

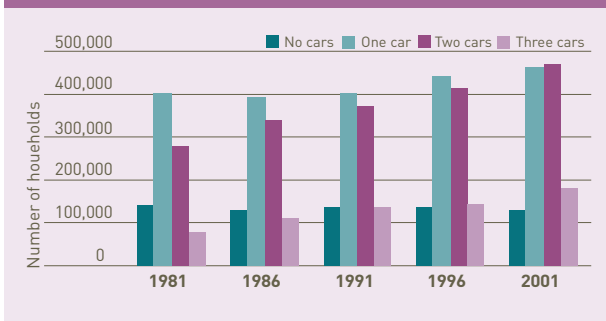
Increasing car ownership

Changes in car ownership 1981-2001

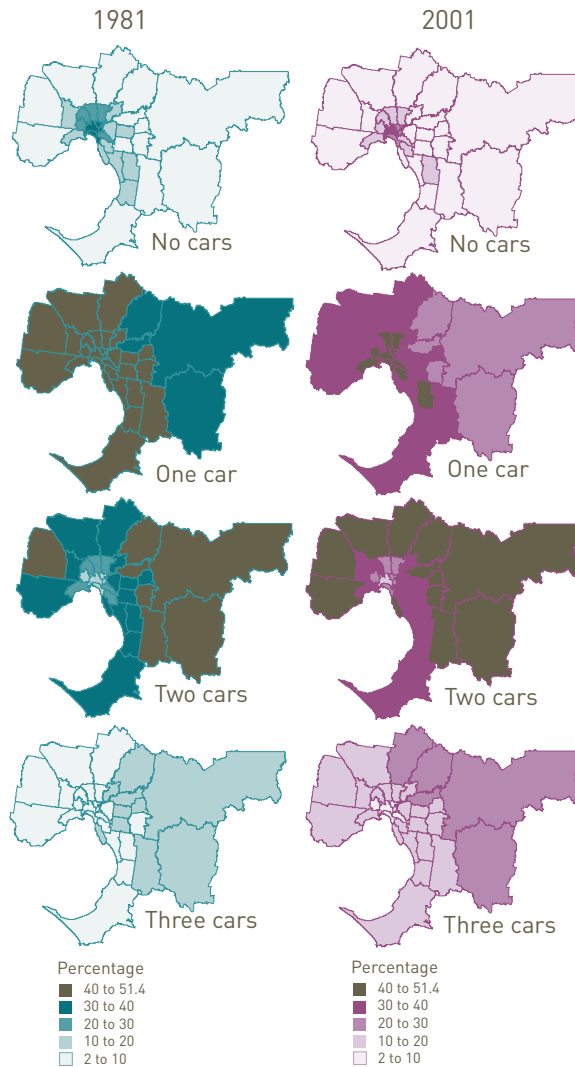
Car ownership in Melbourne rose between 1981 to 2001, with a marked increase in two and three car households. In 2001, concentrations of three car households were highest in the outer east and north, accounting for 20-30% of households. With the exception of Melbourne, Yarra, Port Phillip and Maribyrnong, 10-30% of households in the remaining areas owned three motor vehicles.

The share of households with no or just one car fell across Melbourne between 1981 and 2001. Households without a car and single car households predominated in the central and inner suburbs, and in Greater Dandenong. In Greater Dandenong, an area with high levels of socioeconomic disadvantage, 11% of households were without a car in 2001, while 41% were single car households. In 2001, overall car ownership was highest in Melbourne's outer east and lowest in the inner areas of Port Phillip, Yarra, Maribyrnong, Moreland and Darebin, along with Greater Dandenong.

1 Numbers of cars per household 1981-2001 Aggregated Local Government Areas



2 Household car ownership 1981 and 2001 Local Government Areas

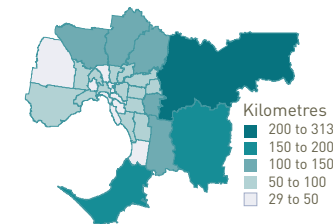


Condition and length of the main road network

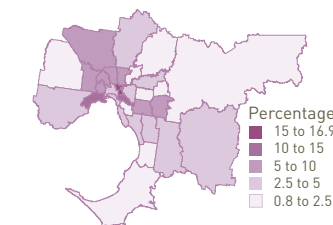
The quality of Melbourne's main road network varies across Local Government Areas (LGAs). In 2003 the inner area of Yarra had the highest percentage of main roads needing maintenance, followed by Hobsons Bay and Stonnington. Monash and Knox in the east and Maribyrnong, Moonee Valley, Moreland, Darebin and Hume in the north and west have greater lengths of damaged roads, possibly reflecting their role as industry hubs.

The main road network in Melbourne's inner and middle suburbs plays an important role in providing access to central Melbourne, in addition to its use for local trips. Main roads fall into two categories, those managed by the State government and those managed by local government.

3 Total length of roads within Local Government Areas, 2003



4 Percentage of distressed* roads within Local Government Areas, 2003



*Distressed pavement is defined as 30% of a pavement with more than 10mm rutting together with at least 10% cracking. The percentage is the percentage of roads in the municipality.