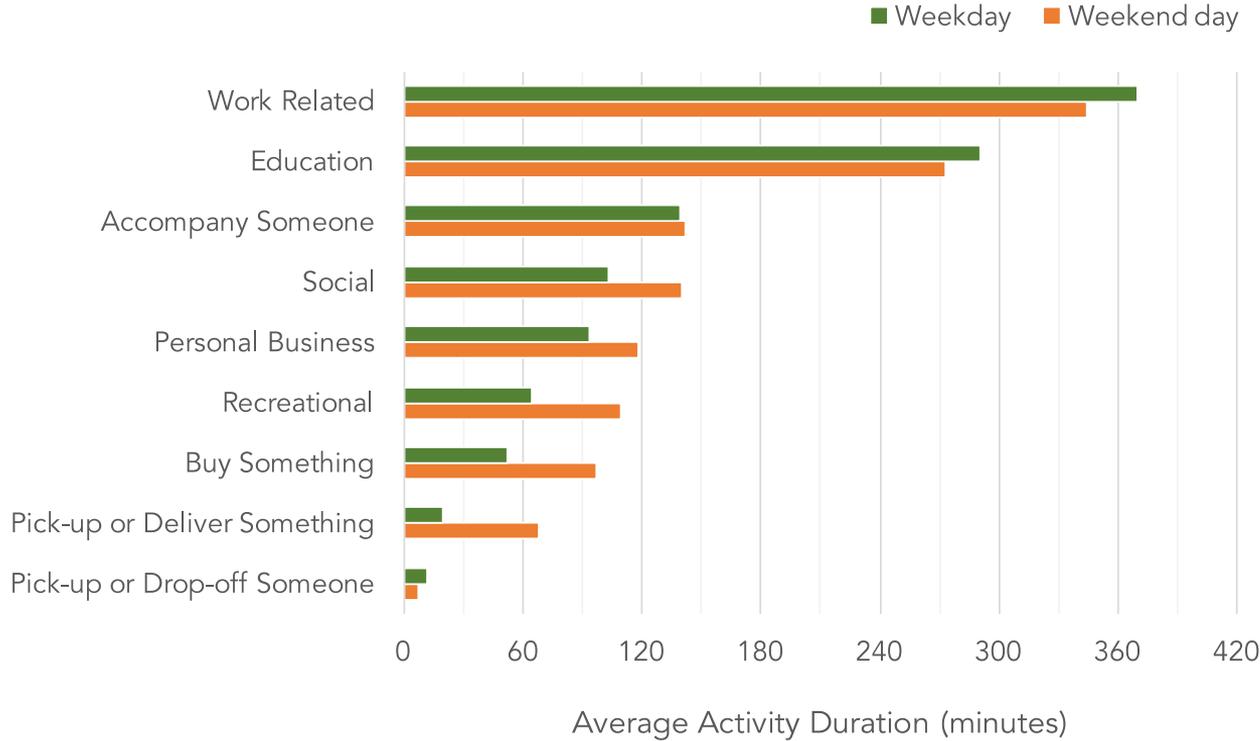


- Excluding trips by residents, there are approximately 380,000 entries TO the Melbourne LGA on Saturdays and 360,000 on Sundays. There are a further 100,000 trips internal to the municipality on both days.
- Sample size restricts further breakdown, but Melbourne residents are estimated to make just under 300,000 trips in the municipality on a Saturday or Sunday. This excludes their travel home.
- The activities performed are predominantly social or recreational. On both Saturday and Sunday, these activities account for over half of the trips made within the municipality. Shopping accounts for approximately 20 per cent of trips.
- Weekend work remains as a relatively strong rationale for travel, although this is less critical for residents of the Melbourne LGA.

*Note: Individual Saturday and Sunday trips are indicative only: VISTA is designed to typically describe just the average weekday and average weekend day travel.*

# City of Melbourne activity durations

VISTA estimate 2015-16

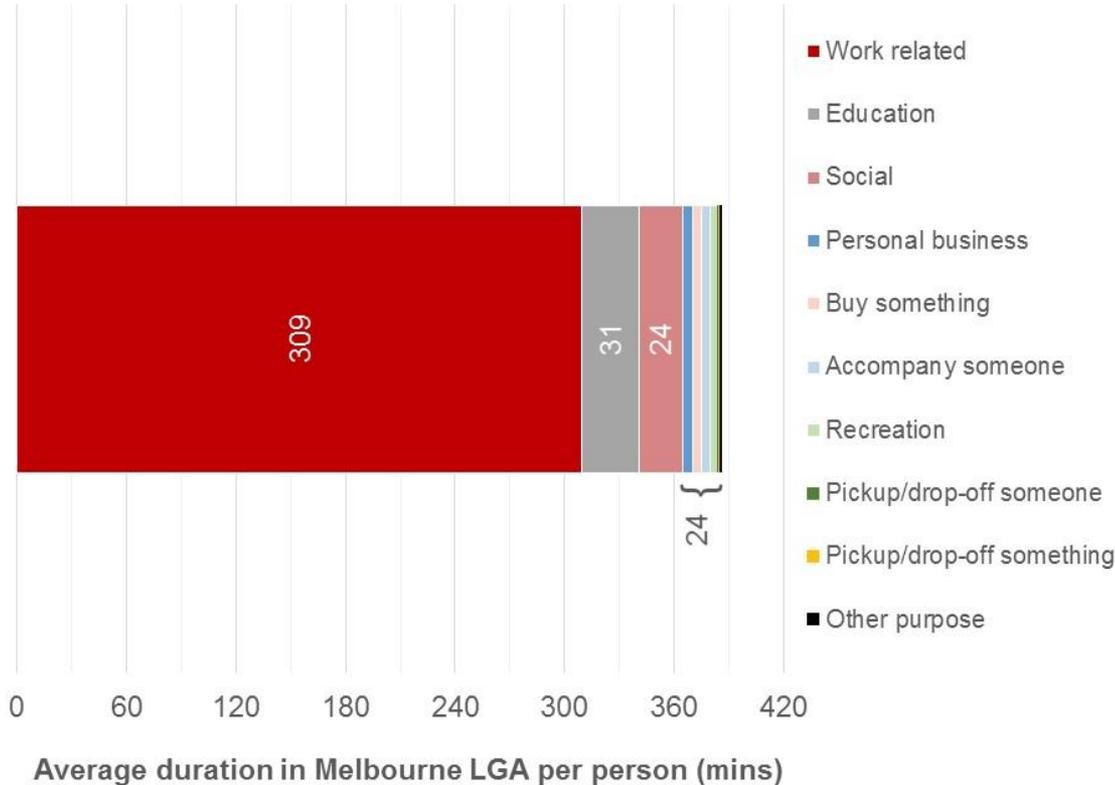


- On average, each weekday work-related activity lasts 6 hours. This is relatively consistent on weekdays and weekend days.
- Education is also quite stable in average trip length, lasting just over 4.5 hours on both weekdays and weekend days.
- For all other activities – social, recreational, shopping and personal business – average weekend trips are longer than the weekday equivalent. Using shopping as an example, each individual weekend trip would be expected to last 30 mins longer than observed on weekdays.

