

Journey to Work Data Analysis

An analysis of 2011 Australian Bureau of
Statistics Census data relating to journey
to work patterns

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Journey to Work Data

The Australian Bureau of Statistics (ABS) Census gathers data on an individual's usual residence, address of workplace and method of journey to work. This data can be used to obtain the modes, origins and destinations of employed people travelling to work – allowing analysis to be undertaken on journey to work patterns.

Journey to work data provides a practical way to measure travel behaviour, the results of which can influence policy and planning decisions in a number of areas, including land use planning, the provision of passenger transport services and infrastructure investment.

This analysis examines journey to work data from the 2011 ABS Census, from Statewide, Regional and Local Government Area (LGA) perspectives, with particular focus on Tasmania's two major population centres – Hobart and Launceston, including a high level comparison to 2001 journey to work data.

Journey to work as a proportion of all trips taken

Journey to work trips are the most common reason for travel, however trips taken for this purpose amount to only approximately 32%¹ of all trips taken.

Data limitations

Journey to work data only considers the origin and destination of the journey – not the route taken or details of stops along the way (e.g. dropping children off at school, grocery shopping, or trips including more than one destination). These detours or stops on the way to a destination also contribute significantly to the State's trip generation movements.

¹ *Greater Hobart Household Travel Survey (December 2010)*

Journey to work data becomes more complex when several modes are used to transport to work, and it is noted that there is no response option to combine walking with other forms of travel – in particular, most trips taken by public transport include some walking.

Changing boundaries of municipalities between 2001 and 2011, including the addition of new developments impact results obtained from the ABS data.

Other sources of data

There are a number of different sources of data which help to build a picture of personal travel behaviour, including Metro patronage numbers, Average Annual Daily Traffic (AADT), congestion data and the *Greater Hobart Household Travel Survey* which was completed in 2008-09. For this survey, data was gathered from the Greater Hobart metropolitan area (Hobart, Brighton, Clarence, Derwent Valley, Glenorchy, Sorell and Kingborough), examining the purpose and frequency of trips, mode of transport and trip route and distribution. The Survey reported on the following:

- Number of trips taken per day (weekdays and weekends) by Local Government Area (LGA)
- Trip modal share for a number of trip purposes
- Time of day that travel is undertaken (weekdays and weekends)

While journey to work data is useful in analysing a significant proportion of trips taken (mostly during peak traffic times) in the State in terms of journey origin and destination, and modal share, it is important to note that it is only part of the wider picture in terms of the State's total trip generation movements.

Overview of Journey to Work Analysis

In this document, analysis of journey to work data from the 2011 Census considers the following information:

Modal Share

As shown by the 2011 Census data, Tasmanians rely heavily on private cars to meet their transport needs. Analysis of changes in modal share over time can be useful in measuring the effectiveness of policies aimed at encouraging public or active transport options.

Origin/Destination

Origin and destination information is useful in identifying major travel routes. This information also provides insight into where major employment centres are located around the State, changes in settlement patterns and how far people travel to get to work.

Self-Containment

Self-containment refers to journeys that begin and end in the same LGA. It is preferable to have higher levels of self-containment, as this means trips are shorter in length and there is greater opportunity to utilise non car-based modes of travel, such as walking and cycling.

It should be noted that some LGAs cover large distances, so even where self-containment is high, people may still travel a significant distance between home and work.

There is a distinction between residence based self-containment and workplace based self-containment.

Residence based self-containment refers to the proportion of residents employed within a zone (i.e. number of persons who live and work in an area divided by the number of employed persons residing in the area).

Workplace based self-containment refers to the proportion of jobs in an area occupied by residents (i.e. number of persons who live and work in the area divided by the number of employed persons in the area).

The percentage of residence based self-contained journeys differs from workplace based self-contained journeys, reflecting differences in the ratio of employment opportunities to dwellings in different LGAs.

Statewide Analysis

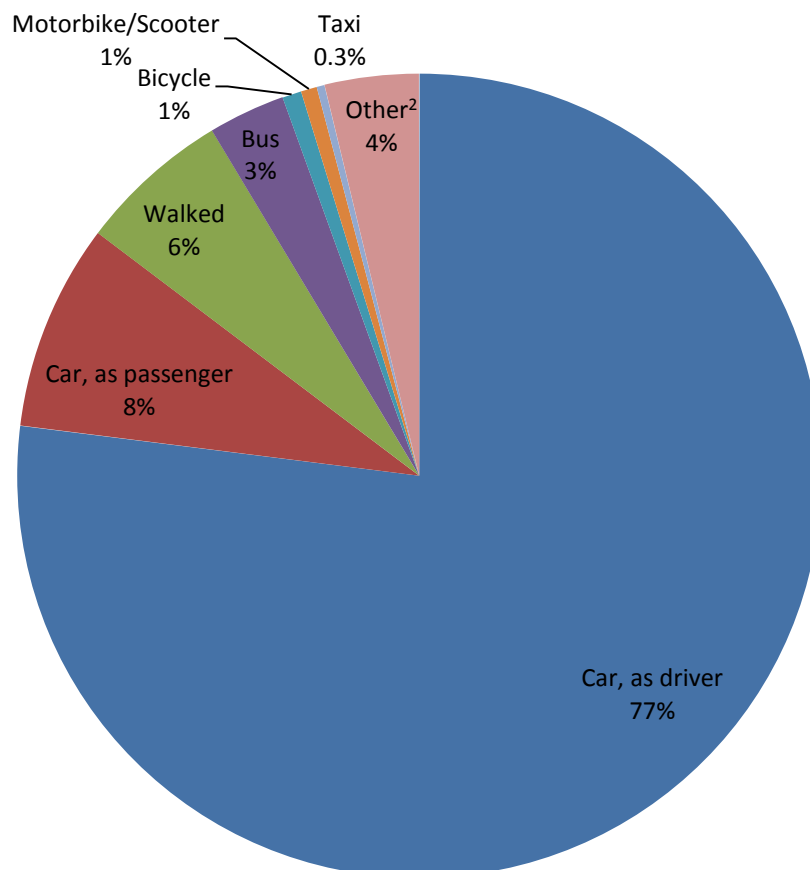
Modal Share

The most popular mode for the journey to work in the State is by car, with 85 per cent of people making their journey to work trip by car (either as driver or passenger).

