

City of Bayside: social needs, gaps in transit

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In Victoria, public transport is managed by the state government, although Local Government Authorities (LGAs) may have some influence on service levels through planning processes, advocacy etc. However, not much is known about how much transit is supplied or whether social needs for transport are being met within each LGA's boundaries. This note explores social needs-gaps in the City of Bayside, using the Currie and Sendbergs (2007) methodology¹. It is part of a series examining each LGA in Greater Melbourne².

Methods

This note maps public transport supply and a composite needs indicator based on Australian Bureau of Statistics (ABS) data. The methodology is as per Reynolds, Currie and Qu (in drafting)³. The Transit Supply Indication (SI) scores are based on the frequency of service and how much of an area is within walking distance of stops/stations⁴, are reported for the ABS' Statistical Area 1s (SA1s), and are categorized into seven groups based on the average scores for SA1s across the Melbourne Greater Capital City Statistical Area (GCCSA).

Results

In 2021 most of the City of Bayside's population lived in SA1s with Very High levels of transit (Figure 1, left)⁵. However, as shown in Figure 2⁶, the coverage and frequency of transit service appears to have reduced by 2024 more for those in the City of Bayside.

Social needs for transport in the City of Bayside in 2021 were High or Very High for more than half the population (Figure 3, left), more than for other parts of Melbourne⁷. Figure 3 (right) shows how transit service levels changed between 2021 and 2024 for those who were living in SA1s with needs above, but supply below the GCCSA average⁸. Those SA1s with the largest gaps in the City of Bayside in 2021 mostly have similar levels of, or more, transit in 2024.

Overall, the City of Bayside appears well supplied with transit and, compared to other parts of Greater Melbourne, has lower gaps between social needs and transit supply⁹. Those with the largest needs-gaps in 2021 appear to have similar or more transit in 2024.

transit_supply City of Bayside Rest of Inner South SA4

¹ Graham Currie and Zed Sendbergs, "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 Forthcoming hopefully, but using the *gtfssupplyindex* R package (see <https://github.com/James-Reynolds/gtfssupplyindex>) to process the Victoria GTFS feed. Note that results represent what is in the GTFS feed for August 2021 and October 2024, which may not match services provided.

⁴ 400m for tram and bus, 800m for train.

⁵ Differences between the City of Bayside and the Rest of the Inner South SA4, by SA1, are statistically significant in 2021 ($\chi^2(6) = 30.51$, $p < .001$) and 2024 ($\chi^2(9) = 51.12$, $p < .001$). Differences with the rest of Melbourne are also statistically significant (2021: $\chi^2(6) = 181.73$, $p < .001$, 2024: $\chi^2(10) = 56.16$, $p < .001$).

⁶ Differences are statistically significant (rest of the Inner South SA4: $\chi^2(9) = 51.12$, $p < .001$, & rest of GCCSA: $\chi^2(10) = 56.16$, $p < .001$)

⁷ Statistically significant for City of Bayside vs rest of Inner South: $\chi^2(5) = 13.98$, $p = .016$, and vs rest of GCCSA $\chi^2(5) = 40.35$, $p < .001$).

⁸ Fisher's tests show no significant differences between the City of Bayside and the rest of the Inner South SA4 ($p = \text{NaN}$) or the Rest of the GCCSA ($p = 0.108$).

⁹ Only 50.8% of residents in SA1s in the City of Bayside had above average social needs for transport but below average transit supply, compared with 32.8% in the rest of the Inner South SA4 and 41.8% across the rest of Melbourne.