*Note: durations are for each continuous activity. Average shown is for each activity in one session, not the time spent on each activity across the day.*

# Weekday cumulative duration per person

VISTA estimate 2015-16

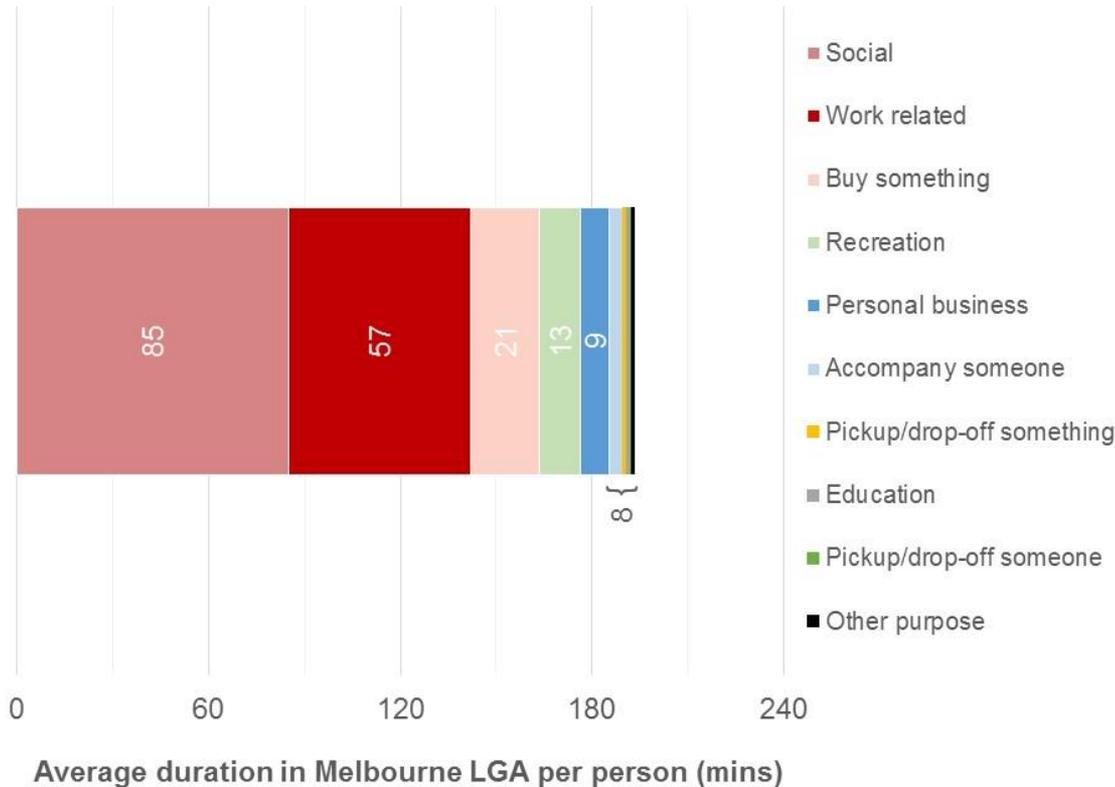


- On an average weekday, each user of the Melbourne LGA will spend an average of 6.4 hours in the area.
- As observed previously, work accounts for a large number of trips to the city. Each work trip also accounts for a large amount of time. In total, work-related activity accounts for 80 per cent of the total weekday time that people spend in the city.
  - If all activity durations were distributed proportionally across each visitor, every weekday person that visited the Melbourne LGA would spend approximately 5 hours working.
  - In contrast, they would only spend 30 minutes in education and 24 minutes socialising. All other activities would each account for 6 minutes or less.

*The chart excludes time spent by residents at home, and the time spent travelling within the City of Melbourne.*

# Weekend day cumulative duration per person

VISTA estimate 2015-16



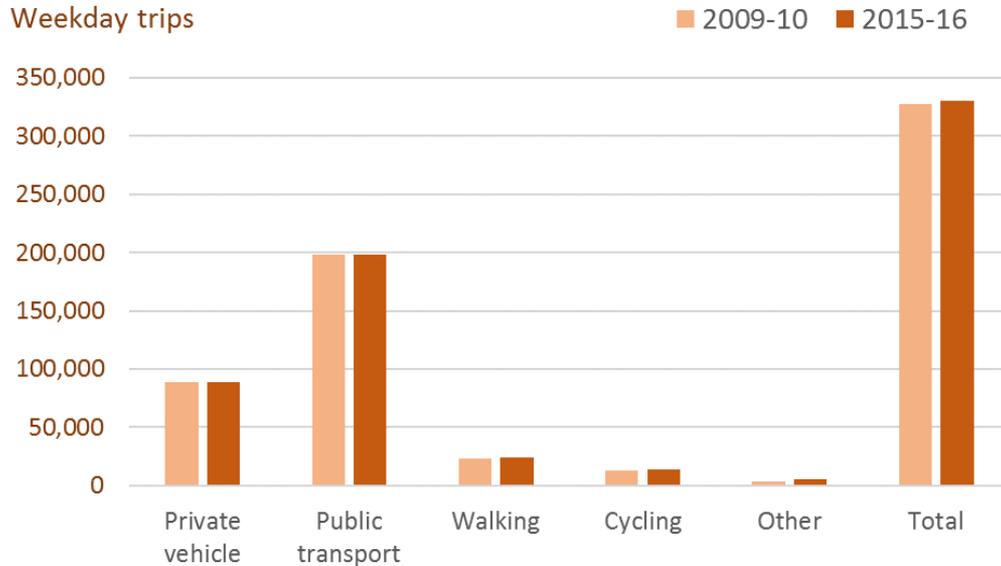
- On an average weekend day each user of the Melbourne LGA will spend just over 3 hours in the area.
- The bulk of time is directed to social activities. In total, social trips account for 44 per cent of the total weekend time that people spend in the city.
  - If all activity durations were distributed proportionally across each visitor, every weekday visitor to the Melbourne LGA would spend approximately 1.5 hours socialising.
  - Working still accounts for a substantial amount of weekend activity – on average there is an hour of work generated for every trip into the city.
  - Shopping, recreation and personal business round out the top five time uses. On average, these would cumulatively account for just over 40 minutes for every city visit.

*The chart excludes time spent by residents at home, and the time spent travelling within the City of Melbourne.*

# CENTRAL CITY ZONE

# CENTRAL CITY ZONE

## Changes in weekday trips across surveys

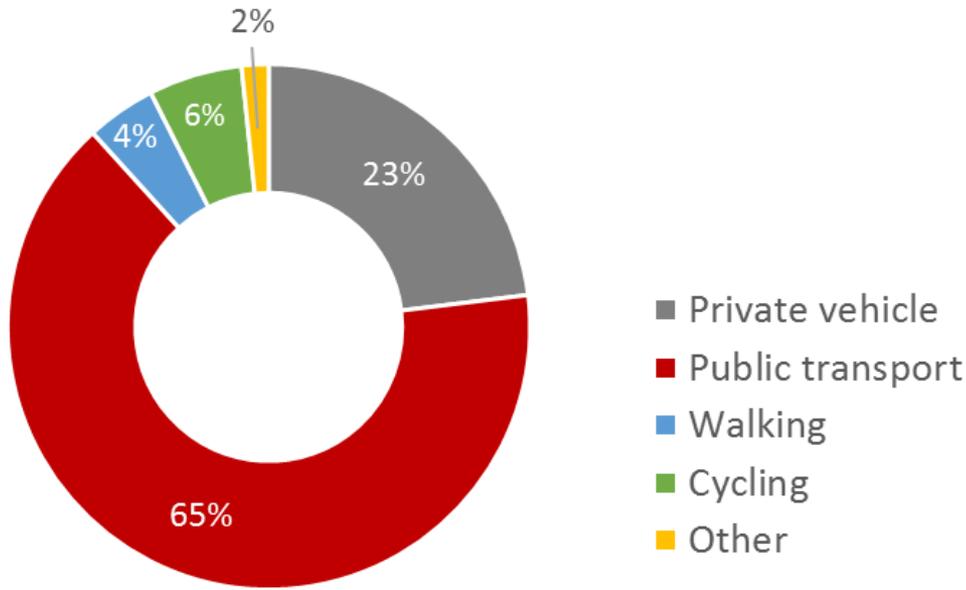
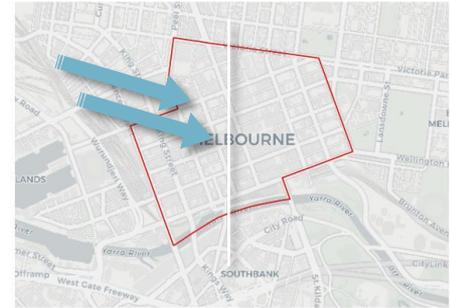


