

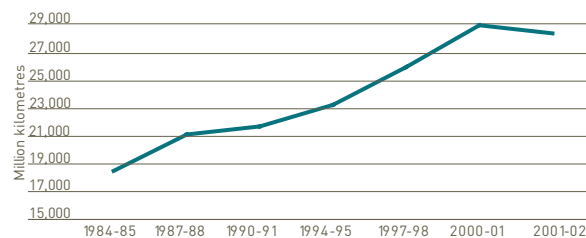
Car travel conditions

Distances travelled by passenger vehicles

Annual distance travelled by Melbourne's passenger vehicles increased by over 50% between 1984-85 and 2001-02.

1 Changes in distances travelled by passenger vehicles

Melbourne, 1984-85 to 2001-02

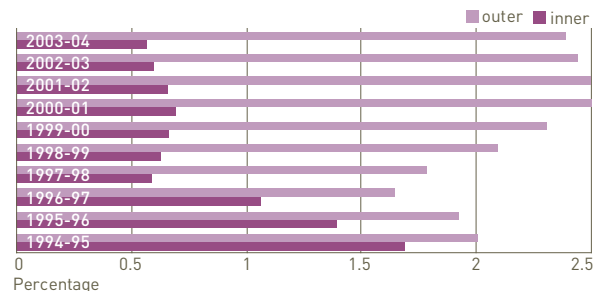


Distance travelled in inner and outer areas

Extended urbanisation, decentralisation of industry, and expansion of the road network are likely contributors to the average annual growth in vehicle kilometres travelled (VKT's). Average annual growth in VKT's is significantly less in inner than outer areas.

2 Average annual growth in vehicle kilometres

Melbourne, 1993-94 to 2002-03

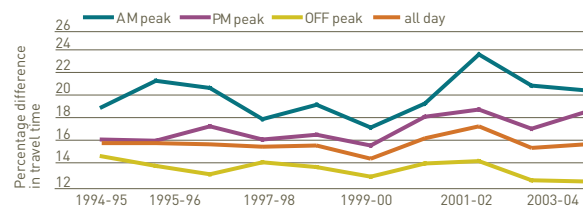


Travel time variability

Variability, measured as percentage difference in travel times experienced due to delay, fluctuates from year to year, influenced by changes to the road network such as introduction of new roads, (eg. CityLink and the Hallam Bypass) or the impact of significant road works over extended periods.

3 Variability of travel time across metropolitan road network

Melbourne, 1994-05 to 2003-04

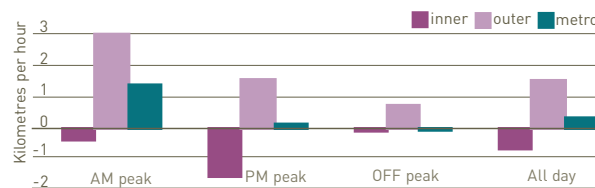


Actual travel speeds in Melbourne

Overall changes in actual travel speeds were minimal over the period from 1994 to 2002-03, with the most significant change being an increase of 3.16 kilometres per hour during the morning peak in outer areas. Inner areas experienced reduced travel speeds, with the most significant reduction during the afternoon peak.

4 Change in average travel speed by region

Melbourne, 1994-95 to 2002-03

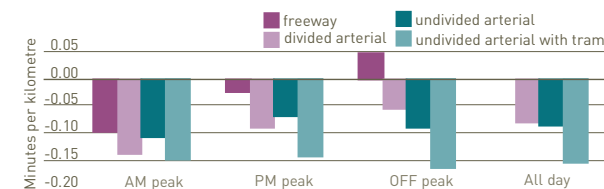


Average travel delays in Melbourne

Between 1994 and 2002-03, average delays fell in all periods of the day and on all road types, except on freeways in the off peak period. However Melbourne's inner areas experienced overall increases in delays across the day, with the highest increase in the afternoon peak period. The outer region experienced reduced average travel delays, particularly in the morning peak period.

5 Change in travel delay by road type

Melbourne, 1994 and 2002-03



6 Change in travel delay by region

Melbourne, 1994 and 2002-03

