

City of Stonnington: social needs, gaps in transit

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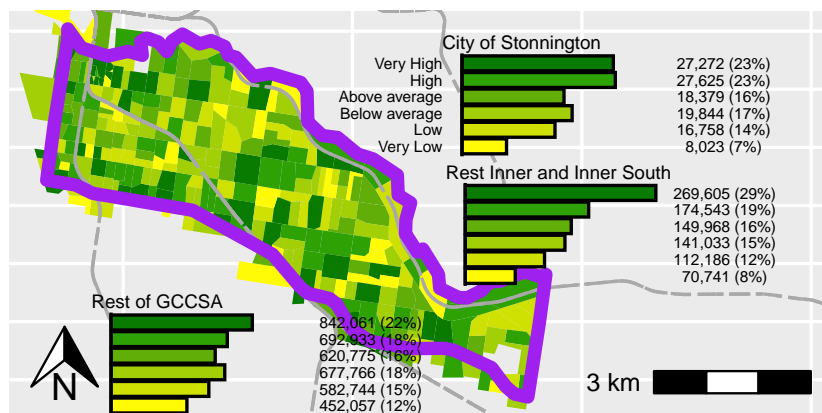
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This note is part of a series examining transit social needs-gaps in Greater Melbourne¹. In Victoria, public transport is the responsibility of state government, although Local Government Authorities (LGAs) may have some influence through planning processes and advocacy. However, it is unclear how much transit is supplied or how well social needs for transport are met for each LGA. This note explores social needs for transport, and transit provision in 2021 and 2023, in the City of Stonnington using the Currie and Sendbergs (2007) methodology².

METHODS:

Scores for transit supply and transport needs were calculated based on Australian Bureau of Statistics (ABS) data and the Victorian GTFS feed³ using the *gtfssupplyindex* R package⁴ as per Reynolds, Currie and Qu (in drafting)⁵. Results are shown for the ABS' Statistical Area 1s (SA1s), categorized based on averages across the Melbourne Greater Capital City Statistical Area (GCCSA).

RESULTS: Social needs for transport Figure 1 compares social needs for the Rest of the Inner and Inner South SA4s⁶ and the rest of Greater Melbourne with those for the City of Stonnington.



Needs were higher than the Melbourne average for 62.2% of the Stonnington population, which is a similar share to that for rest of the Inner and Inner South SA4s (64.7%)⁷, but higher than elsewhere in Melbourne (55.7%)⁸.

¹ See <https://tinyurl.com/4rctaxfc>



² Graham Currie and Zed Senbergs, "Identifying Spatial Gaps in Public Transport Provision for Socially Disadvantaged Australians: The Melbourne 'Needs Gap' Study," 2007; Graham Currie, "Quantifying Spatial Gaps in Public Transport Supply Based on Social Needs," *Journal of Transport Geography* 18, no. 1 (2010): 31-41.

³ Results are based on GTFS feeds for August 2021 and 2023, so may not match services run.

⁴ See <https://github.com/James-Reynolds/gtfssupplyindex>

⁵ James Reynolds, Graham Currie, and Yanda Qu, "Social Needs for Transport and Gaps in Transit Service: New GTFS Tools," *In Drafting*, 2024.

⁶ LGAs: City of Melbourne, Yarra, Port Phillip, Bayside, Glen Eira and parts of Moonee Valley, Merri-Bek, Darebin, Kingston and Monash.

⁷ Differences were not statistically significant ($\chi^2(5) = 5.24, p = .388$).

⁸ Differences were statistically significant ($\chi^2(5) = 14.92, p = .011$).