- Travel identified by VISTA to the Melbourne Central City Zone (CCZ) is consistent across survey periods.
- Approximately 330,000 trips are made to the central city each weekday. This excludes internal trips made once people have arrived in the zone.
- Much like the 2009-10 VISTA survey, the majority of trips to the area (60 per cent) are made by public transport.
- The consistency of trips may relate to CCZ constraints. Capacity of the transport network is largely unchanged across the survey periods, and the main land-use developments have mainly occurred on the periphery of the CCZ (including Docklands and Southbank).

*Note: For this analysis, the Melbourne Central City Zone is equivalent to the Melbourne Statistical Area 2 (SA2) zone defined by the ABS. This excludes Federation Square.*

## MODE SHARE

# AM peak period trips to the Central City Zone



Average weekday

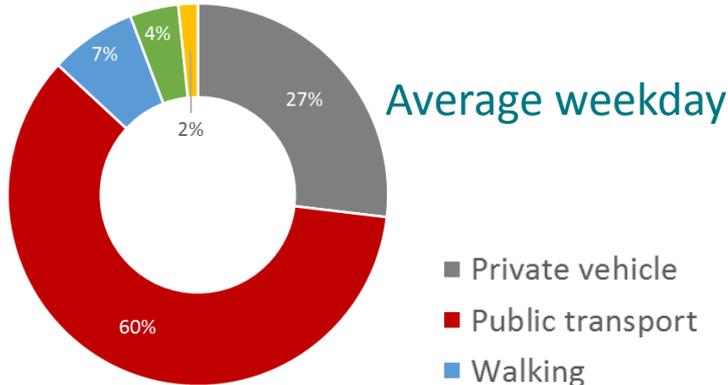
- **Peak hour travel** to the Melbourne CCZ is dominated by public transport, which accounts for just under two-thirds (65 per cent) of trips.
- Private vehicle travel to and from central Melbourne is not insubstantial: 23 per cent of trips made as a car passenger or driver in the AM peak.
- Active transport accounts for 10 per cent of the morning central city zone access. While sample size is limited, there may be a slightly higher tendency for cycling above walking at this time of day.

*Note:*

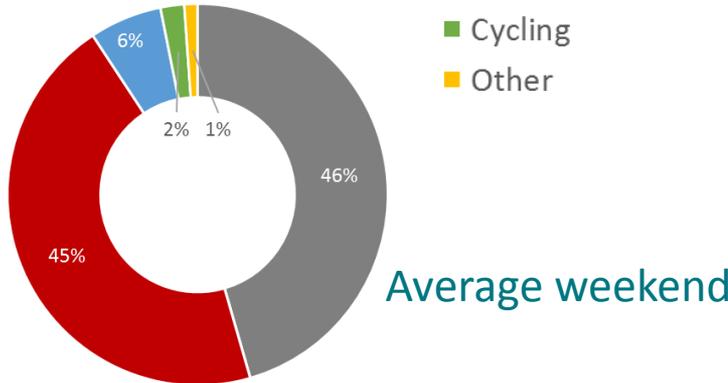
- AM peak trips arrive between 7.00am and 9.00am inclusive
- Trips internal to the CCZ are excluded

# MODE SHARE

## All trips TO the Central City Zone

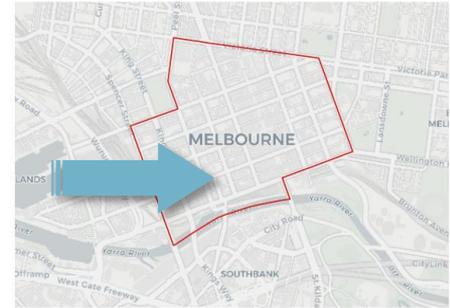


Average weekday



Average weekend

- Private vehicle
- Public transport
- Walking
- Cycling
- Other



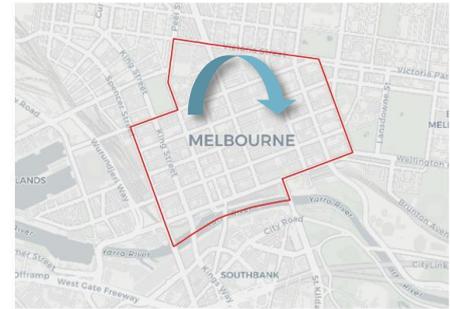
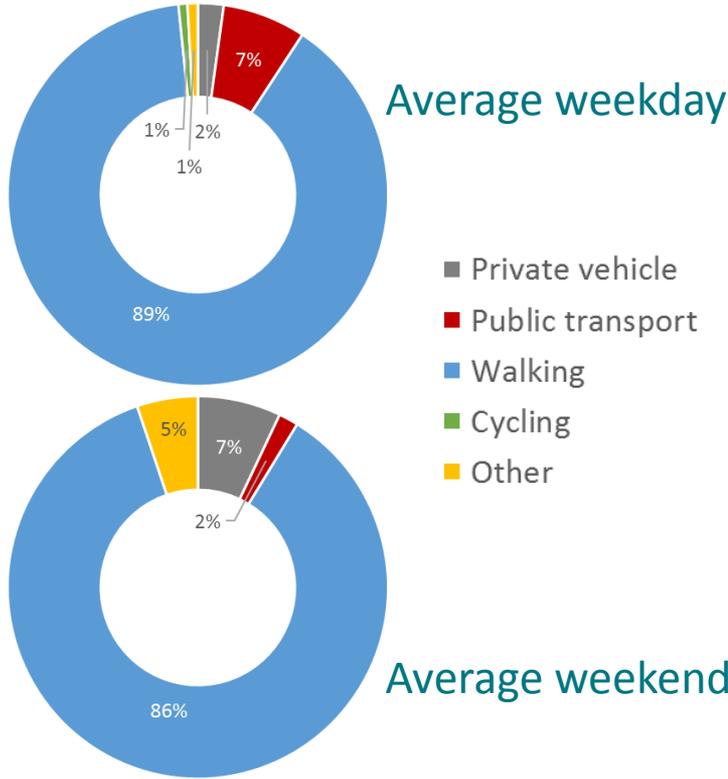
- **Across an entire weekday**, travel to the Melbourne CCZ broadly follows the AM peak period pattern.
- Just over a quarter of trips are made by private vehicle, and 60 per cent are public transport related. There is a higher proportion of walking trips (7 per cent) compared to cycling trips (4 per cent) outside of the morning peak.
- **The majority of weekend travel** is evenly balanced between private vehicle (46 per cent) and public transport (45 per cent). The combined active transport mode share drops to just under 10 per cent.