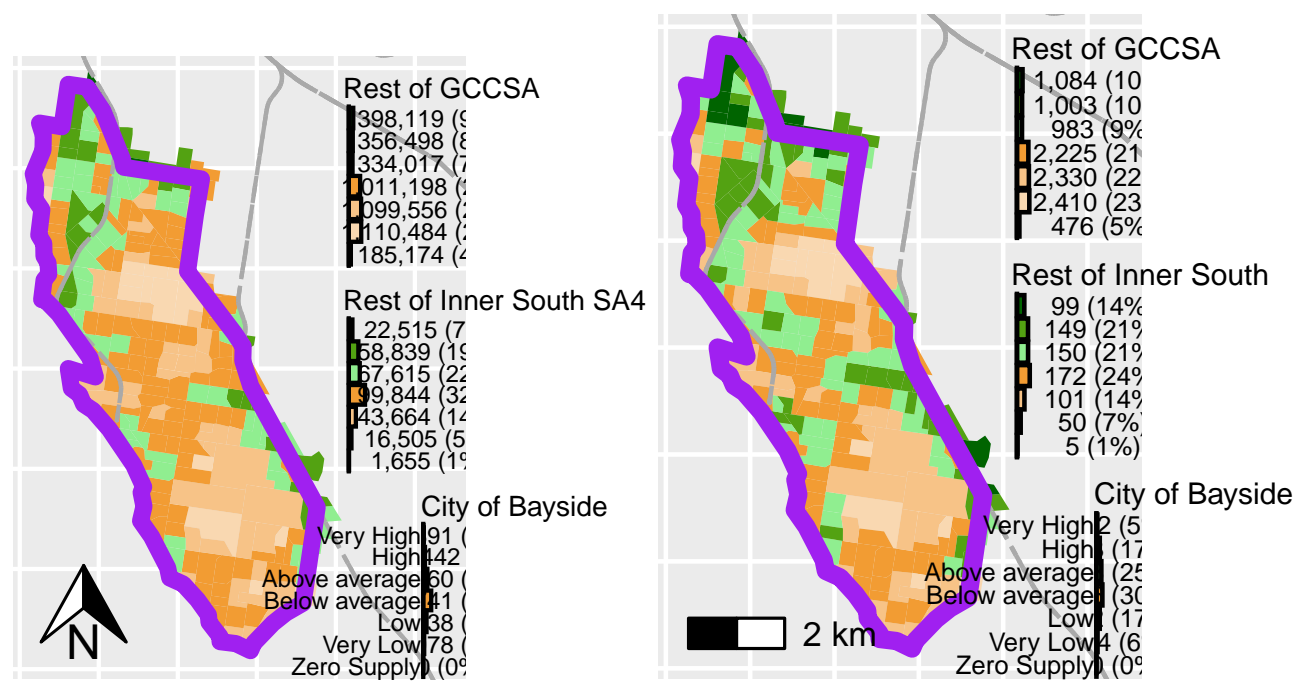


Figure 1: Transport Supply 2021 (left, by population) and 2024 (right, by SA1)

| | | | |
|----|--|-----------|------------|
| ## | Zero Supply | 0 | 5 |
| ## | Very Low | 15 | 48 |
| ## | Low | 45 | 102 |
| ## | Below average | 106 | 227 |
| ## | Above average | 55 | 155 |
| ## | High | 26 | 135 |
| ## | Very High | 3 | 54 |
| ## | transit_supply City of Bayside Rest of Inner South SA4 | | |
| ## | Zero Supply | 1.280738 | 3.719262 |
| ## | Very Low | 16.137295 | 46.862705 |
| ## | Low | 37.653689 | 109.346311 |
| ## | Below average | 85.297131 | 247.702869 |
| ## | Above average | 53.790984 | 156.209016 |
| ## | High | 41.239754 | 119.760246 |
| ## | Very High | 14.600410 | 42.399590 |
| ## | transit_supply City of Bayside Rest of Greater Melbourne | | |
| ## | Zero Supply | 0 | 484 |
| ## | Very Low | 15 | 2629 |
| ## | Low | 45 | 2544 |
| ## | Below average | 106 | 2358 |
| ## | Above average | 55 | 765 |
| ## | High | 26 | 813 |