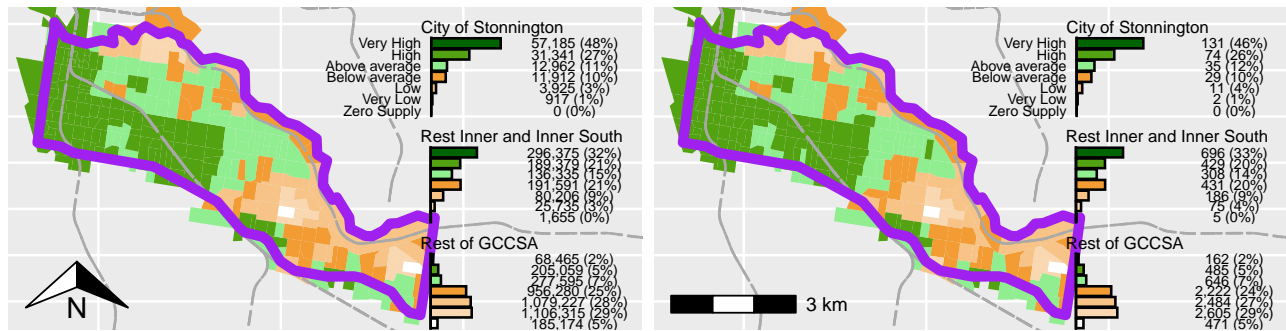
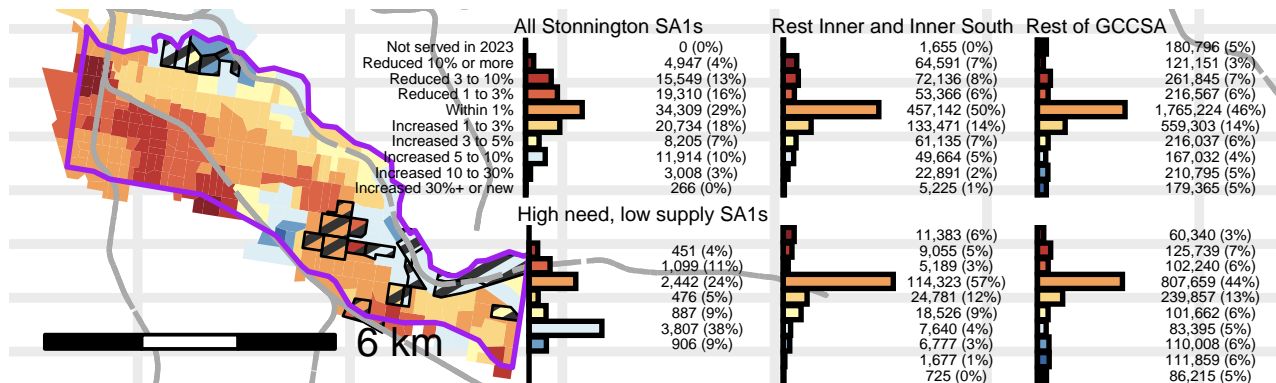


Figure 2: Transport Supply 2021 (left, by population) and 2023 (right, by SA1)

Figure 2 shows the distribution of transit service in 2021 and 2023. Transit service levels were below the Melbourne average for 14.2% of Stonnington residents in 2021, which is less than for the rest of the Inner and Inner South SA4s (32.5%)⁹ or the rest of Melbourne (85.8%)¹⁰. The distribution of transit supply, categorised with respect to the Melbourne average, appears similar in 2023 (Figure 2, right). Figure 3 directly compares 2021 and 2023 transit service levels.

⁹ Differences were statistically significant ($\chi^2(6) = 45.84, p < .001$).

¹⁰ Differences were statistically significant ($\chi^2(6) = 2186.48, p < .001$).



Transit levels increased by 1% or more for 37.3% of Stonnington residents between 2021 and 2023, which is higher than in the rest of the Inner and Inner South SA4s (29.6%)¹¹ and the rest of Melbourne (34.4%)¹². 8.5% of the Stonnington population lived in SA1s with *needs above, but supply below* the Melbourne averages in 2021¹³. However, for 60.3% of this cohort service levels increased 1% or more, a higher proportion than for the similar cohorts in the rest of the Inner and Inner South SA4s (29.7%)¹⁴, and elsewhere (35.4%)¹⁵.

Overall, Stonnington residents appear less likely to have had transit service levels below Melbourne's average, and more likely to have seen increases, including for those with larger needs-gaps.

Figure 3: Transit service change 2021 to 2023. SA1s with needs above, but supply below, average highlighted in black.

¹¹ Differences were statistically significant ($\chi^2(9) = 95.19, p < .001$).

¹² Differences were statistically significant ($\chi^2(9) = 153.35, p < .001$).

¹³ Shown with black in Figure 3. This compares to 21.7% of Inner and Inner South SA4s residents and 47.2% of those elsewhere in Melbourne.

¹⁴ Differences were statistically significant (Fisher test $p = 5e-04$).

¹⁵ Differences were statistically significant (Fisher test $p = 0.0107$).