Statewide journey to work mode

Mode	Number of trips by mode
Car, as driver	137,140
Car, as passenger	14,796
Walked	10,850
Bus	5,507
Bicycle	1,371
Motorbike/Scooter	1,146
Taxi	560
Other ²	6,196
TOTAL³	177,566

Statewide journey to work mode



² 'Other' includes journeys undertaken by truck, ferry and by more than one mode of transport.

³ Note – Total numbers used in this report exclude those who worked at home, did not go to work or did not state the mode used for their journey to work.

Changes in modal share: 2001 - 2011

Between 2001 and 2011, there was little change in the proportion of people travelling to work by any particular mode. Car travel, either as driver or passenger, remains the most popular form of transport for the journey to work.

While there has not been a significant increase in the proportion of people using active transport (walking or cycling) for the journey to work, the numbers of people who reported walking or cycling to work has increased since 2001, by 22.4% and 10.7% respectively.

There has also been a significant increase in people travelling to work by motorbike or scooter – a 40.6% increase in the number of people travelling to work by this mode from 2001 to 2011.

Statewide journey to work mode: 2001 - 2011

	2001	2011	% change (volume) 2001-2011	2001 %	2011 %	% change (modal share) 2001 - 2011
Car, as driver	107,895	137,140	27.1	79.1	80	1
Car, as passenger	12,339	14,796	19.9	9	8.6	-4.4
Walked	9,803	10,850	10.7	7.2	6.3	-12.5
Bus	4,069	5,507	35.3	3	3.2	6.6
Bicycle	1,120	1,371	22.4	0.8	0.8	0
Motorbike/Scooter	815	1,146	40.6	0.6	0.7	16.6
Taxi	369	560	51.8	0.3	0.3	0
TOTAL	136,410	171,370		100	100	

Modal share for metropolitan LGAs: 2001 - 2011

The following table shows the changes in modal share for metropolitan LGAs between 2001 and 2011. For many LGAs, in particular the smaller areas, there appear to be some significant changes in take up rates for certain modes of transport as an overall percentage. However this is mostly for those modes of transport taken by only a small number of people, therefore a small increase or decrease in the number of people taking up that mode results in a greater percentage change.

Trends included:

- There was an increase in the overall number of people travelling to work, and an increase in the number of people travelling by car (as driver or passenger) to all metropolitan LGAs. All metropolitan LGAs also saw an increase in population between 2001 and 2011.
- Only in Hobart has there been a shift away from car usage (for drivers and passengers) for the journey to work. Journeys by bus, bicycle, motorbike/scooter and walking have increased.

Changes in journey to work mode for metropolitan LGAs: 2001-2011⁴

	Brighton 2001	2001 (%)	Brighton 2011	2011 (%)	% Change in modal share
Car, as driver	931	79.91	1,543	81.60	2.11
Car, as passenger	92	7.90	177	9.36	18.53
Walked	59	5.06	40	2.12	-58.23
Bus	18	1.55	23	1.22	-21.28
Bicycle	3	0.26	3	0.16	-38.39
Motorbike/scooter	3	0.26	5	0.26	2.68
Taxi	0	0.00	3	0.16	
Other	59	5.06	97	5.13	1.29
	1,165		1,891		
	Burnie 2001	2001 (%)	Burnie 2011	2011 (%)	% Change in modal share
Car, as driver	6,286	83.42	6,992	83.70	0.33
Car, as passenger	632	8.39	702	8.40	0.19
Walked	310	4.11	348	4.17	1.25
Bus	77	1.02	64	0.77	-25.03
Bicycle	26	0.35	24	0.29	-16.74
Motorbike/scooter	38	0.50	45	0.54	6.81
Taxi	19	0.25	17	0.20	-19.30
Other	147	1.95	162	1.94	-0.60
	7,535		8,354		
	Clarence 2001	2001 (%)	Clarence 2011	2011 (%)	% Change in modal share
Car, as driver	6,096	80.23	9,167	84.19	4.94
Car, as passenger	526	6.92	735	6.75	-2.49
Walked	361	4.75	324	2.98	-37.37
Bus	195	2.57	268	2.46	-4.09
Bicycle	38	0.50	46	0.42	-15.53
Motorbike/scooter	37	0.49	34	0.31	-35.87
Taxi	19	0.25	8	0.07	-70.62
Other	326	4.29	306	2.81	-34.50
	7,598		10,888		

⁴ 'Other' includes truck, ferry and more than one mode of transport.

	Devonport 2001	2001 (%)	Devonport 2011	2011 (%)	% Change in modal share
Car, as driver	6,540	81.53	8,231	84.31	3.41
Car, as passenger	569	7.09	706	7.23	1.95
Walked	462	5.76	412	4.22	-26.73
Bus	54	0.67	50	0.51	-23.92
Bicycle	85	1.06	60	0.61	-42.00
Motorbike/scooter	45	0.56	35	0.36	-36.09
Taxi	10	0.12	21	0.22	72.55
Other	257	3.20	248	2.54	-20.71
	8,022		9,763		
	Glenorchy 2001	2001 (%)	Glenorchy 2011	2011 (%)	% Change in modal share
Car, as driver	11,207	80.68	12,247	83.11	3.01
Car, as passenger	1,131	8.14	1,089	7.39	-9.23
Walked	506	3.64	414	2.81	-22.87
Bus	316	2.27	386	2.62	15.15
Bicycle	101	0.73	91	0.62	-15.07
Motorbike/scooter	79	0.57	72	0.49	-14.09
Taxi	46	0.33	67	0.45	37.30
Other	505	3.64	370	2.51	-30.93
	13,891		14,736		
	Hobart 2001	2001 (%)	Hobart 2011	2011 (%)	% Change in modal share
Car, as driver	22,597	66.54	25,393	65.60	-1.40
Car, as passenger	3,656	10.76	4,136	10.69	-0.74
Walked	3,116	9.17	3,662	9.46	3.12
Bus	2,617	7.71	3,178	8.21	6.55
Bicycle	449	1.32	633	1.64	23.70
Motorbike/scooter	193	0.57	294	0.76	33.66
Taxi	137	0.40	145	0.37	-7.14
Other	1,197	3.52	1,266	3.27	-7.20
	33,962		38,707		
	Kingborough 2001	2001 (%)	Kingborough 2011	2011 (%)	% Change in modal share
Car, as driver	3,438	78.39	4,932	81.36	3.79
Car, as passenger	341	7.77	422	6.96	-10.46
Walked	261	5.95	299	4.93	-17.11
Bus	59	1.35	125	2.06	53.29
Bicycle	25	0.57	39	0.64	12.87
Motorbike/scooter	20	0.46	36	0.59	30.23
Taxi	10	0.23	9	0.15	-34.88
Other	232	5.29	200	3.30	-37.63
	4,386		6,062		