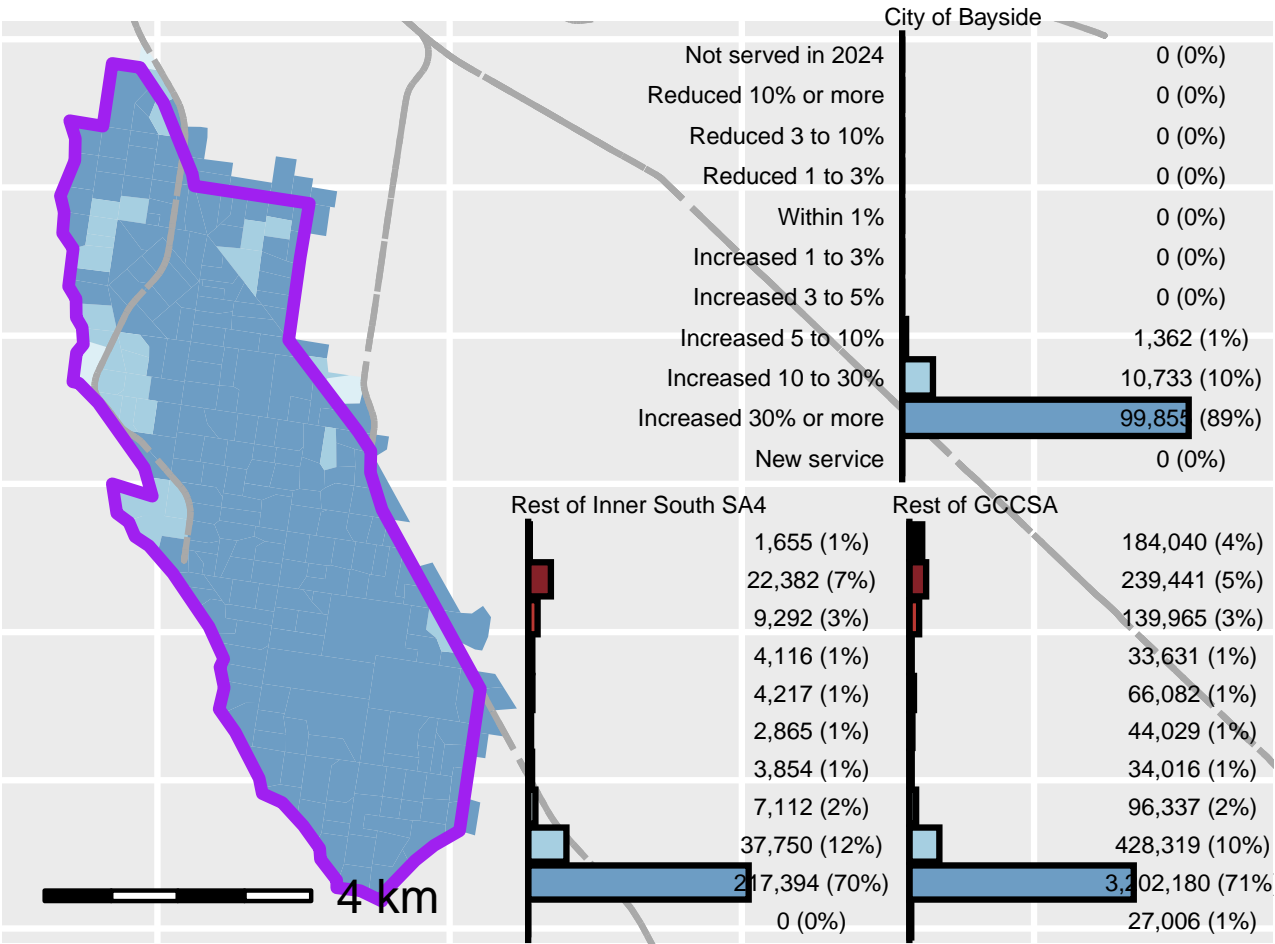


Figure 2: Change in SI score between 2021 and 2024 by SA1 and population

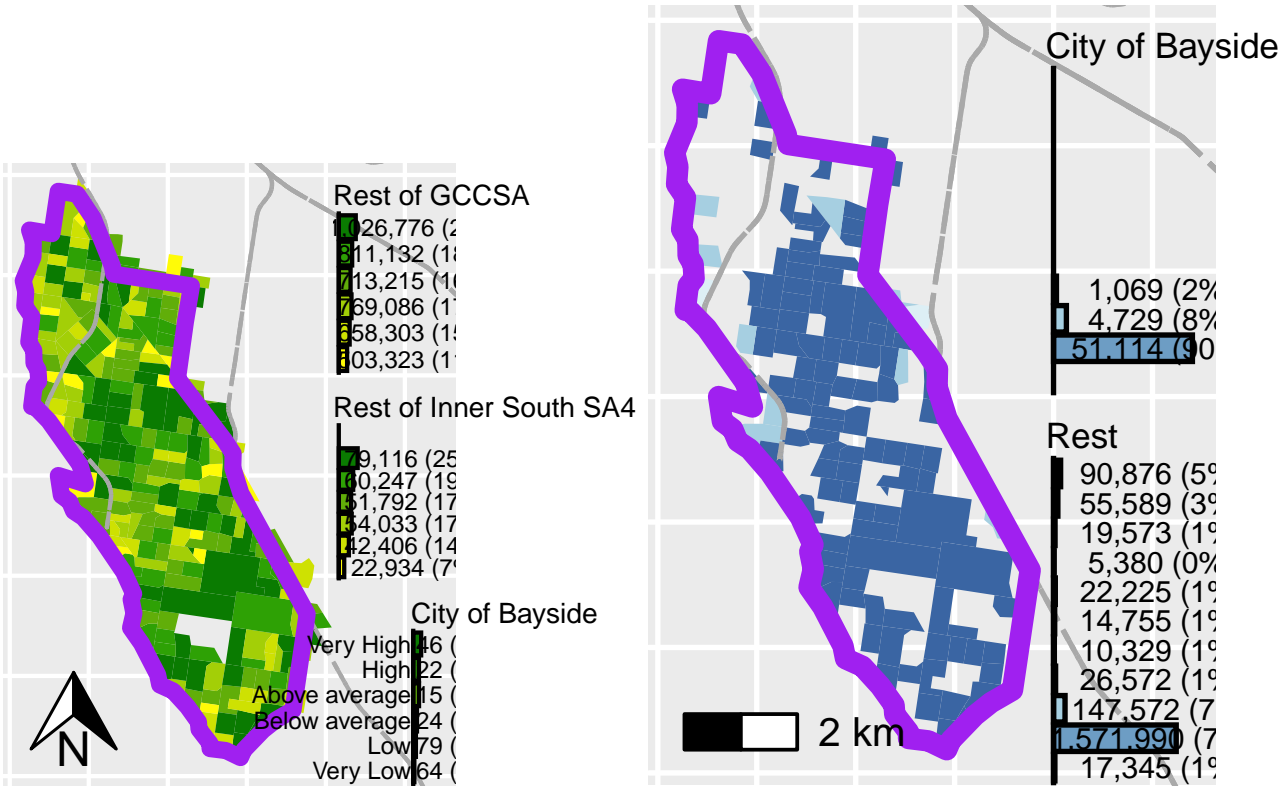


Figure 3: 2021 needs (left) and change in SI to 2024 for those SA1s with needs above average, but below average supply (by 2021 populations, right)

| | | | |
|----|--|-----------|------------|
| ## | Very High | 3 | 918 |
| ## | transit_supply City of Bayside Rest of Greater Melbourne | | |
| ## | Zero Supply | 11.24431 | 472.7557 |
| ## | Very Low | 61.42552 | 2582.5745 |
| ## | Low | 60.14776 | 2528.8522 |
| ## | Below average | 57.24375 | 2406.7562 |
| ## | Above average | 19.05027 | 800.9497 |
| ## | High | 19.49168 | 819.5083 |
| ## | Very High | 21.39671 | 899.6033 |
| ## | transit_supply City of Bayside Rest of Inner South SA4 | | |
| ## | Zero Supply | 0 | 5 |
| ## | Very Low | 14 | 50 |
| ## | Low | 42 | 101 |
| ## | Below average | 76 | 172 |
| ## | Above average | 63 | 150 |
| ## | High | 43 | 149 |
| ## | Very High | 12 | 99 |
