

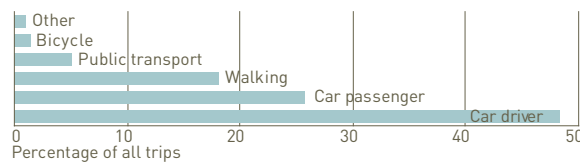
# Transport modes

## Trip modes, purposes and times

The Victorian Activity and Travel Survey (VATS) conducted between 1994 and 2002 is an important data source on travel habits of Melburnians. VATS data indicates car driving accounted for the majority of trips in Melbourne, at just under 50%, in 1997. Most trips were made around the middle of the day, with smaller peaks around 9am, 6pm and evening. Shopping accounted for a high proportion of trips, followed by work.

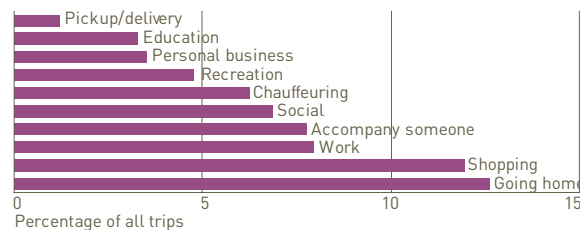
### 1 Proportion of trips by mode

Aggregated Local Government Areas, 1997, all-day average



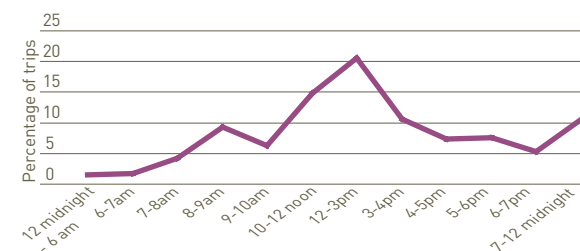
### 2 Proportion of trips by purpose

Aggregated Local Government Areas, 1997, all-day average



### 3 Proportion of trips by time of day

Aggregated Local Government Areas, 1997, all-day average



Note: See Appendix 2 for notes on VATS data

## Travel modes across Melbourne

In 1999, 75% of all trips across metropolitan Melbourne were made by car. Public transport accounted for 6% of all trips and 19% were by non-motorised forms, such as walking and cycling. Of all motorised trips, 8% were by public transport. Analysis of later data by Victoria's Department of Infrastructure shows public transport's share of motorised travel had risen to 11% in 2002.

Travel between Melbourne's middle and outer suburbs is mostly by car (92% of trips). Travel by car from inner to middle and within the middle suburbs is also high, ranging between 66% and 74% of car trips.

Public transport use is relatively higher for trips of a radial nature than for trips within the middle and outer suburbs. This pattern reflects the structure of the rail and tram networks.

Relatively, non-motorised trips are greatest for trips within a region: the inner areas being the highest of all at 56%, and the middle and outer suburbs at 23% and 16% respectively. This pattern may reflect the walkability of areas and ease of access to services on foot or by bicycle. Refer to **Chapter 6: Equity and Accessibility** for information on location of services, and the Reference Maps booklet for the regional boundaries used for this analysis.

Note: See Appendix 2 for notes on VATS data

## Travel to and within the central business district

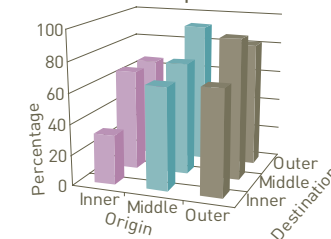
Public transport accounts for 56% of morning peak trips to the city, demonstrating its importance to commuters. Within the Central Business District (CBD) walking peaks at 79% in the middle of the day when city workers take their lunch break.

Note: See Appendix 2 for notes on VATS data

## 4 Mode share of trips across Melbourne

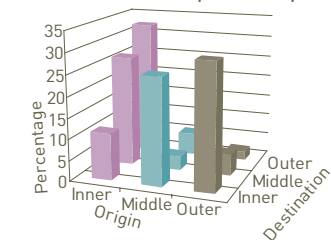
Melbourne transport analysis regions, 1997-2000

### Car Trips



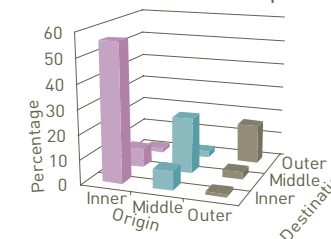
From	To			Total 75%
	Inner	Middle	Outer	
Inner	33%	67%	69%	
Middle	66%	74%	92%	
Outer	66%	92%	82%	

### Public Transport Trips



From	To			Total 6%
	Inner	Middle	Outer	
Inner	11%	26%	30%	
Middle	26%	3%	5%	
Outer	32%	5%	2%	

### Non Motorised Trips



From	To			Total 19%
	Inner	Middle	Outer	
Inner	56%	8%	1%	
Middle	8%	23%	3%	
Outer	2%	3%	16%	

## 5 Weekday average time and mode of trips to Melbourne's CBD in 1999

