



Moving around

Moreland City Council Health Profile

December 2020

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Overview

Transport within a community is important for health and wellbeing as it allows for people to lead more active lives and provides community connectedness (Australian Urban Observatory, 2020). Access to public transport, environments that support active transport and a neighbourhood's level of walkability are all important factors in assessing and addressing mobility (Australian Urban Observatory, 2020).

Efficient, affordable and accessible public transport systems can reduce inequalities by providing opportunity to access services, education and jobs. Those within a 5-minute walk from stations and stops are more likely to use public transport services (Australian Urban Observatory, 2020).

Active Transport is the act of engaging in physical activity for transport by walking, cycling or other non-motorised transport. There are many benefits to health including:

- Higher likelihood of meeting recommended physical activity levels
- Reduced greenhouse gas emissions by taking cars off the road
- Improved social wellbeing
- Greater sense of community (Healthy Spaces & Places, 2016)

Walkability is how friendly a neighbourhood is to permit walking and has a strong influence on how people move around and access daily needs and services. Walkability is influenced by land use mix, street connectivity and dwelling density (Australian Urban Observatory, 2020). Walkable neighbourhoods have a strong link with health and wellbeing by positively influencing physical activity, social connectedness and life satisfaction.

Moreland context

Across the measures for public transport, active transport and walkability there are significant differences between suburbs in the south of the municipality (ie. Brunswick, Brunswick East, Brunswick West) and those in the north (ie. Oak Park, Glenroy, Hadfield).

One quarter of Moreland residents (25.2%) use public transport to travel to work, which is higher than the Greater Melbourne average (15.4%) however this varies greatly by suburb, with southern suburbs such as Brunswick East, Brunswick and Brunswick West all having high levels of access with very low levels of access in northern suburbs such as Oak Park and Glenroy. Inaccessible public transport stops and services are a barrier for people with disability and perceived sense of safety is a major concern for women.

While the proportion of residents using active transport (bicycle & walk) to get to work is much higher in Moreland (8.1%) than Greater Melbourne (4.4%), this is particularly high in the southern suburbs of Brunswick, Brunswick East, Brunswick West, and particularly low in Gowanbrae, Hadfield, Oak Park, and Glenroy.

Walkability varies greatly by suburb, with Brunswick, Brunswick West, Fawkner and Coburg considered walkable, whereas Hadfield, Pascoe Vale and Oak Park with longer distances to access activity centres.

These results impact access to daily services and needs, physical activity levels and equity, particularly given higher rates of disadvantage in Moreland's northern suburbs. Council can influence many factors relating to mobility including through the built environment, pedestrian and cyclist infrastructure, walkable destinations, and public transport and active transport connectivity. Sustainable transport systems and walkable communities have co-benefits for health as well as addressing climate change and have shown to be important for getting around safely since the Covid-19 pandemic.

In summary, key issues include:

- Low use of public transport in Gowanbrae, Hadfield and Pascoe Vale South, with very low levels of access to regular public transport in Oak Park and Glenroy.

- A low proportion of people use active transport to get to work in Gowanbrae, Hadfield, Oak Park, and Glenroy.
- Low levels of walkability in Hadfield, Pascoe Vale and Oak Park with longer distances to activity centres.
- Barriers to equitable use of transport include access for people with disability and perceived sense of safety for women.

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).
- Compared with nearby LGAs, Moreland has a higher percentage of dwellings with close access to public transport than Moonee Valley (68.8%) but a lower percentage than Darebin (79.7%) and Maribyrnong (77.2%).
- Access to public transport 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 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, which is substantially higher than the Greater Melbourne average of 15.4%.
- 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%).

Active Transport

- In 2016, 8.1% of people in Moreland relied on active transport (bicycle & walk) to get to work. This is higher than the Greater Melbourne average of 4.4%.
- 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 Hadfield (1.5%), Oak Park (1.5%), and Glenroy (1.6%).
- A higher proportion of those who use active transport to get to work men (56.7%) than women (43.3%).

