

Public transport

Trip distances and times for all trips

On average, people living in central and inner Melbourne make shorter trips, while people in the middle and fringe areas travel longer distances. Average trip distance for trips on all modes in central and inner areas was under six kilometres in 1999 on weekdays, compared to 7.3 kilometres in the middle and 9.6 kilometres in the fringe area.

People living in the central and inner areas make more trips by public transport, on foot and by bicycle. These slower modes of travel contribute to longer trip times in Central Melbourne, averaging 21.2 minutes on weekdays compared to around 19 minutes for the remainder of Melbourne.

The Reference Maps booklet shows RMIT Transport Research Centre (TRC) Central, Inner, Middle, and Fringe regions.

1 Average trip distance

Melbourne, 1999, RMIT TRC regions



2 Average trip time

Melbourne, 1999, RMIT TRC regions



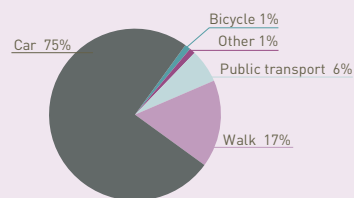
Note: See Appendix 2 for notes on VATS data

Public transport's share of trips

Public transport plays an important role in moving commuters, but accounts for just over 6% of trips (1999). Tram and trains have equal shares of public transport boardings, and combined have 74% of boardings (2003-04). The lower share of buses (26%) reflects bus service levels, which may be limited in the evenings and on weekends, and the strong role of the radial public transport network for commuters.

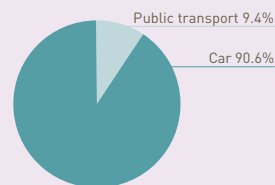
3 Proportion of trips per mode

Trips by individuals, Melbourne, 1996-1999



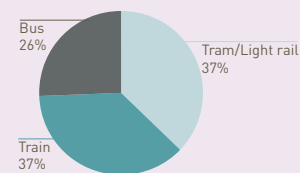
4 Proportion of motorised trips per mode

Trips by individuals, Melbourne, 1994-1996



5 Mode of public transport trips

Trips by individuals, Melbourne, 2003-2004



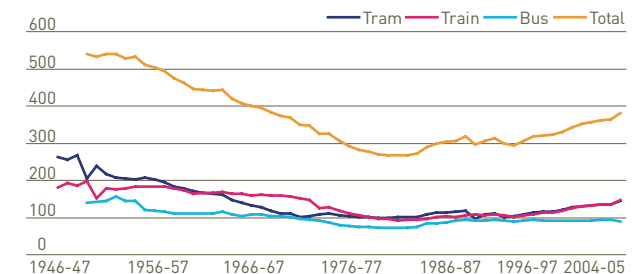
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Changing public transport use

In the first half of the 20th century, public transport patronage rose as Melbourne developed along public transport corridors. Patronage then declined gradually from the 1950s to the mid 1980s, in the context of increased availability of private cars, more dispersed land use (for housing, employment and shopping), and lifestyle changes. In 1992, Melbourne ranked third among Australian capital cities in public transport use.

Over the last two decades, however, the total number of public transport boardings has increased by 34% from 271.6 million in 1984 to 381.3 million in 2005. Train patronage has contributed 50% of the total growth in public transport patronage between 2001 and 2005.

6 Melbourne public transport boardings 1945 to 2005



Public transport use in Australian capital cities

In Australian capital cities in 1992 only 16% of all people used public transport on an average weekday, dropping to 4% on an average weekend day.

7 Proportion of population using public transport in Australian capital cities on average day, 1992