| ## | transit_supply City of Bayside Rest of Inner South SA4 | | |
| ## | Zero Supply | 1.280738 | 3.719262 |
| ## | Very Low | 16.393443 | 47.606557 |
| ## | Low | 36.629098 | 106.370902 |
| ## | Below average | 63.524590 | 184.475410 |
| ## | Above average | 54.559426 | 158.440574 |
| ## | High | 49.180328 | 142.819672 |
| ## | Very High | 28.432377 | 82.567623 |
| ## | transit_supply City of Bayside Rest of Greater Melbourne | | |
| ## | Zero Supply | 0 | 476 |
| ## | Very Low | 14 | 2410 |
| ## | Low | 42 | 2330 |
| ## | Below average | 76 | 2225 |
| ## | Above average | 63 | 983 |
| ## | High | 43 | 1003 |
| ## | Very High | 12 | 1084 |
| ## | transit_supply City of Bayside Rest of Greater Melbourne | | |
| ## | Zero Supply | 11.05845 | 464.9415 |
| ## | Very Low | 56.31447 | 2367.6855 |
| ## | Low | 55.10640 | 2316.8936 |
| ## | Below average | 53.45693 | 2247.5431 |
| ## | Above average | 24.30072 | 1021.6993 |
| ## | High | 24.30072 | 1021.6993 |
| ## | Very High | 25.46232 | 1070.5377 |