Walkability

- The walkability indicator has an average of 0, where higher than 0 is above average walkability and below 0 is below average. Moreland has a walkability of 2.5, higher than nearby suburbs of Maribyrnong (2.2), Darebin (1.9), and Moonee Valley (1.7).
- Mapping by the Australian Urban Observatory indicates a divide between the South and North of Moreland, with the highest walkability in Brunswick East (5.9) and Brunswick (5.4), and the lowest in Glenroy (-0.1) and Gowanbrae (-0.5).

Access to public transport

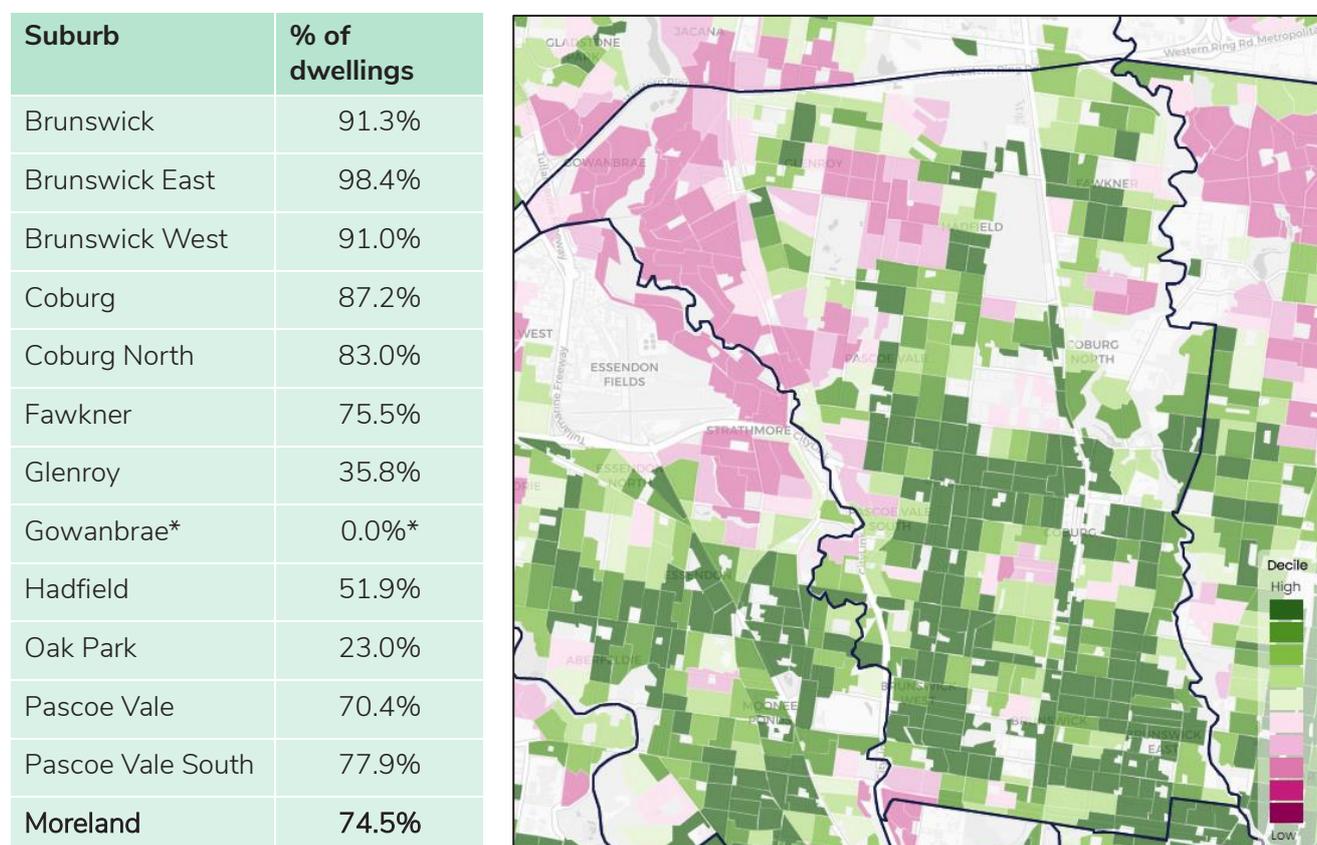
Measure: Dwellings with access to public transport within 400m

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). Compared with nearby LGAs, Moreland has a higher percentage of dwellings with close access to public transport than Moonee Valley (68.8%) but a lower percentage than Darebin (79.7%) and Maribyrnong (77.2%).