Note:

- Excludes travel within, through or from the CCZ

# MODE SHARE

## All trips IN the central city zone



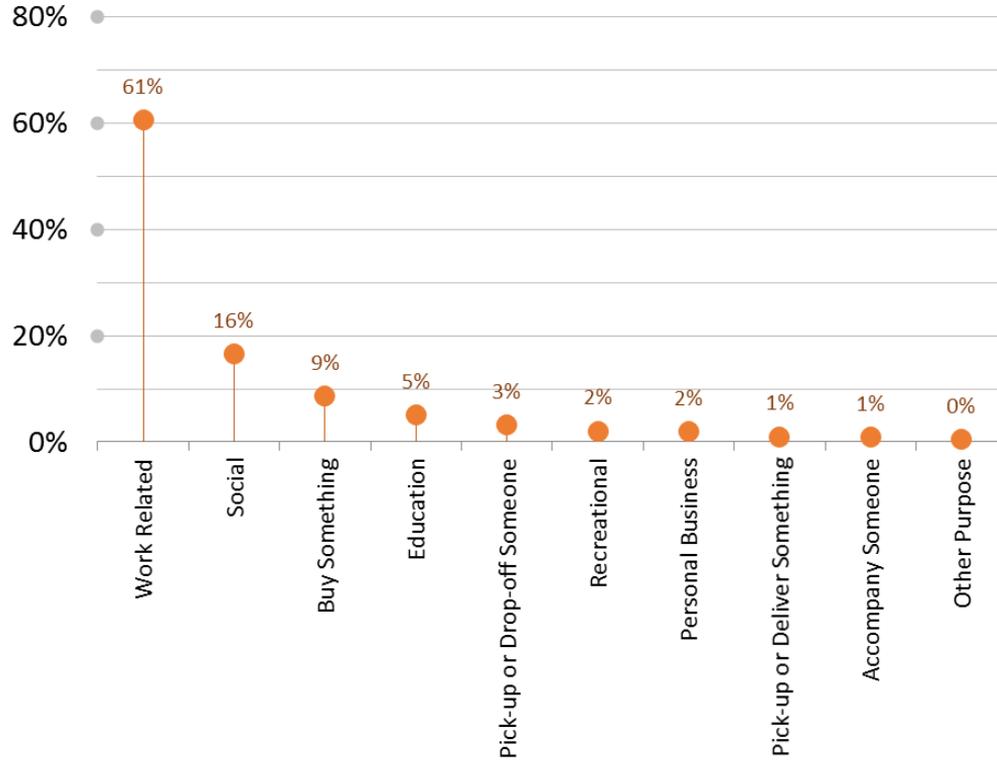
- **Across an average weekday**, trips made entirely within the CCZ are most likely to be made by walking (89%). Public transport (predominantly tram) is used for approximately 7 per cent of trips.
- **Weekend travel** similarly emphasises the key role of walking to navigate the central city area (86 per cent of trips). The 5 per cent of trips using 'Other' modes of transport are assumed to be ride-sharing, as no taxi or motorcycle trips were explicitly reported by survey participants for this subset of data.

*Note:*

- Chart represents internal travel only; excludes trips made in initially accessing the CCZ.

# PURPOSE OF TRAVEL

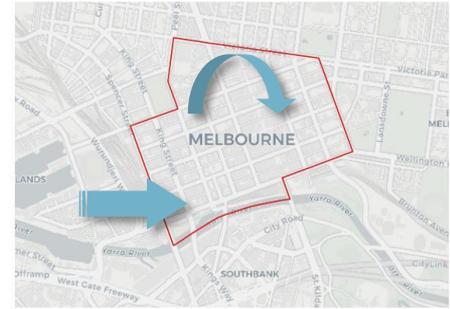
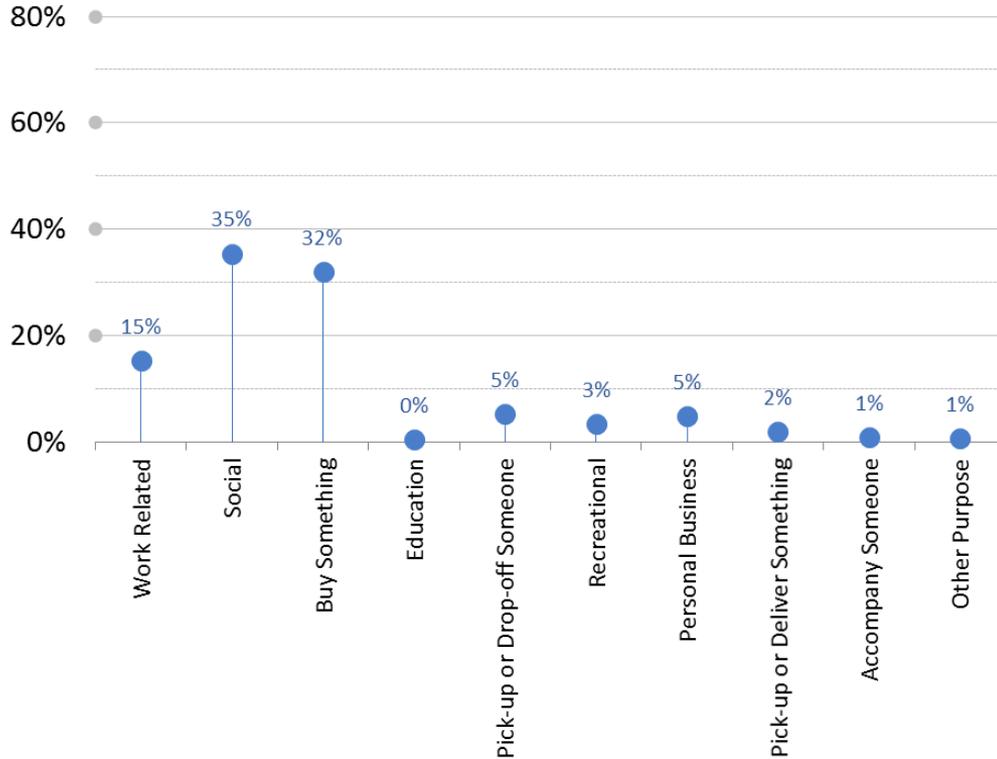
## Weekday activities in the Central City Zone



- In total there are an estimated 470,000 trips made to or within the capital city zone on an average weekday. This excludes interstate or overseas visitor travel, and trips made by people living outside of Melbourne or Geelong.
- Travel to the CCZ is predominantly related to work trips (61 per cent). A further quarter of all trips are related to social and shopping activities.
- Some worker trips may be 'double counted' (e.g. returning back to work after a lunch break). However, even if internal CCZ trips are removed from the analysis, the work proportion is still very high (indeed, increasing to 67 per cent as local social and shopping trips are also removed).

