

City of Glen Eira: social needs, gaps in transit

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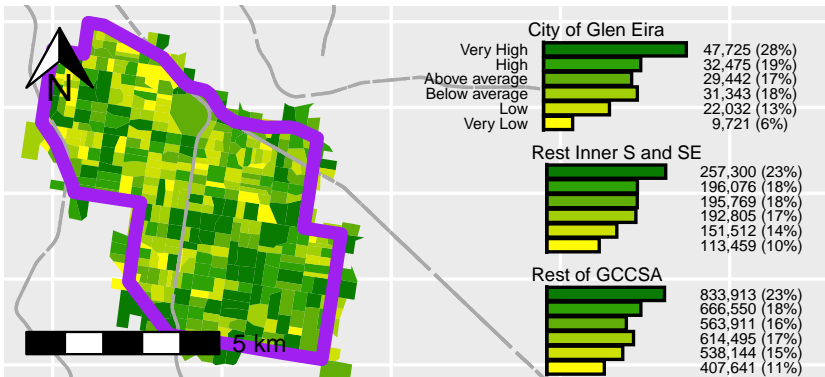
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This note explores social needs for transport, and transit provision in the City of Glen Eira, using the Currie and Sendbergs (2007) methodology¹. In Victoria, public transport is managed by the state government, although Local Government Authorities (LGAs) may have influence through planning processes, advocacy etc. However, it is unclear how much transit is supplied or how well social needs are met for each LGA. This note examines the City of Glen Eira in 2021 and 2023, and is part of a series on LGAs in Greater Melbourne².

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 in Glen Eira in 2021 and comparison with the Rest of the Inner South and South East SA4s⁶ and the rest of Greater Melbourne by population are shown in Figure 1.



Social needs for transport were higher than the Melbourne average for 63.5% of the Glen Eira population. This is similar to the rest of the Inner South and South East SA4s⁷, but higher than elsewhere (57.0% living in SA1s with needs higher than the average)⁸.

Figure 2 shows the distribution of transit service in 2021 and 2023. Transit service levels were below the Melbourne average for 39.7%

¹ 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.

² See https://github.com/James-Reynolds/gtfssupplyindex_melbounre_LGA_2024 but lookout, I misspelled "Melbourne"

³ Note that results are based on the 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: Glen Eira, Bayside, Dandenong, Kingston, Casey, (almost all of) Cardinia, part of Stonnington. Figure 1: Needs in 2021 by population

⁷ Differences were not statistically significant ($\chi^2(5) = 17.61, p = .003$).

⁸ Differences were statistically significant ($\chi^2(5) = 25.38, p < .001$).