Access to public transport within 400m with regular 30-minute weekday service varies greatly by suburb in Moreland. Brunswick East (98.4%), Brunswick (91.3%), and Brunswick West (91.0%) all have very high levels of access, whereas 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

*Note: Gowanbrae has a Monday to Friday, 30-minute intervals, 7am to 7pm public transport service that is within a 400m catchment to most Gowanbrae residents. This analysis of public transport access does not account for this service as a portion of this service is on-call. The below mapping and data is therefore not applicable for Gowanbrae.



Source: Australian Urban Observatory 2018

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

LGA	Moreland	Moonee Valley	Darebin	Maribyrnong
% within 1km	74.1%	68.8%	79.7%	77.2%

Source: Australian Urban Observatory 2018

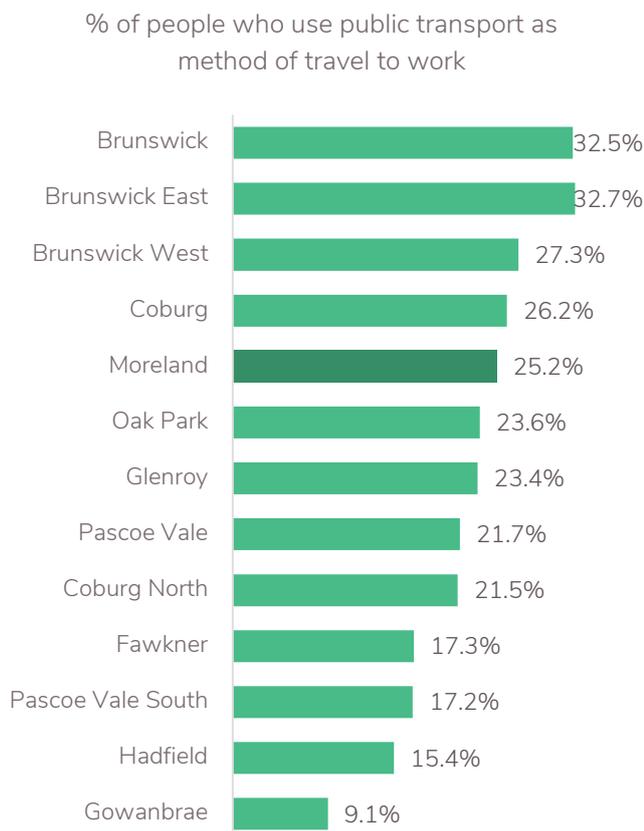
Measure: Public transport rates for method of travel to work

In 2016, one quarter (25.2%) of people in Moreland took public transport to work. This is substantially higher than the Greater Melbourne average of 15.4%.

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%
Greater Melbourne	-	15.4%



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
52.6%

Male
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.

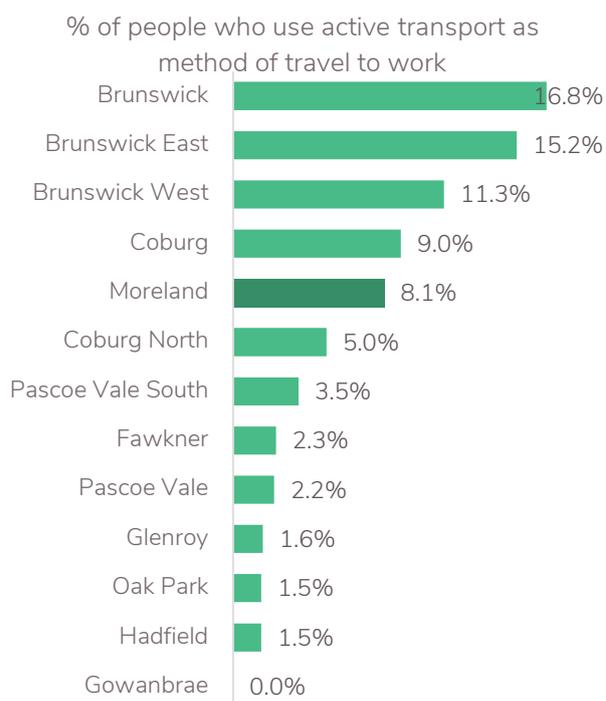
Active transport

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. This is higher than the Greater Melbourne average of 4.4%. 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%
Greater Melbourne	-	4.4%