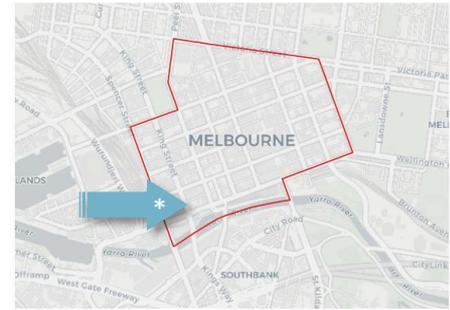
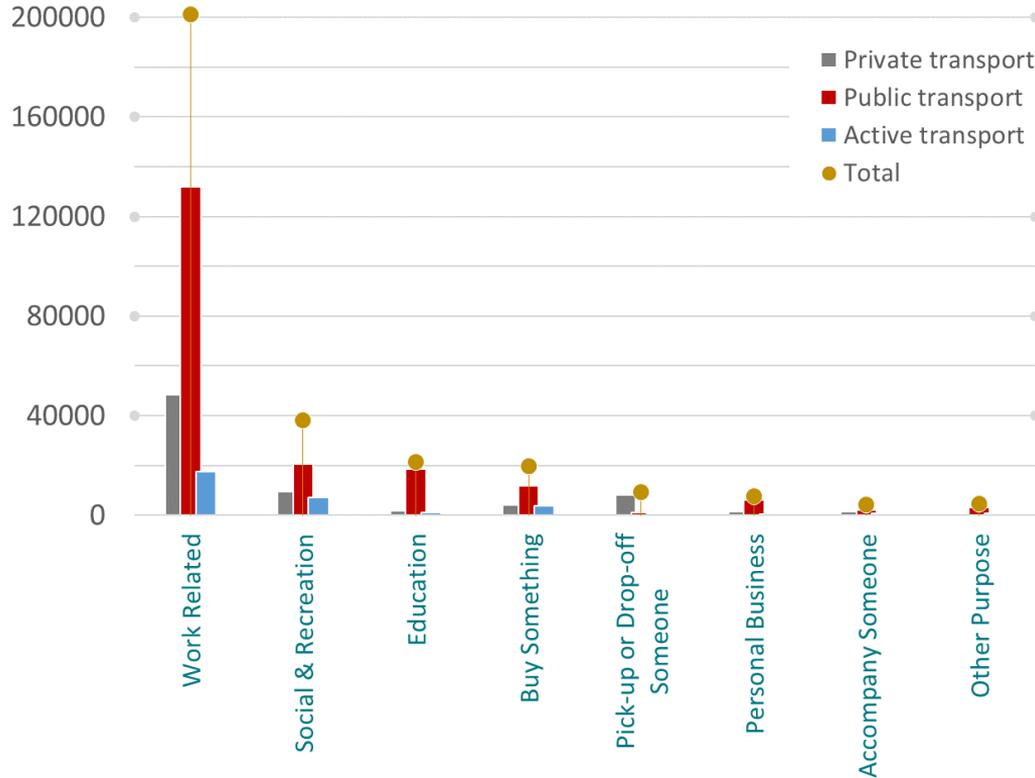
# PURPOSE OF TRAVEL

## Weekend activities in the Central City Zone



- In total there are an estimated 270,000 trips made to or within the capital city zone on an average weekend day. This excludes interstate or overseas visitor travel, and trips made by people living outside of Melbourne or Geelong.
- Two-thirds of the weekend travel to the Melbourne CCZ is split between shopping and socialising.
- Work activities are still required to support other trip purposes, although a much lower rate than weekdays (15 per cent of all trips).
- Other trip purposes account for an aggregate 17 per cent of travel. This include 15,000 trips made to drop-off or pick up someone (5 per cent of all trips).

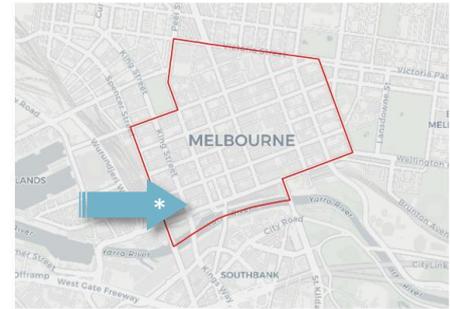
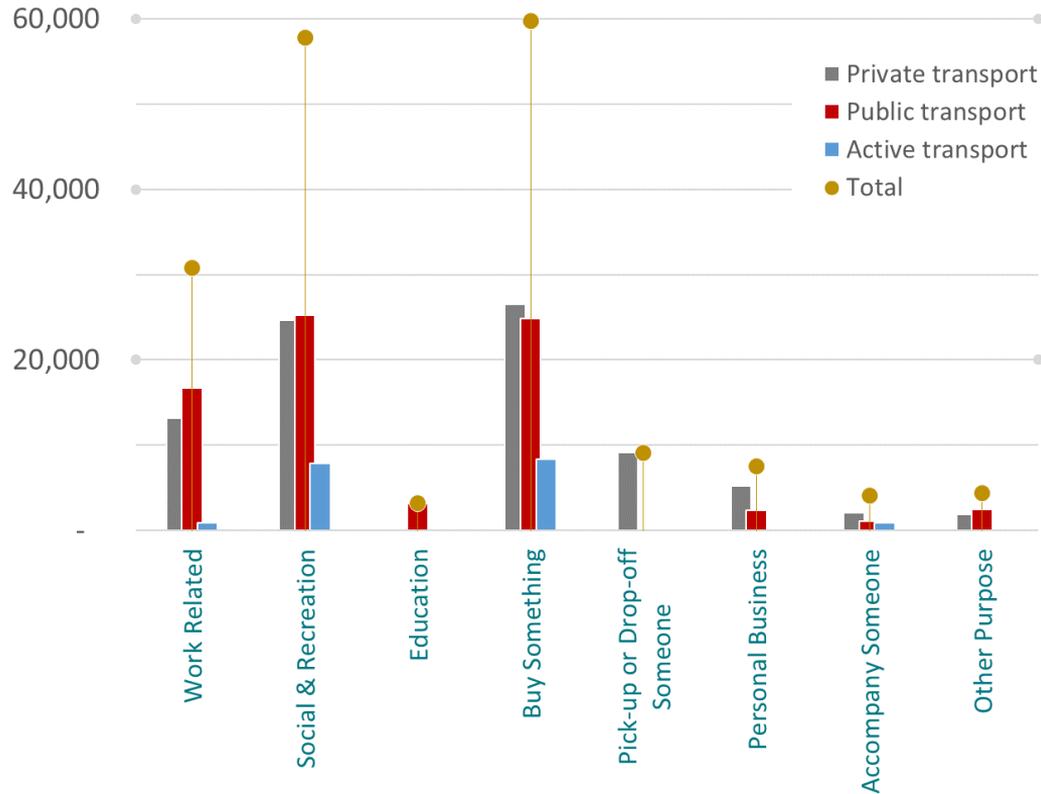
# PURPOSE 'Main' purpose by mode (weekdays)



- Generally, the mode share to the capital city area is consistent across activities. For instance, private vehicle is used for approximately 20 to 25 per cent of trips for each of work, social and recreation and shopping. Higher than average private vehicle usage is understandably used when picking up or dropping off someone (85 per cent).
- Public transport accounts for 55 per to 65 per cent of trips to work, social & recreation, and shopping. Higher rates of public transport usage were observed for education (86 per cent) and personal business (80 per cent).

*Note: modes and purposes both change across the day. As a proxy measure, 'Main' purpose is defined here as the first activity that someone participates in once they reach the CCZ.*

# PURPOSE 'Main' purpose by mode (weekend days)



- Weekend mode share is relatively balanced between private vehicle and public transport, regardless of purpose. Exceptions relate to education travel (with the low number of trips predominantly using private vehicle) and dropping off or picking up someone (predominantly serviced by private vehicle).
- Social and recreational trips, and shopping trips, have the most substantial active transport mode share are (14 per cent each). More detailed active travel analysis for the CCZ is not possible due to the limited sample size.