	Launceston 2001	2001 (%)	Launceston 2011	2011 (%)	% Change in modal share
Car, as driver	20,764	80.21	22,062	81.20	1.23
Car, as passenger	2,063	7.97	2,097	7.72	-3.15
Walked	1,514	5.85	1,511	5.56	-4.91
Bus	430	1.66	445	1.64	-1.40
Bicycle	153	0.59	170	0.63	5.86
Motorbike/scooter	101	0.39	178	0.66	67.92
Taxi	88	0.34	123	0.45	33.17
Other	775	2.99	585	2.15	-28.08
	25,888		27,171		
	Meander Valley 2001	2001 (%)	Meander Valley 2011	2011 (%)	% Change in modal share
Car, as driver	1,739	73.47	2,851	82.11	11.77
Car, as passenger	157	6.63	202	5.82	-12.29
Walked	248	10.48	216	6.22	-40.62
Bus	10	0.42	23	0.66	56.80
Bicycle	13	0.55	11	0.32	-42.31
Motorbike/scooter	34	1.44	36	1.04	-27.82
Taxi	4	0.17	12	0.35	104.52
Other	162	6.84	121	3.49	-49.08
	2,367		3,472		
	West Tamar 2001	2001 (%)	West Tamar 2011	2011 (%)	% Change in modal share
Car, as driver	1,764	79.03	2,459	81.94	3.68
Car, as passenger	163	7.30	183	6.10	-16.50
Walked	142	6.36	184	6.13	-3.63
Bus	16	0.72	31	1.03	44.10
Bicycle	16	0.72	24	0.80	11.56
Motorbike/scooter	10	0.45	19	0.63	41.31
Taxi	0	0.00	4	0.13	
Other	121	5.42	97	3.23	-40.38
	2,232		3,001		

Change in population for metropolitan LGAs: 2001 - 2011

LGA	2001	2011	% change	LGA	2001	2011	% change
Brighton	12,915	16,654	28.95	Hobart	47,446	50,190	5.78
Burnie	18,886	19,921	5.48	Kingborough	29,379	34,825	18.54
Clarence	49,594	53,558	7.99	Launceston	62,335	66,029	5.93
Devonport	24,257	25,639	5.70	Meander Valley	18,066	19,747	9.30
Glenorchy	44,003	44,792	1.79	West Tamar	20,290	22,699	11.87

Self-Containment

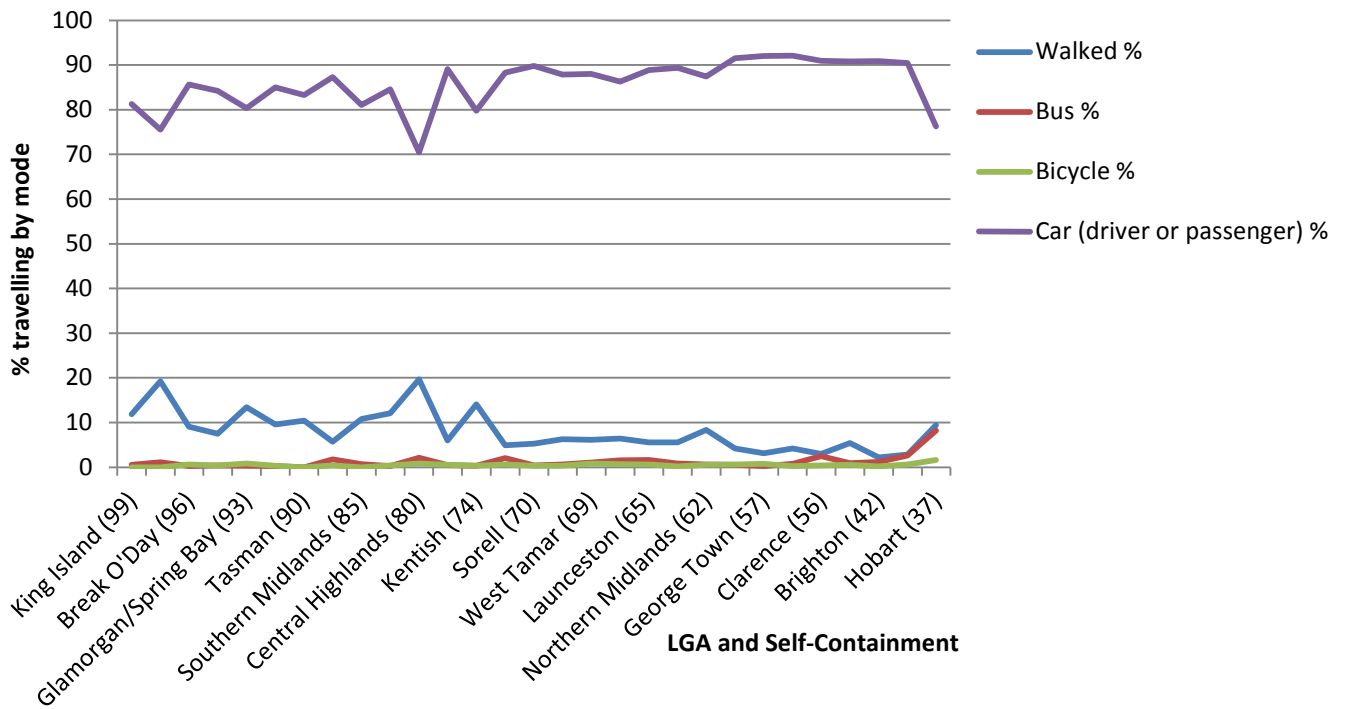
Based on 2011 Census data, the level of self-containment (i.e. the proportion of people living and working in the same LGA) for an LGA does not appear to have a significant impact on individual's chosen mode of travel to work. However, as the table below indicates, some patterns do emerge:

