



Mobility

Moreland City Council Health Profile

Version 1

November 2020

Contents

Key insights	2
Access to public transport	3
Measure: Dwellings with access to public transport within 400m	3
Measure: Public transport rates for method of travel to work	4
Active transport	5
Measure: Active transport as method of travel to work	5
Walkability	6
Measure: Average distance to closest activity centre	6
Data sources	7

Key insights

Usage and access to public transport

- Overall, 74.5% of dwellings in Moreland were within 400m of public transport with regular 30-minute weekday service (7am – 7pm) (Australian Urban Observatory 2018).
- Access to public transport within 400m of dwellings with regular 30-minute weekday service varies greatly by suburb in Moreland. Suburbs of Brunswick East (98.4%), Brunswick (91.3%), and Brunswick West (91.0%) all have very high levels of access, whereas Gowanbrae (0.0%), Oak Park (23.0%), and Glenroy (35.8%) all have very low levels of access.
- In 2016, one quarter (25.2%) of people in Moreland took public transport to work. The proportion of people who took public transport to work was highest in Brunswick East (32.7%), Brunswick (32.5%), and Brunswick West (27.3%), and lowest in Gowanbrae (9.1%), Hadfield (15.4%), and Pascoe Vale South (17.2%).
- A slightly higher proportion of women (52.6%) than men (47.4%) use public transport to get to work.

Active Transport

- In 2016, 8.1% of people in Moreland relied on active transport (bicycle & walk) to get to work.
- The proportion of people who use active transport to get to work was especially high in Brunswick (16.8%), Brunswick East (15.2%), Brunswick West (11.3%), and Coburg (9%). The proportion is particularly low in Gowanbrae (0%), Hadfield (1.5%), Oak Park (1.5%), and Glenroy (1.6%).
- A higher proportion of men (56.7%) than women (43.3%) use active transport to get to work.

Walkability

- In Moreland, the average distance to the closest activity centre is over 1km at 1,193.1m.
- The average distance varies greatly by suburb: Brunswick (632.4m), Brunswick West (867m), Fawkner (879m), and Coburg (949.8m) are all considered walkable, whereas Hadfield (2,489.4m), Pascoe Vale (2,105.6m), and Oak Park (1,675.1m) have farther average distances to the closest activity centre.