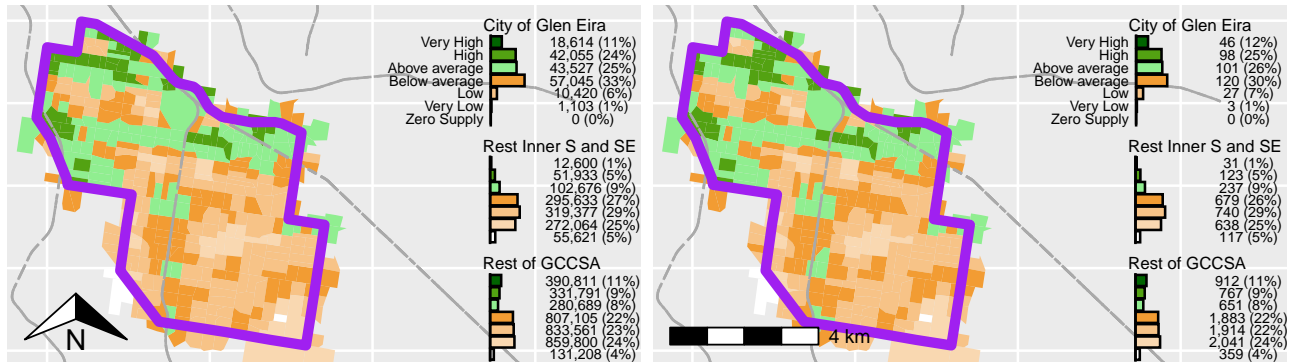
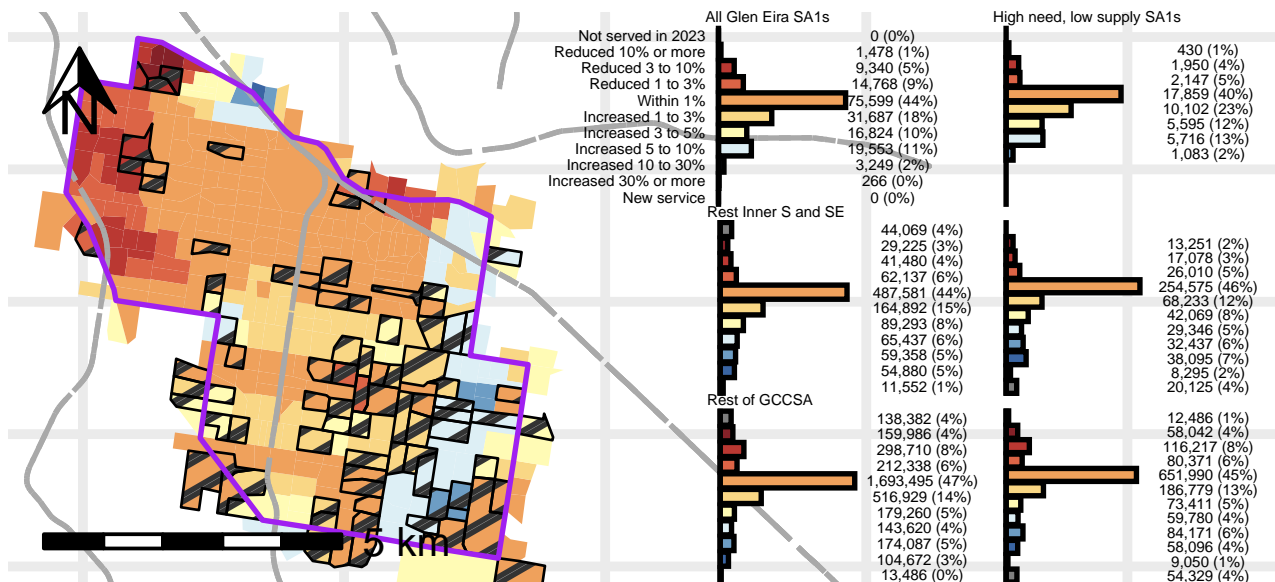


Figure 2: Transport Supply 2021 (left, by population) and 2023 (right, by SA1)

of Glen Eira residents in 2021. This is better than for the rest of the Inner South and South East SA4s (84.9%)⁹ and for the rest of Melbourne (72.4%)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 ($\chi^2(6) = 582.80, p < .001$).

¹⁰ Differences were statistically significant ($\chi^2(6) = 394.47, p < .001$).



Transit levels increased by 1% or more for 85.2% of Glen Eira residents between 2021 and 2023. In comparison, only 72.7% of those outside the Inner South or South East SA4s¹¹ saw increases of 1% or more¹². 26.0% of the Glen Eira population lived in SA1s with needs above, but supply below the Melbourne averages in 2021¹³. However, for 94.7% of this cohort service levels increased 1% or more, a higher proportion than for the similar cohorts in the rest of the Inner South and South East SA4s (43.4%)¹⁴, and elsewhere (32.6%)¹⁵.

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

¹¹ Differences between Glen Eira and the rest to the GCCSA were statistically significant ($\chi^2(5) = 25.38, p < .001$).

¹² Differences between Glen Eira and the rest of the Inner South and South East SA4s were not statistically significant ($\chi^2(5) = 17.61, p = .003$).

¹³ Shown with black in Figure 3. This compares to 49.5% of Inner South and South East SA4 residents and 39.7% of those elsewhere in Melbourne.

¹⁴ Differences were statistically significant ($\chi^2(10) = 26.25, p = .003$).

¹⁵ Differences were statistically significant ($\chi^2(5) = 25.38, p < .001$).

Overall, Glen Eira 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.