- walking appears to be a more popular form of transport in LGAs with higher levels of self-containment
- car and bus use increases for LGAs with lower self-containment

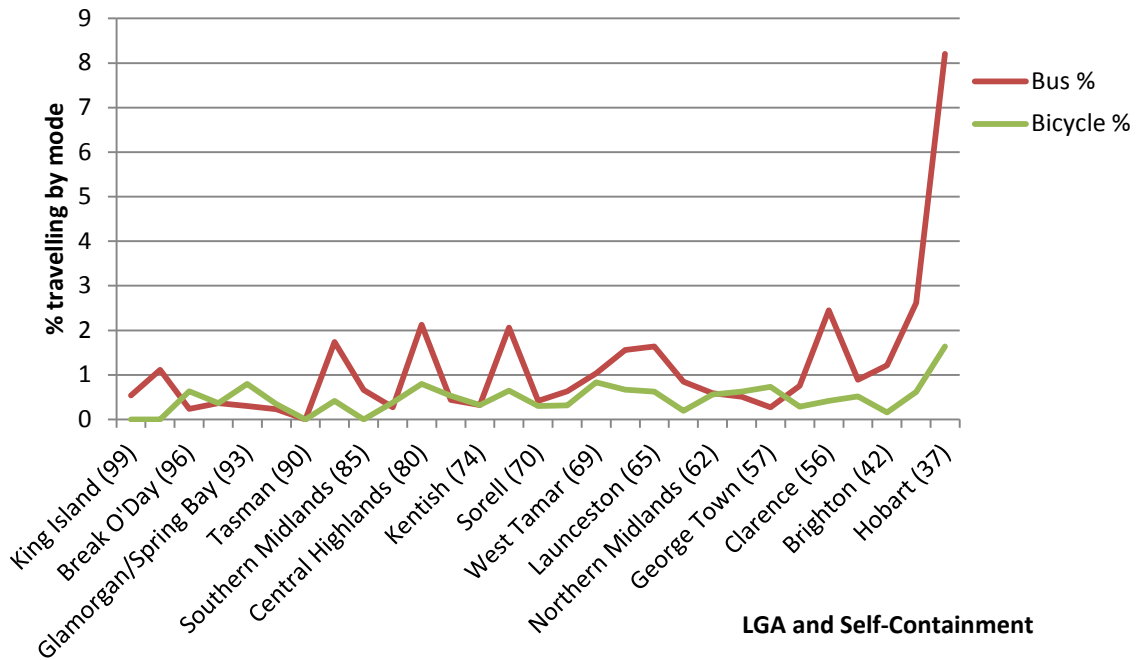
The graphs below show that there is little relationship between the overall proportion of people living and working in the same LGA and take up rates for the mode of travel to work. However, as discussed at page 13 of this report in relation to Hobart, it appears that it is those people who live and work in the same LGA who are more likely to use active transport in their journey to work – that is, walking or cycling.

More detailed analysis of self-containment for individual LGAs is provided for each region.

Relationship between self-containment⁵ and mode of travel to work: all modes



Relationship between self-containment and mode of travel to work: Bus and Bicycle



⁵ For the purposes of this comparison, workplace based self-containment rates were used.

Southern Region

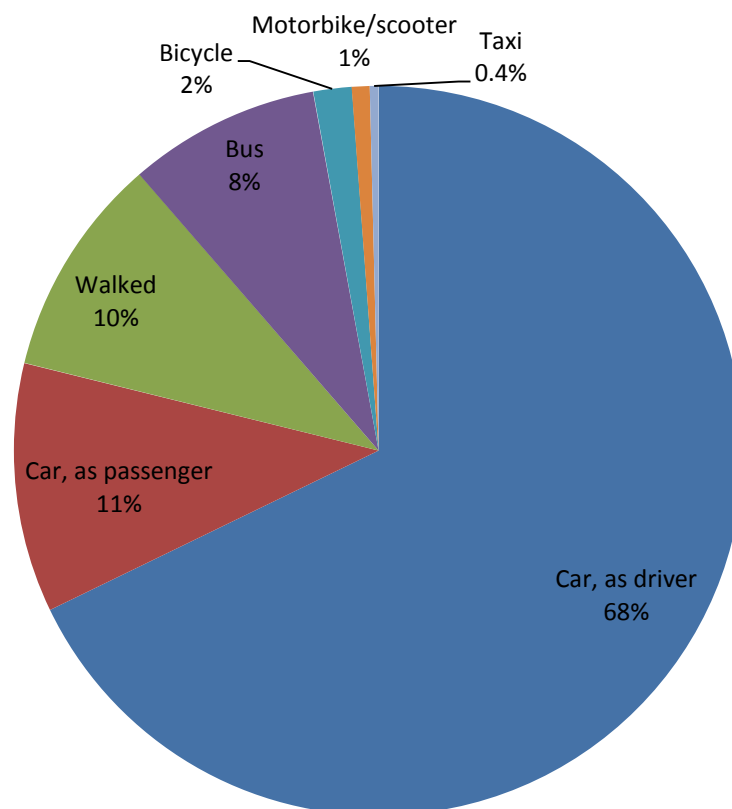
Modal Share

Hobart

Hobart is Tasmania’s largest destination for journey to work travel.

Compared to statewide modal share percentages, people travelling to Hobart for work are more likely to use active (walking, bicycle) or public (bus) transport, and less likely to travel by car.

Mode of journey to work to Hobart



Mode of journey to work to Hobart⁶

Mode	Number Travelling by Mode
Car, as driver	25,392
Car, as passenger	4,135
Walked	3,663
Bus	3,177
Bicycle	634
Motorbike/scooter	297
Taxi	145
Other ⁷	1,259
TOTAL	38,702

⁶ Values exclude those who did not go to work and those who worked at home.