| | | | |
|----|-----------------------|-----------------|-------------------------|
| ## | ratio_binned | City of Bayside | Rest of Inner South SA4 |
| ## | Increased 30% or more | 221 | 506 |
| ## | Increased 10 to 30% | 26 | 84 |
| ## | Increased 5 to 10% | 3 | 17 |
| ## | Increased 3 to 5% | 0 | 9 |
| ## | Increased 1 to 3% | 0 | 7 |
| ## | Within 1% | 0 | 11 |
| ## | Reduced 1 to 3% | 0 | 9 |
| ## | Reduced 3 to 10% | 0 | 23 |
| ## | Reduced 10% or more | 0 | 55 |
| ## | Not served in 2024 | 0 | 5 |

| | | | |
|----|-----------------------|-----------------|-------------------------|
| ## | ratio_binned | City of Bayside | Rest of Inner South SA4 |
| ## | Increased 30% or more | 186.219262 | 540.780738 |
| ## | Increased 10 to 30% | 28.176230 | 81.823770 |
| ## | Increased 5 to 10% | 5.122951 | 14.877049 |
| ## | Increased 3 to 5% | 2.305328 | 6.694672 |
| ## | Increased 1 to 3% | 1.793033 | 5.206967 |
| ## | Within 1% | 2.817623 | 8.182377 |
| ## | Reduced 1 to 3% | 2.305328 | 6.694672 |
| ## | Reduced 3 to 10% | 5.891393 | 17.108607 |
| ## | Reduced 10% or more | 14.088115 | 40.911885 |
| ## | Not served in 2024 | 1.280738 | 3.719262 |

| | | | |
|----|-----------------------|-----------------|---------------------------|
| ## | ratio_binned | City of Bayside | Rest of Greater Melbourne |
| ## | New service | 0 | 66 |
| ## | Increased 30% or more | 221 | 7417 |
| ## | Increased 10 to 30% | 26 | 1015 |
| ## | Increased 5 to 10% | 3 | 231 |
| ## | Increased 3 to 5% | 0 | 83 |
| ## | Increased 1 to 3% | 0 | 100 |
| ## | Within 1% | 0 | 175 |
| ## | Reduced 1 to 3% | 0 | 80 |
| ## | Reduced 3 to 10% | 0 | 326 |
| ## | Reduced 10% or more | 0 | 542 |
| ## | Not served in 2024 | 0 | 476 |

| | | | |
|----|-----------------------|-----------------|---------------------------|
| ## | ratio_binned | City of Bayside | Rest of Greater Melbourne |
| ## | New service | 1.533315 | 64.46669 |
| ## | Increased 30% or more | 177.446334 | 7460.55367 |
| ## | Increased 10 to 30% | 24.184555 | 1016.81544 |
| ## | Increased 5 to 10% | 5.436298 | 228.56370 |
| ## | Increased 3 to 5% | 1.928259 | 81.07174 |
| ## | Increased 1 to 3% | 2.323204 | 97.67680 |
| ## | Within 1% | 4.065607 | 170.93439 |

| | | | |
|----|---------------------|-----------|-----------|
| ## | Reduced 1 to 3% | 1.858563 | 78.14144 |
| ## | Reduced 3 to 10% | 7.573646 | 318.42635 |
| ## | Reduced 10% or more | 12.591767 | 529.40823 |
| ## | Not served in 2024 | 11.058452 | 464.94155 |

composite_needs City of Bayside Rest of Inner South SA4

| | | | |
|----|---------------|----|-----|
| ## | Very Low | 18 | 89 |
| ## | Low | 34 | 129 |
| ## | Below average | 41 | 140 |
| ## | Above average | 55 | 115 |
| ## | High | 47 | 118 |
| ## | Very High | 54 | 123 |
| ## | NA | 1 | 12 |