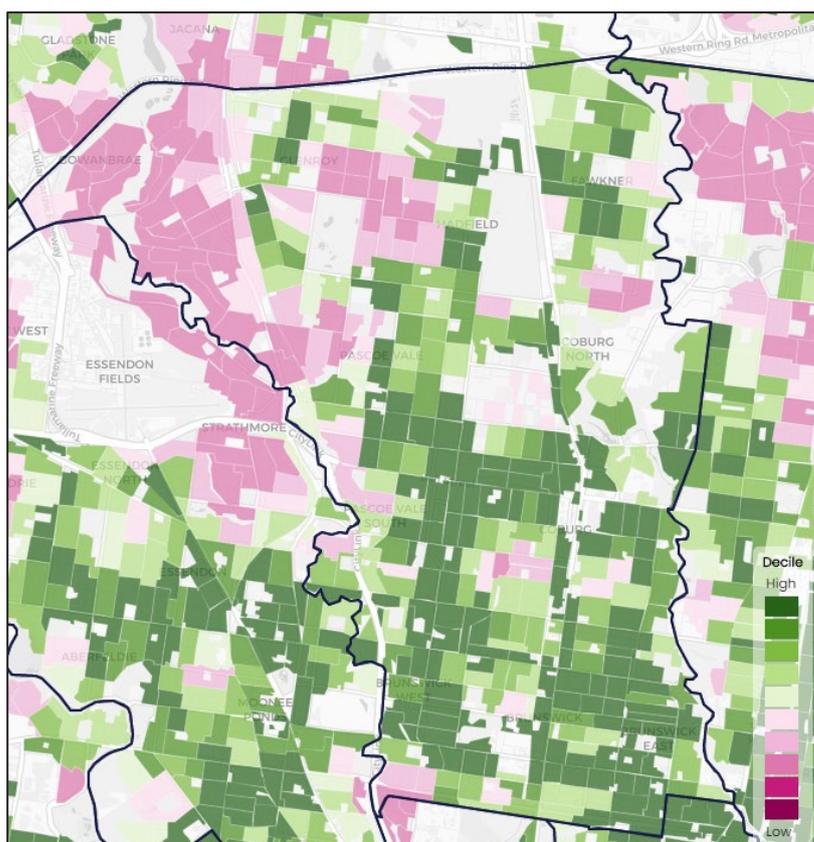
Access to public transport

Measure: Dwellings with access to public transport within 400m

Overall 74.5% of dwellings in Moreland were within 400m of public transport with regular 30-minute weekday service (7am – 7pm) (Australian Urban Observatory 2018). Access to public transport within 400m with regular 30-minute weekday service varies greatly by suburb in Moreland. Suburbs of Brunswick East (98.4%), Brunswick (91.3%), and Brunswick West (91.0%) all have very high levels of access, whereas Gowanbrae (0.0%), Oak Park (23.0%), and Glenroy (35.8%) all have very low levels of access.

Table. Percent of dwellings by suburb with access to public transport within 400m with regular 30-minute weekday service

Suburb	% of dwellings
Brunswick	91.3%
Brunswick East	98.4%
Brunswick West	91.0%
Coburg	87.2%
Coburg North	83.0%
Fawkner	75.5%
Glenroy	35.8%
Gowanbrae	0.0%
Hadfield	51.9%
Oak Park	23.0%
Pascoe Vale	70.4%
Pascoe Vale South	77.9%
Moreland	74.5%



Source: Australian Urban Observatory 2018

Measure: Public transport rates for method of travel to work

In 2016, one quarter (25.2%) of people in Moreland took public transport to work. The proportion of people who took public transport to work was highest in Brunswick East (32.7%), Brunswick (32.5%), and Brunswick West (27.3%), and lowest in Gowanbrae (9.1%), Hadfield (15.4%), and Pascoe Vale South (17.2%).

Table. Public transport usage for method of travel to work by suburb

Suburb	Number	%
Brunswick	4,664	32.5%
Brunswick East	2,442	32.7%
Brunswick West	2,082	27.3%
Coburg	3,482	26.2%
Coburg North	737	21.5%
Fawkner	828	17.3%
Glenroy	2,114	23.4%
Gowanbrae	128	9.1%
Hadfield	292	15.4%
Oak Park	734	23.6%
Pascoe Vale	1,747	21.7%
Pascoe Vale South	847	17.2%
Moreland	20,251	25.2%

% of people who use active transport as method of travel to work	
Brunswick	32.5%
Brunswick East	32.7%
Brunswick West	27.3%
Coburg	26.2%
Moreland	25.2%
Oak Park	23.6%
Glenroy	23.4%
Pascoe Vale	21.7%
Coburg North	21.5%
Fawkner	17.3%
Pascoe Vale South	17.2%
Hadfield	15.4%
Gowanbrae	9.1%

Source: Australian Bureau of Statistics Population Census 2016

Table. Public transport usage for method of travel to work by sex

Sex	Number	%
Male	9,484	47.4%
Female	10,530	52.6%

Female	Male
52.6%	47.4%

Source: Australian Bureau of Statistics Population Census 2016



PANDEMIC

Throughout the pandemic the Victorian public transport system has continued to run as an essential service. However, there has been a decrease in demand of services due to many Victorian's working from home, as well as students learning from home.



CLIMATE CHANGE

Well-functioning and accessible transport systems are an integral part of climate change action. Transport is Australia's second biggest contributor of greenhouse gas pollution with cars and light commercial vehicles accounting for 60% of those levels (Climate Council, 2018). Currently in Australia the demand for public transport is not being met, with better infrastructure to encourage the use of public transport major cities in Australia would help to reduce the national greenhouse emissions (Climate Council, 2018).



PRIORITY GROUPS

Studies conducted on women's usage of transport have found that 45% of female students 'rarely or never' feel safe whilst using public transport (University of Melbourne, 2019). This is a major concern and barrier to women accessing public transport and means that women are less likely to engage in active transport measures.