*Note: modes and purposes both change across the day. As a proxy measure, 'Main' purpose is defined here as the first activity that someone participates in once they reach the CCZ.*

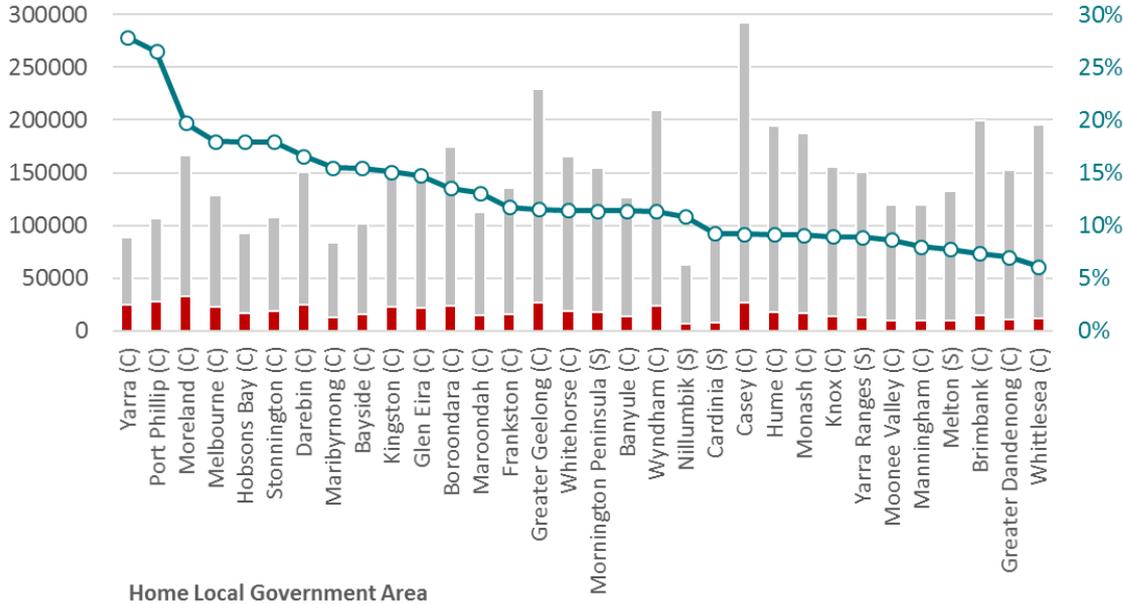
# CYCLING RATES

# CYCLING RATES

## Population cycling in previous week



- People who cycled in last 7 days
- People who didn't cycle / Not stated
- Cycling population percentage (right axis)

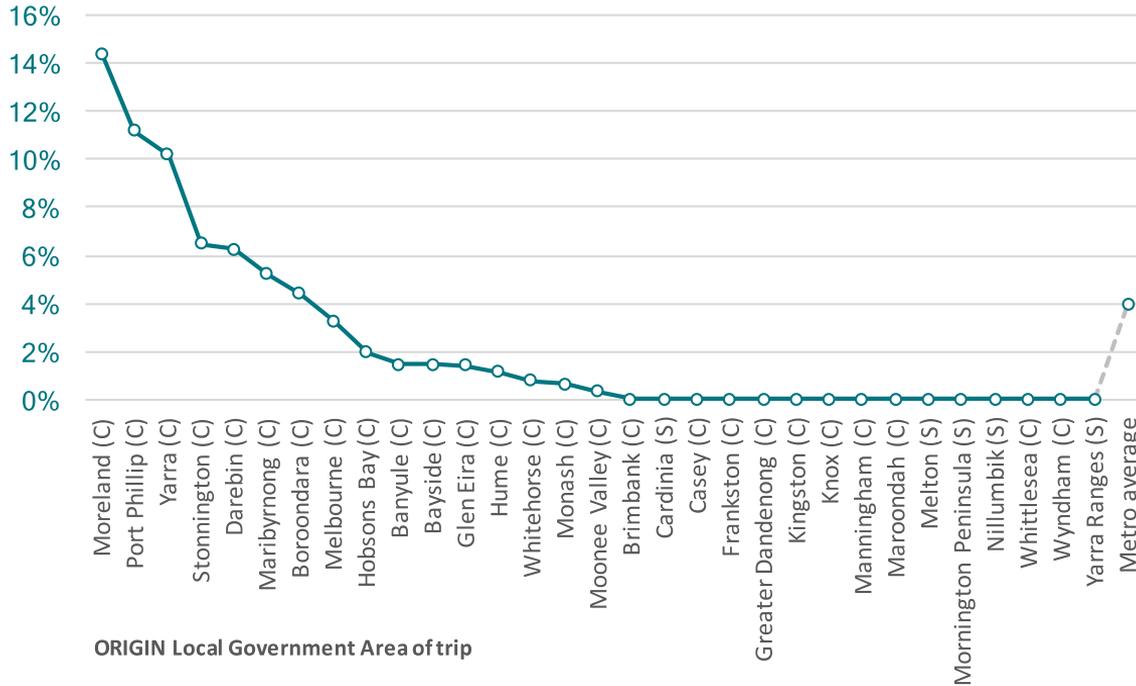


- Yarra has the highest proportion of residents who cycled (even just once) in the week prior to the survey (28 per cent). Port Phillip (26 per cent) and Moreland (20 per cent) round out the top three municipalities.
- Melbourne, Hobsons Bay and Stonnington all reported an 18 per cent cycling participation rate. This compares to the metropolitan average of 12 per cent.

## CYCLING RATES

# Cycling mode share for trips to the Melbourne LGA

### Cycling mode share



- The catchment of cycling trips to the Melbourne LGA (excluding those Melbourne LGA residents) varies significantly across the metropolitan area, even across inner city councils.
- Moreland, Port Phillip and Yarra all deliver high rates of cycling (14, 11 and 10 per cent of all trips respectively). Most other inner municipalities range from 2 to 6 per cent cycling proportions, with the exception of the negligible Moonee Valley rate.

#### Note:

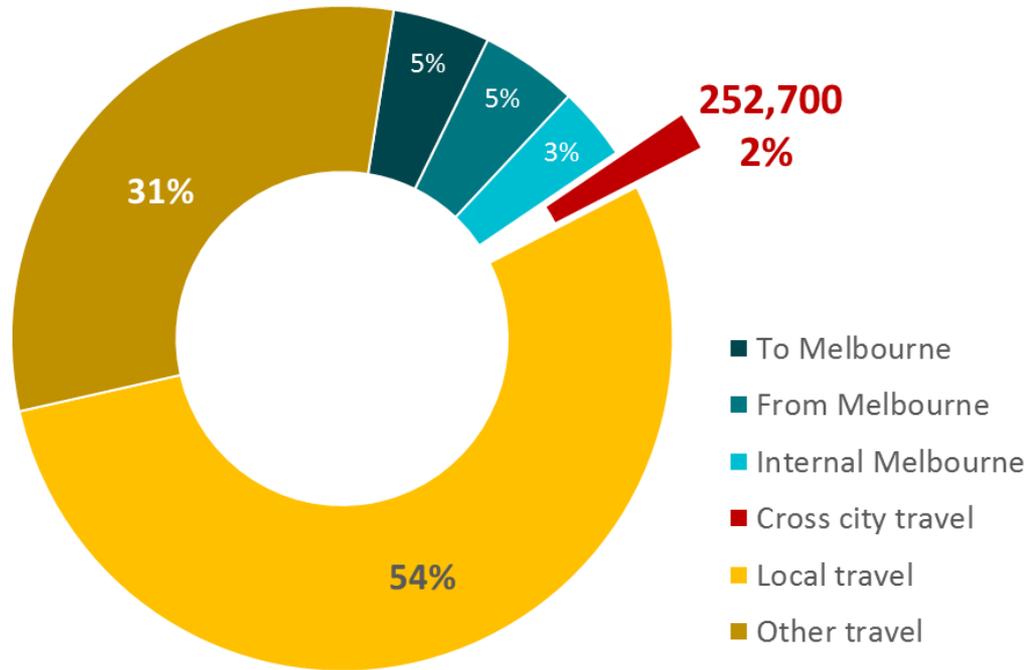
- Melbourne LGA origins are excluded, except for internal travel by Melbourne LGA residents
- Chart is of trip origin LGAs, not necessarily the cycling rate of residents from that area
- Travel is an average across all days