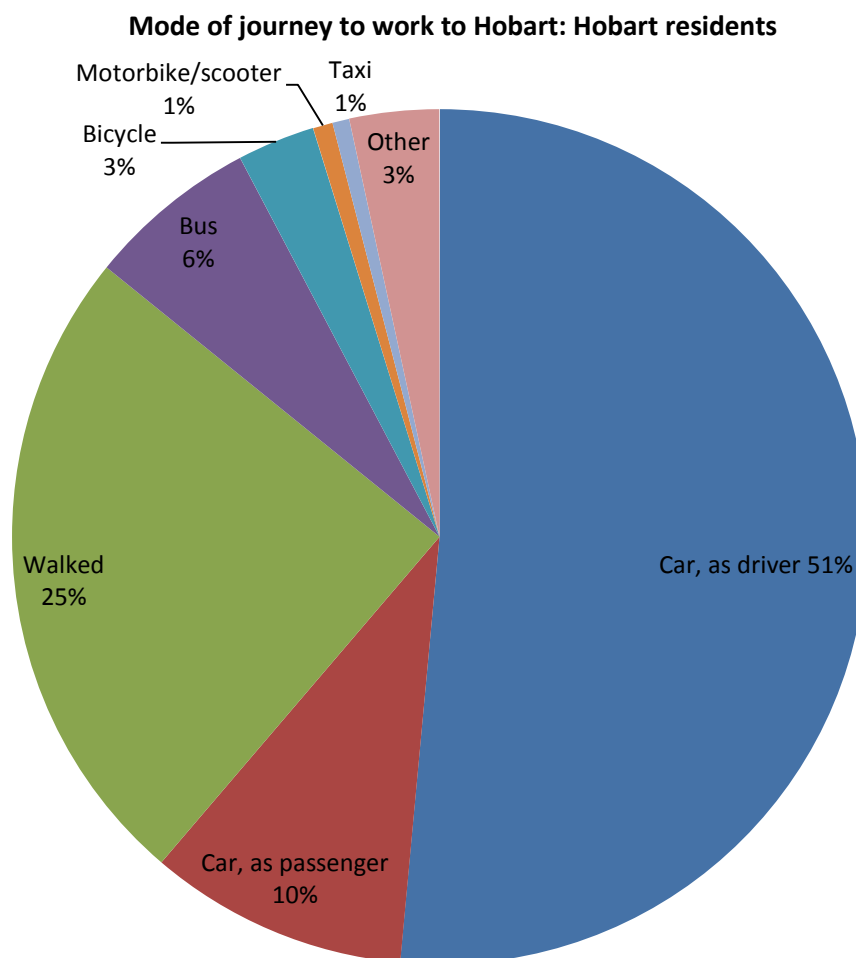
⁷ 'Other' includes journeys undertaken by truck, ferry and by more than one mode of transport

Impact of self-containment on mode of transport to work

For people who live and work in Hobart, the proportion of people using active transport to travel to work increases. While 10% of all people working in Hobart walk to work, and 2% cycle, for people living and working in Hobart these percentages increase to 25% and 3% respectively. Of all people statewide who reported cycling or walking to work in 2011, 31.4% lived and worked in Hobart.

Mode of journey to work to Hobart: Hobart residents⁸

Mode	Number Travelling by Mode
Car, as driver	7175
Car, as passenger	1362
Walked	3427
Bus	901
Bicycle	409
Motorbike/scooter	104
Taxi	89
Other ⁹	473
TOTAL	13940



⁸ Values exclude those who did not go to work and those who worked at home.

⁹ Includes journeys undertaken by truck, ferry and by more than one mode of transport.

Origin and Destination

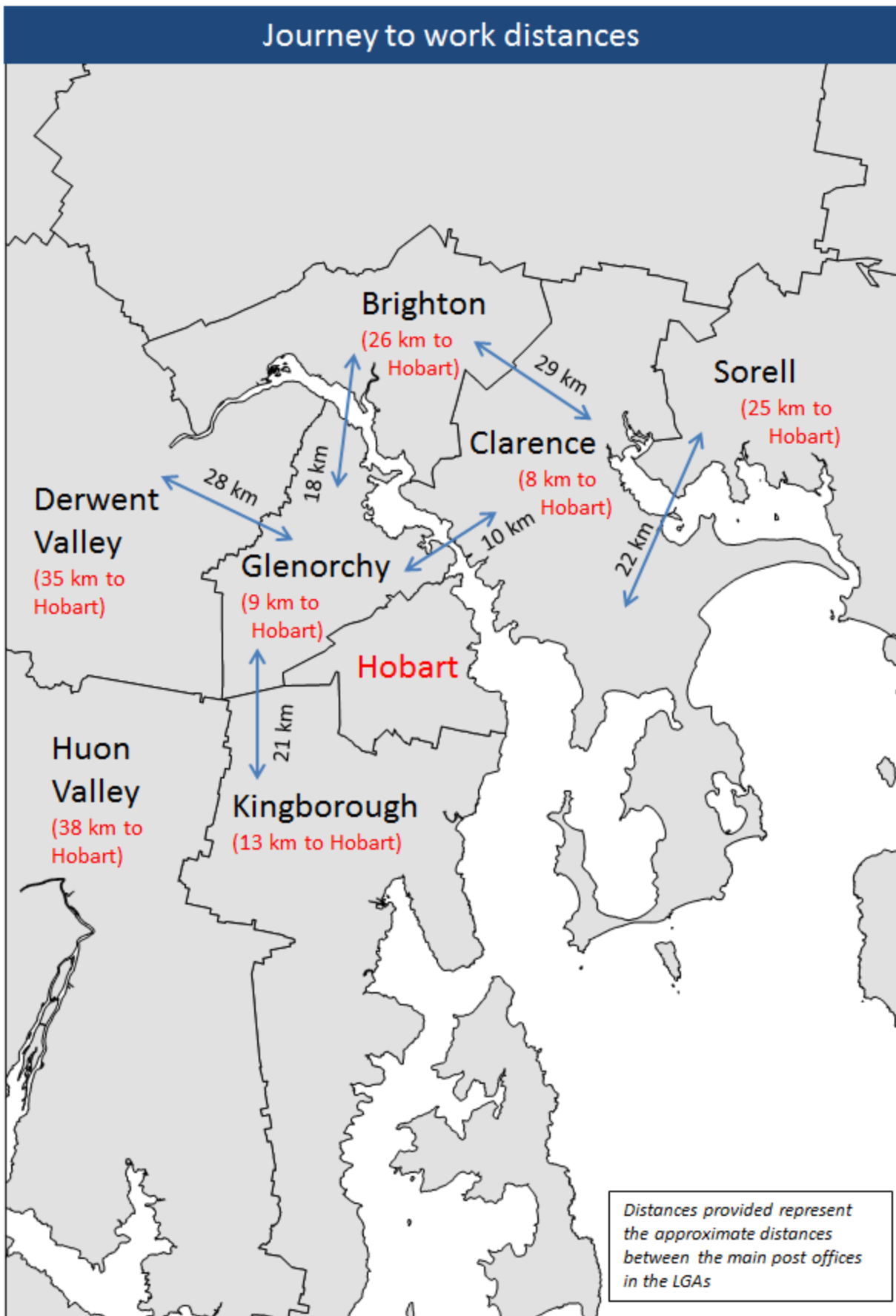
The table below shows the origin and destination for journey to work by LGAs in the Southern Region.