Inaccessible public transport stops and services are a barrier for people with disability. Moreland has very few tram super stops and without an extensive and fully accessible bus service, many users rely on expensive taxis or family or friends to get around.

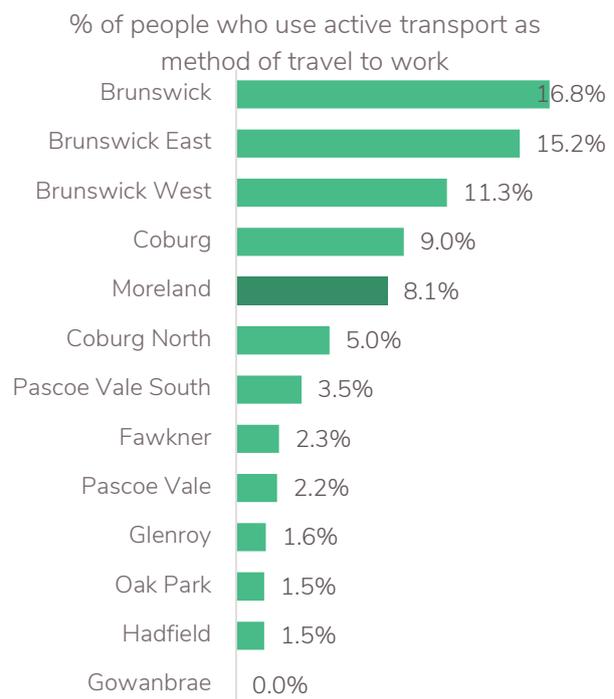
Active transport

Measure: Active transport as method of travel to work

In 2016, 8.1% of people in Moreland relied on active transport (bicycle & walk) to get to work. The proportion of people who use active transport to get to work was especially high in Brunswick (16.8%), Brunswick East (15.2%), Brunswick West (11.3%), and Coburg 9%). The proportion is particularly low in Gowanbrae (0%), Hadfield (1.5%), Oak Park (1.5%), and Glenroy (1.6%).

Table. Active transport (bicycle & walk) as method of travel to work by suburb

Suburb	Number	%
Brunswick	2,399	16.8%
Brunswick East	1,138	15.2%
Brunswick West	855	11.3%
Coburg	1,199	9.0%
Coburg North	172	5.0%
Fawkner	112	2.3%
Glenroy	149	1.6%
Gowanbrae	0	-
Hadfield	32	1.5%
Oak Park	44	1.5%
Pascoe Vale	173	2.2%
Pascoe Vale South	172	3.5%
Moreland	6,534	8.1%



Source: Australian Bureau of Statistics Population Census 2016

Table. Public transport usage for method of travel to work by sex

Sex	Number	%
Male	3,703	56.7%
Female	2,828	43.3%



Source: Australian Bureau of Statistics Population Census 2016



CLIMATE CHANGE

Active Transport is a climate change mitigation strategy meaning it stops or slows the effects of climate change by reducing or preventing more greenhouse gas emissions. Choosing to walk or cycle helps to reduce the demand for cars ultimately leading to less emissions being released. Active Transport also provides health co-benefits (Climate Council, 2018).