# CROSS-CITY TRAVEL

# CROSS-CITY TRAVEL

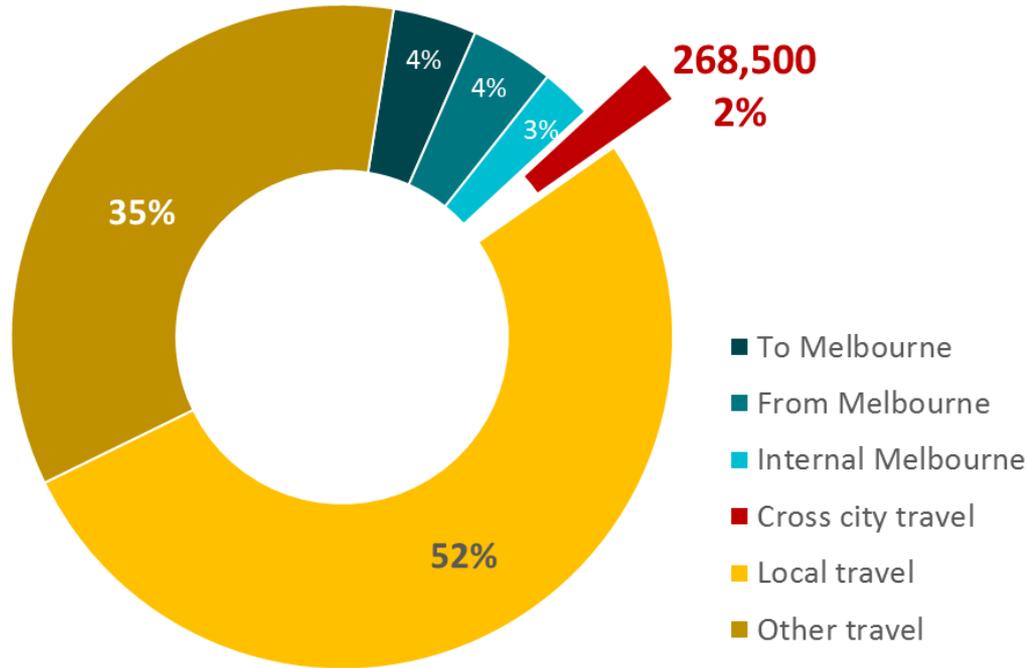
## Weekday travel



- On an average weekday, 13 per cent of trips that start or end in the VISTA study area are associated with the Melbourne LGA (trips to, from or within).
- There are a further 250,000 trips (approximately 2 per cent of the sample total) that have a relatively high probability of crossing through or adjacent to the Melbourne LGA. These trips would add to the congestion to or from the city.
- Most of the travel on an average weekday (54 per cent) is local – starting and ending in the same municipality.
- *Note: VISTA does not collect route details. Cross city trips are assigned based on local government area origin and destination.*

# CROSS CITY TRIPS

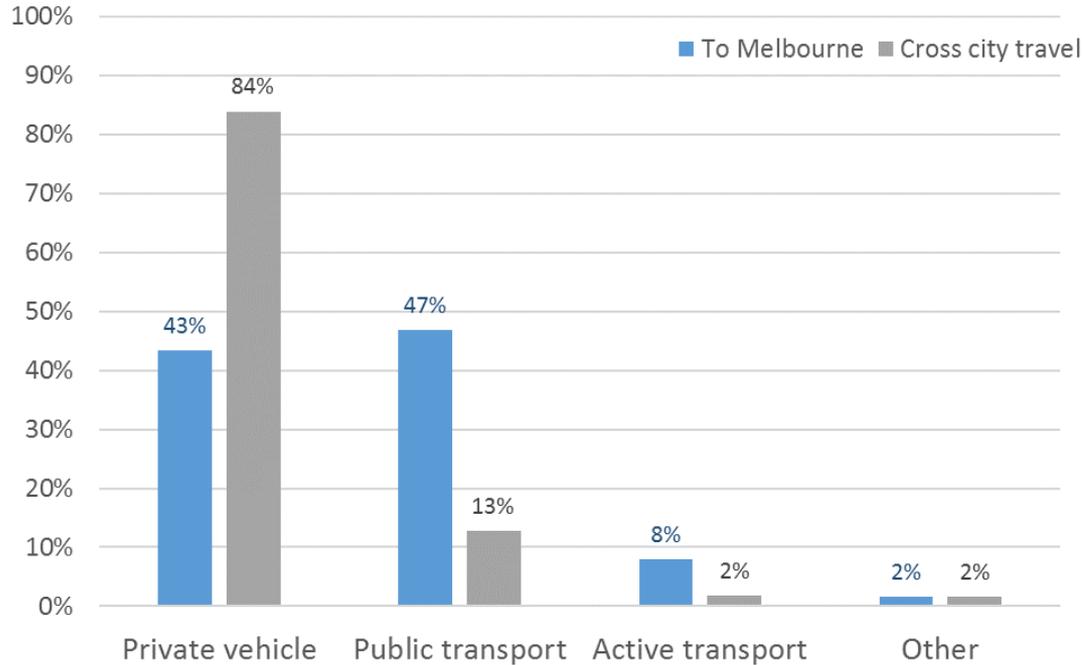
## Weekend travel



- On an average weekend day, 11 per cent of trips that start or end in the VISTA study area are associated with the Melbourne LGA (trips to, from or within the municipality).
- Cross city travel on weekends is equivalent to weekdays, with 2 per cent of trips crossing through or adjacent to the Melbourne LGA.
- *Note: VISTA does not collect route details. Cross city trips are assigned based on local government area origin and destination.*