Journey to work origin and destination: Southern Region 2011

JTW DESTINATION 2011														
JTW ORIGIN 2011	Brighton	Central Highlands	Clarence	Derwent Valley	Glamorgan/Spring Bay	Glenorchy	Hobart	Huon Valley	Kingborough	Sorell	Southern Midlands	Tasman	Total	
	Brighton	975	20	614	135	4	1678	1565	7	103	54	31	0	5186
	Central Highlands	14	415	20	70	0	54	55	0	0	0	15	0	643
	Clarence	230	13	7401	87	12	2937	9490	48	442	323	34	15	21032
	Derwent Valley	139	32	181	1226	3	736	647	3	25	4	7	0	3003
	Glamorgan/Spring Bay	6	0	28	5	1221	23	59	7	7	8	5	0	1369
	Glenorchy	457	16	1469	207	6	7059	7159	19	328	81	23	0	16824
	Hobart	141	11	1453	110	23	2240	17050	108	798	75	22	10	22041
	Huon Valley	16	0	134	4	5	256	1066	3171	452	0	0	0	5104
	Kingborough	61	0	678	27	3	1148	6551	336	5452	23	0	4	14283
	Sorell	67	8	1102	19	21	631	1528	9	91	1570	9	37	5092
	Southern Midlands	184	7	215	37	9	412	359	0	16	58	797	0	2094
	Tasman	6	0	28	0	3	20	58	3	4	46	0	581	749
	Total	2296	522	13323	1927	1310	17194	45587	3711	7718	2242	943	647	97420

The following map shows approximate journey to work distances for the major inter-LGA movements. As the main post offices tend to be situated around the major population centres, the distances on the map are the approximate on-road distances between major post offices in the LGAs. Southern region post offices used in calculating distances include New Norfolk (Derwent Valley), Huonville (Huon Valley), Kingston (Kingborough), Hobart CBD, Glenorchy CBD, Brighton, Rosny (Clarence) and Sorell.

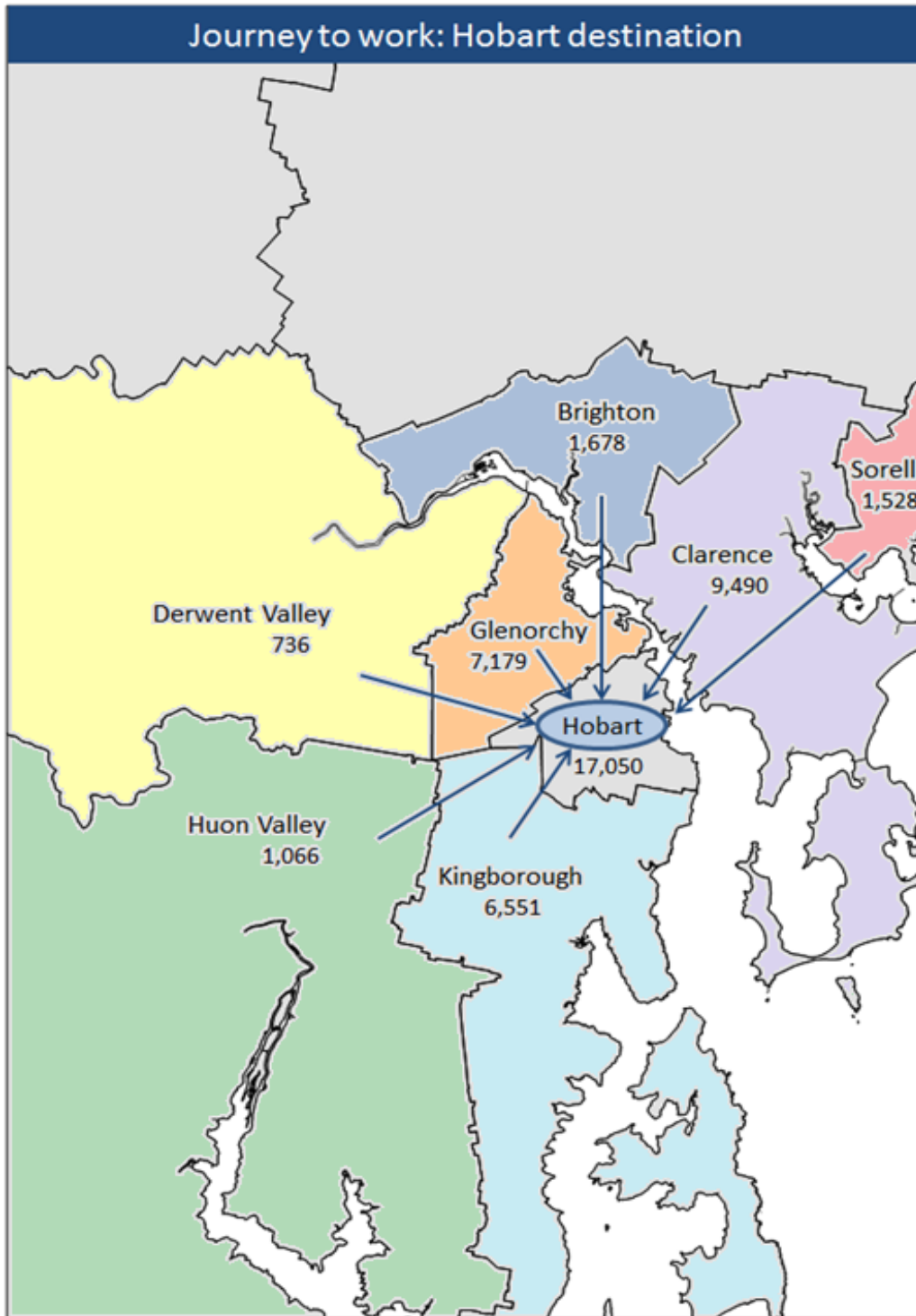
Southern Region: indicative journey to work distances