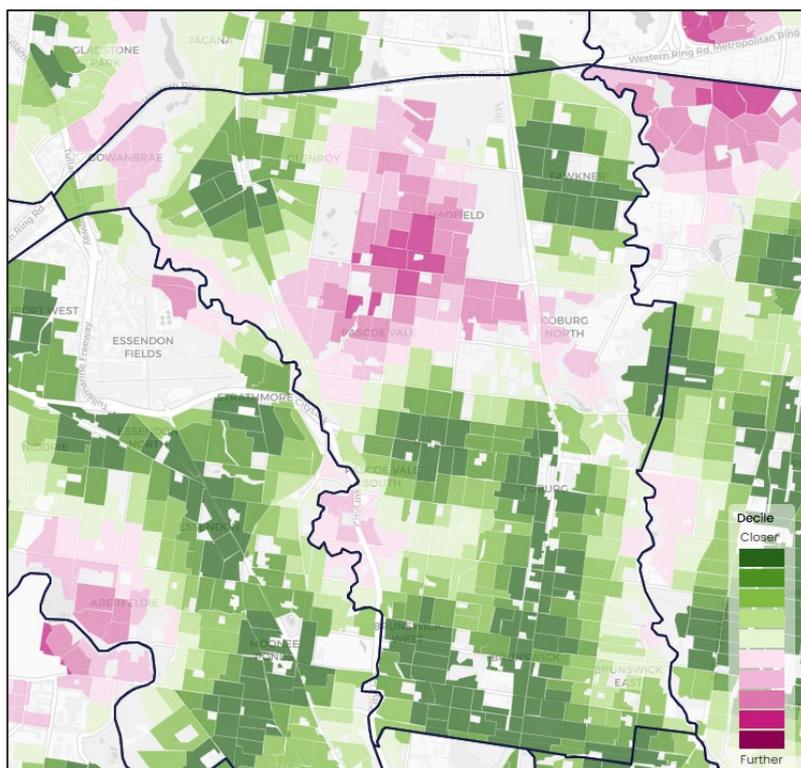
Walkability

Measure: Average distance to closest activity centre

Research suggests most people will not regularly walk distances greater than 800m to 1km to destinations such as shops and services, especially if bulky purchases need to be carried (Gunn, King et al. 2017; Gunn, Mavoa, et al. 2017), and therefore distance to the closest activity centre is an important indicator for walkability. In Moreland, the average distance to the closest activity centre is over 1km at 1,193.1m. The average distance varies greatly by suburb: Brunswick (632.4m), Brunswick West (867m), Fawkner (879m), and Coburg (949.8m) are all considered walkable, whereas Hadfield (2,489.4m), Pascoe Vale (2,105.6m), and Oak Park (1,675.1m) have farther average distances to the closest activity centre.

Table. Average distance to closest activity centre by suburb

Suburb	Average distance
Brunswick	632.4m
Brunswick East	1098.9m
Brunswick West	867.0m
Coburg	949.8m
Coburg North	1,573.4m
Fawkner	879.0m
Glenroy	1,265.5m
Gowanbrae	1,771.9m
Hadfield	2,489.4m
Oak Park	1,675.1m
Pascoe Vale	2,104.6m
Pascoe Vale South	1,210.8m
Moreland	1,193.1m



Source: Australian Urban Observatory 2018



PANDEMIC

There has been an increase in the usage of roads and pathways by cyclists and pedestrians during the pandemic. Supporting the shift in modes of transport as a result of Covid-19 and the need for more walkable communities is essential to ensuring safe and healthy movement.



CLIMATE CHANGE

High rating walkable communities are more likely to have positive impacts on the environment. More walkable neighbourhoods have shown to decrease the reliance on car usage and instead empowers individuals to complete daily tasks by walking to and from appointments which helps to decrease the level of greenhouse gas emissions (Australian Institute of Health and Welfare, 2020).

Data sources

Australian Bureau of Statistics Census of Population and Housing 2016

The ABS Census of Population and Housing is a nationwide census of all households and residents. It is conducted every five years. The census collects data about the population including age, gender, relationships within households, usual residence, country of birth, language spoken at home, ancestry, education, employment, wages and religion. It also collects a small amount of household data. The most recent data is 2016.

Australian Institute of Health and Welfare: Built Environment and Health 2020

The Australian Institute of Health and Welfare is Australia's national agency for information and statistics on Australia's health and welfare. The built environment influences our health in many ways, including activity levels, access to nutritious food, the house we live in, where we work, contact with nature and the spaces we have for social interactions.

Australian Urban Observatory

The Australian Urban Observatory is a digital platform that transforms complex urban data into easily understood liveability maps across Australia's 21 largest cities. The Observatory maps key liveability indicators found to be associated with health and wellbeing and provides a clear understanding of the liveability of cities.

The most recent data is 2018.

University of Melbourne (Whitzman, C. & Marathe, R.): Public Transport safety for tertiary students 2019

This survey is part of an international study on tertiary students in 16 cities on six continents. The study's main objectives are to examine the nature, type and extent of victimization on public transport, by gender among college students.

Climate Council 2018

Australia's leading climate change communications organisation providing expert advice to the Australian public on climate change and solutions based on the most up-to-date science available.