City of Bayside Rest of Inner South SA4

| | | |
|------|----------|-----------|
| ## 1 | 27.66667 | 79.33333 |
| ## 2 | 42.14642 | 120.85358 |
| ## 3 | 46.80062 | 134.19938 |
| ## 4 | 43.95639 | 126.04361 |
| ## 5 | 42.66355 | 122.33645 |
| ## 6 | 45.76636 | 131.23364 |

composite_needs City of Bayside Rest of Greater Melbourne

| | | | |
|----|---------------|----|------|
| ## | Very Low | 18 | 1929 |
| ## | Low | 34 | 1872 |
| ## | Below average | 41 | 1854 |
| ## | Above average | 55 | 1508 |
| ## | High | 47 | 1512 |
| ## | Very High | 54 | 1500 |
| ## | NA | 1 | 336 |

City of Bayside Rest of Greater Melbourne

| | | |
|------|----------|----------|
| ## 1 | 46.50835 | 1900.492 |
| ## 2 | 45.52897 | 1860.471 |
| ## 3 | 45.26621 | 1849.734 |
| ## 4 | 37.33567 | 1525.664 |
| ## 5 | 37.24012 | 1521.760 |
| ## 6 | 37.12068 | 1516.879 |

ratio_binned City of Bayside Rest of Inner South SA4

| | | | |
|----|-----------------------|-----|-----|
| ## | New service | 0 | 0 |
| ## | Increased 30% or more | 100 | 153 |
| ## | Increased 10 to 30% | 10 | 22 |
| ## | Increased 5 to 10% | 2 | 3 |
| ## | Increased 3 to 5% | 0 | 1 |
| ## | Increased 1 to 3% | 0 | 0 |

| | | | |
|----|---------------------|---|---|
| ## | Within 1% | 0 | 0 |
| ## | Reduced 1 to 3% | 0 | 2 |
| ## | Reduced 3 to 10% | 0 | 1 |
| ## | Reduced 10% or more | 0 | 7 |
| ## | Not served in 2024 | 0 | 1 |

| | | | |
|----|-----------------------|-----------------|-------------------------|
| ## | ratio_binned | City of Bayside | Rest of Inner South SA4 |
| ## | New service | 0.0000000 | 0.0000000 |
| ## | Increased 30% or more | 93.8278146 | 159.1721854 |
| ## | Increased 10 to 30% | 11.8675497 | 20.1324503 |
| ## | Increased 5 to 10% | 1.8543046 | 3.1456954 |
| ## | Increased 3 to 5% | 0.3708609 | 0.6291391 |
| ## | Increased 1 to 3% | 0.0000000 | 0.0000000 |
| ## | Within 1% | 0.0000000 | 0.0000000 |
| ## | Reduced 1 to 3% | 0.7417219 | 1.2582781 |
| ## | Reduced 3 to 10% | 0.3708609 | 0.6291391 |
| ## | Reduced 10% or more | 2.5960265 | 4.4039735 |
| ## | Not served in 2024 | 0.3708609 | 0.6291391 |

| | | | |
|----|-----------------------|-----------------|---------------------------|
| ## | ratio_binned | City of Bayside | Rest of Greater Melbourne |
| ## | New service | 0 | 30 |
| ## | Increased 30% or more | 100 | 2599 |
| ## | Increased 10 to 30% | 10 | 252 |
| ## | Increased 5 to 10% | 2 | 46 |
| ## | Increased 3 to 5% | 0 | 19 |
| ## | Increased 1 to 3% | 0 | 28 |
| ## | Within 1% | 0 | 43 |
| ## | Reduced 1 to 3% | 0 | 8 |
| ## | Reduced 3 to 10% | 0 | 34 |
| ## | Reduced 10% or more | 0 | 86 |
| ## | Not served in 2024 | 0 | 159 |

| | | | |
|----|-----------------------|-----------------|---------------------------|
| ## | ratio_binned | City of Bayside | Rest of Greater Melbourne |
| ## | New service | 0.9836066 | 29.016393 |
| ## | Increased 30% or more | 88.4918033 | 2610.508197 |
| ## | Increased 10 to 30% | 8.5901639 | 253.409836 |
| ## | Increased 5 to 10% | 1.5737705 | 46.426230 |
| ## | Increased 3 to 5% | 0.6229508 | 18.377049 |
| ## | Increased 1 to 3% | 0.9180328 | 27.081967 |
| ## | Within 1% | 1.4098361 | 41.590164 |
| ## | Reduced 1 to 3% | 0.2622951 | 7.737705 |
| ## | Reduced 3 to 10% | 1.1147541 | 32.885246 |
| ## | Reduced 10% or more | 2.8196721 | 83.180328 |
| ## | Not served in 2024 | 5.2131148 | 153.786885 |