Travel Patterns into Hobart

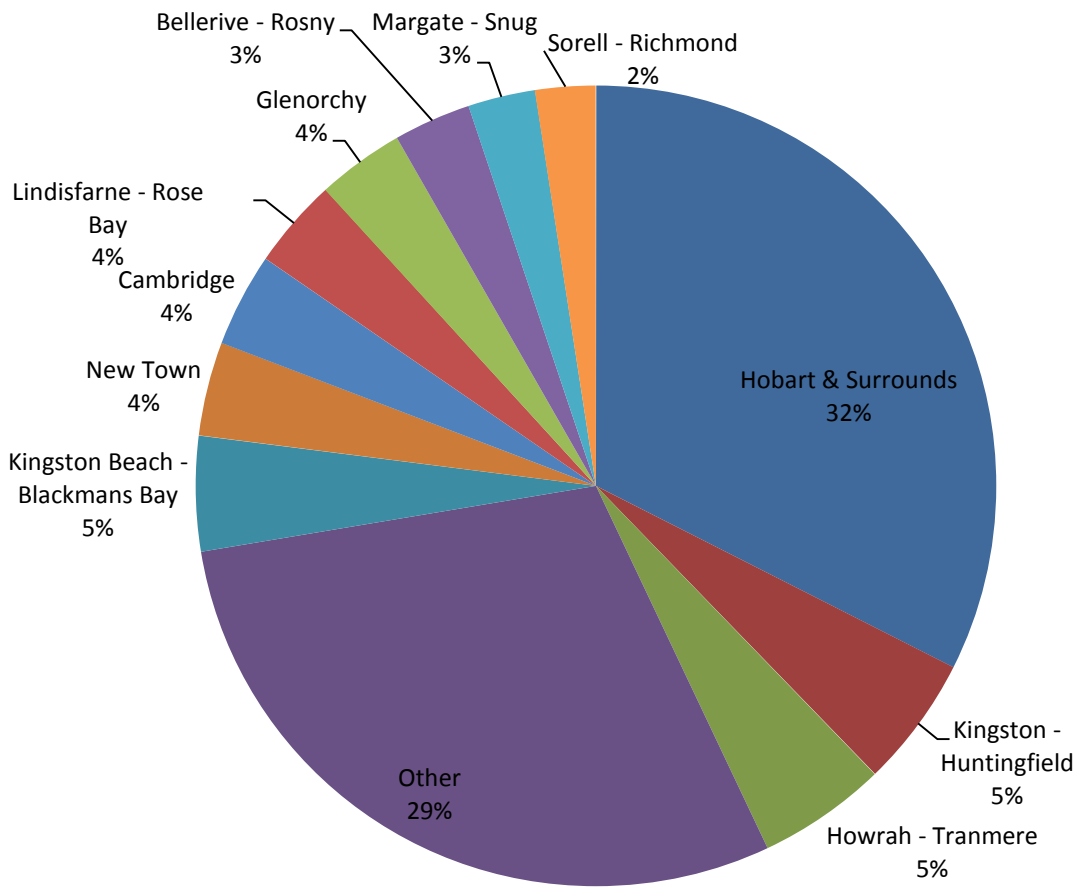
The number of people travelling into Hobart for work has increased from 34,251 in 2001 to 39,034 in 2011 – a 13.96% increase.¹⁰

Origin for work trips made to Hobart by LGA



¹⁰ Data taken from record of modal share travelling to Hobart (not including those who did not go to work or worked at home).

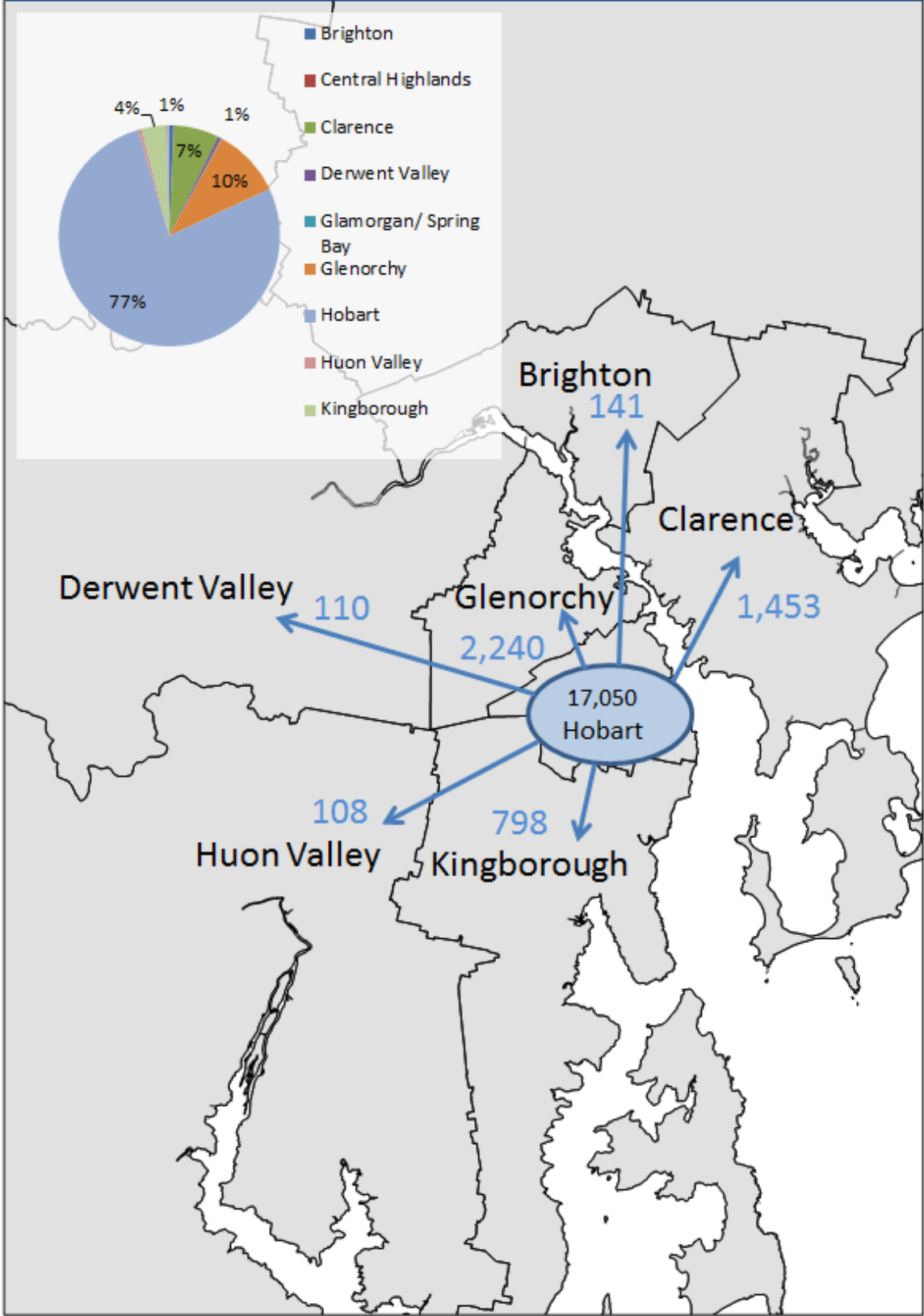
Origin for work trips made to Hobart^{11 12}