# CROSS-CITY TRAVEL

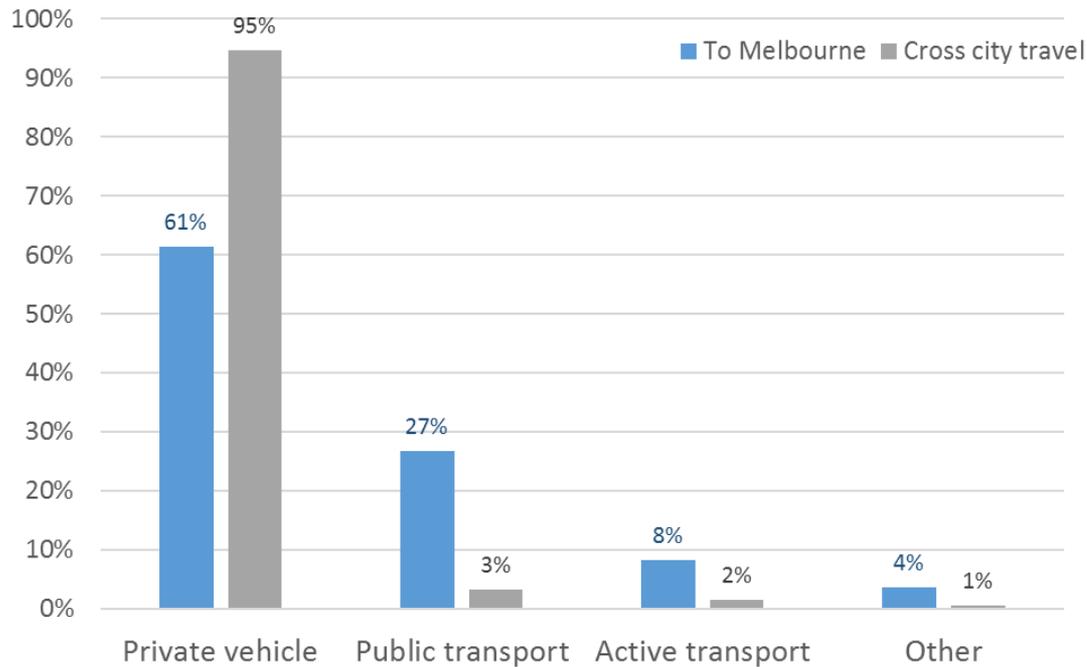
## Weekday mode share



- On an average weekday, 84 per cent of weekday cross-city trips are made by private vehicle. This is essentially double the private vehicle mode share of travel to the Melbourne LGA (43 per cent) and higher than the metropolitan average (72 per cent).
- On average, trips to the Melbourne LGA have a high public transport mode share (47 per cent). This drops to 13 per cent for cross-city travel.
- *Note: VISTA does not collect route details. Cross city trips are assigned based on local government area origin and destination.*

# CROSS-CITY TRAVEL

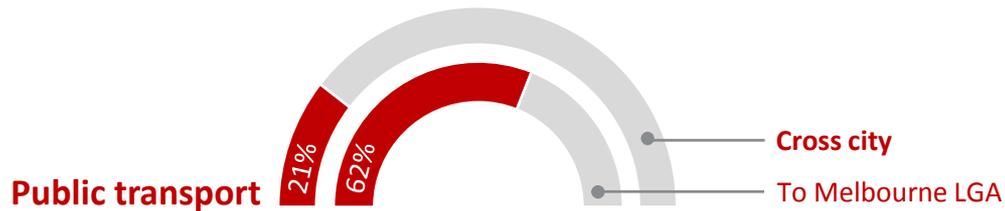
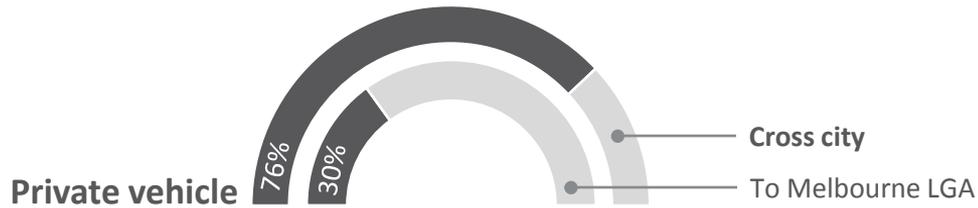
## Weekend mode share



- The trips that are most likely to run through the Melbourne LGA on weekends are almost entirely made by private vehicle (95%).
- Just 3 per cent of weekend cross-city trips are made by public transport, essentially the same proportion as active transport.
- *Note: VISTA does not collect route details. Cross city trips are assigned based on local government area origin and destination.*

# CROSS-CITY TRAVEL

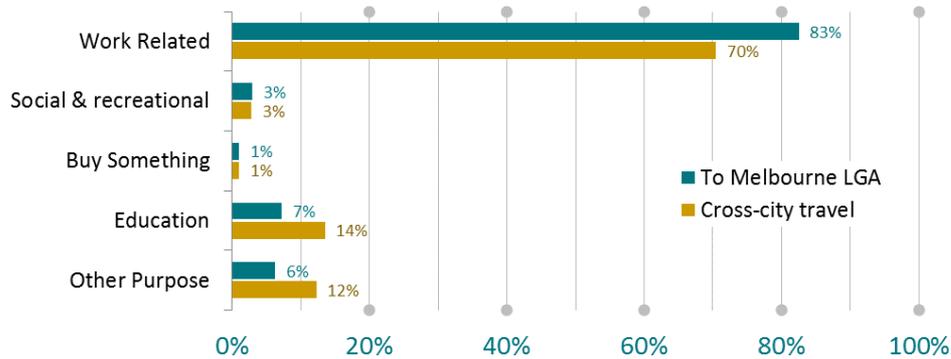
## AM peak period mode share



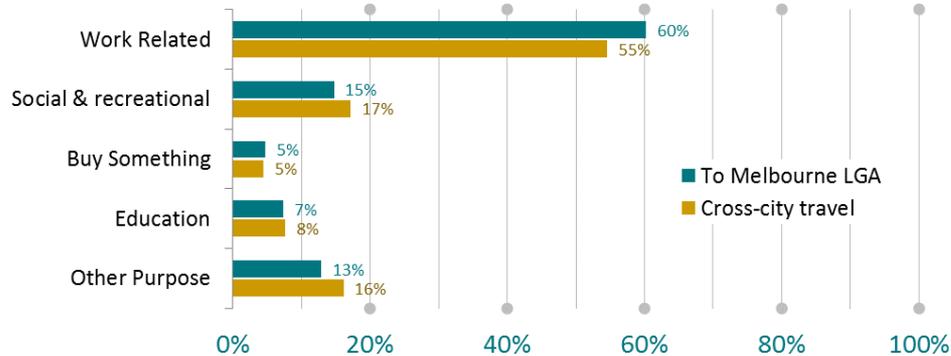
- Between 7am and 9am on an average weekday, cross-city travel still accounts for 2 per cent of travel (57,000 trips).
- The rate of private vehicle cross-city travel (76 per cent) is slightly higher to the metropolitan average (72 per cent), and substantially higher than private vehicle travel to the Melbourne LGA.
- Public transport travel across-city (21 per cent) is higher than the metropolitan average for this time of day (13 per cent) but much lower than city-bound trips (62 per cent).
- *Note: AM peak period is any travel reported during 7am to 9am. This may include trips that start before 7am and are still travelling in this period.*

# CROSS-CITY TRAVEL

## Weekday trip purposes



AM peak period



Average weekday



- During the AM peak, the main difference between city-bound and cross-city travel relates to work and education. There is a large proportion of trips into the Melbourne LGA for work (83 per cent) compared to travel across the city (70 per cent). These are both higher than the metropolitan average (37 per cent).
- Across city trips are more likely to be linked to education (14 per cent) than those to the Melbourne LGA (7 per cent), although both are lower than the metropolitan average (22 per cent). (In net trips figures, there are still more education trips into the central city than crossing: 22,500 and 7,700 respectively).
- Across an average weekday, the purpose of cross-city travel largely matches the Melbourne LGA travel.