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

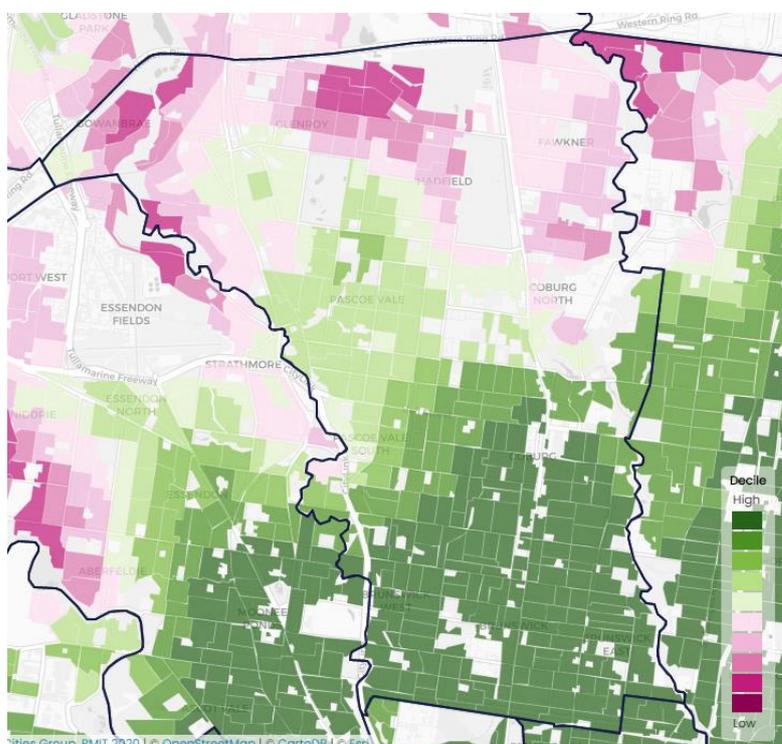
Measure: Walkability for transport

Walkability for transport is a metric from the Australian Urban Observatory (2018). It is calculated based on three key factors: land use mix and services of daily living (something to talk to); street connectivity (a way to get there); and dwelling density (higher population densities are associated with increased populations needed to supply services and different land uses). These factors influence how people move around their local neighbourhoods to complete everyday activities and the importance of access to supermarkets, convenience stores, petrol stations, newsagents, and public transport stops in community design (Australian Urban Observatory 2018).

The walkability indicator has an average of 0, where higher than 0 is above average walkability and below 0 is below average. Moreland has a walkability of 2.5, higher than nearby suburbs of Maribyrnong (2.2), Darebin (1.9), and Moonee Valley (1.7). Mapping by the Australian Urban Observatory indicates a divide between the South and North of Moreland, with the highest walkability in Brunswick East (5.9) and Brunswick (5.4), and the lowest in Glenroy (-0.1) and Gowanbrae (-0.5).

Table. Walkability for transport by suburb

Suburb	Walkability
Brunswick	5.4
Brunswick East	5.9
Brunswick West	3.5
Coburg	3
Coburg North	0.9
Fawkner	0
Glenroy	-0.1
Gowanbrae	-0.5
Hadfield	0
Oak Park	0.2
Pascoe Vale	1
Pascoe Vale South	1.4
Moreland	2.5



Source: Australian Urban Observatory 2018

Table. Walkability for transport by LGA

LGA	Moreland	Moonee Valley	Darebin	Maribyrnong
Walkability	2.5	1.7	1.9	2.2

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).



URBAN CHANGE

Council seeks to create vibrant places that can house future populations, provide local employment and daily services. When residents have walking access to their everyday needs, it enhances liveability of a place as well as reduces congestion, the need for car travel and improves housing affordability. This approach is also supported through State Government policy which aims to provide jobs, services and transport to people which are close to their home.

Data sources

For a full list of references, please refer to the [Moreland Health & Wellbeing Profile 2020](#)

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.