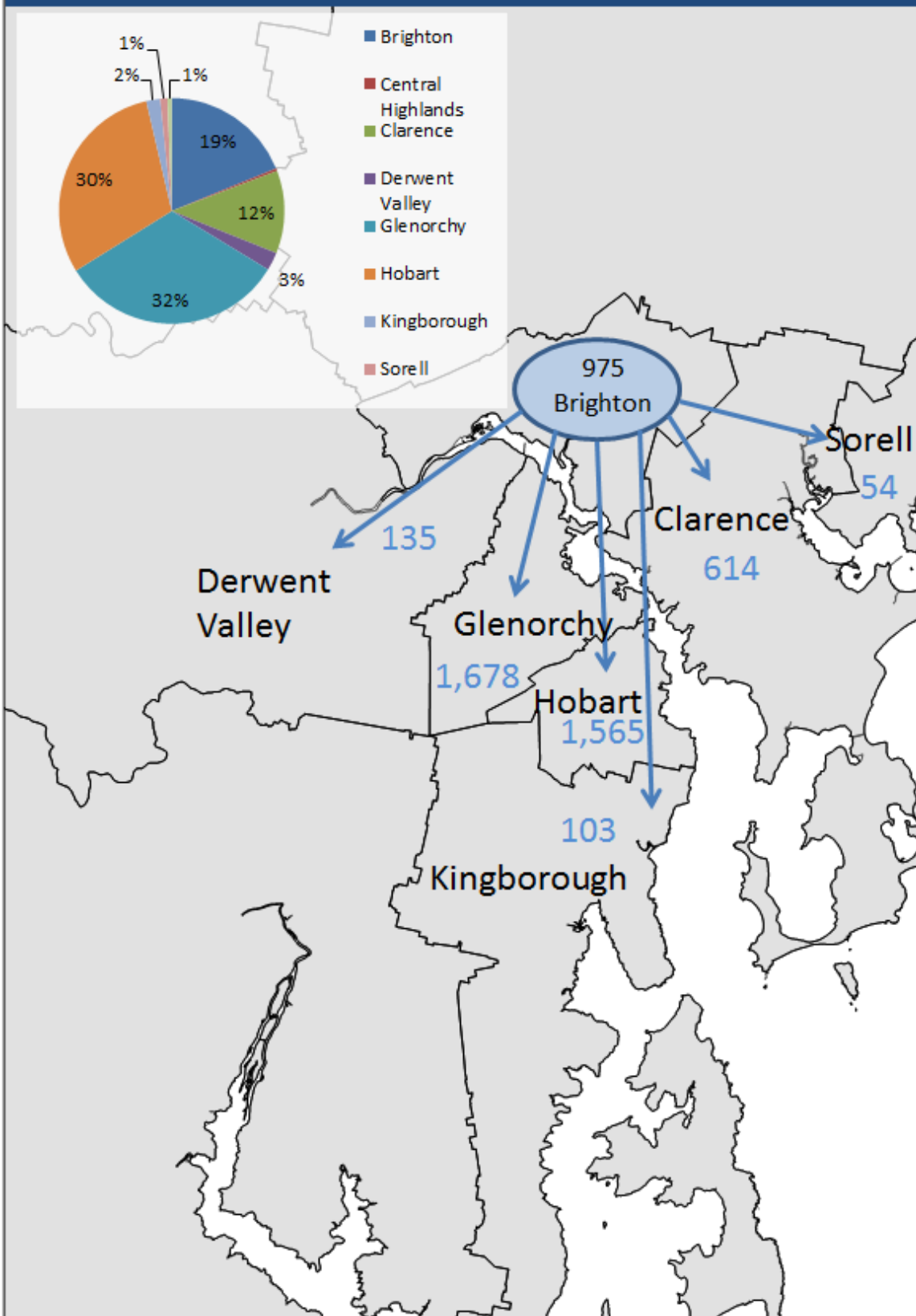
¹¹ 'Surrounds' includes Sandy Bay, Dynnyrne, Mount Nelson, Mount Stuart, Lenah Valley, West Hobart, South Hobart and Fern Tree.

¹² Origin for work trips made to Hobart is broken down to the Statistical Area Level 3 (SA3), which provides more precise detail than LGA analysis. SA3 areas have been designed by the ABS as functional areas of regional towns and cities with a population in excess of 20,000, or clusters of related suburbs around urban commercial and transport hubs within the major urban areas.

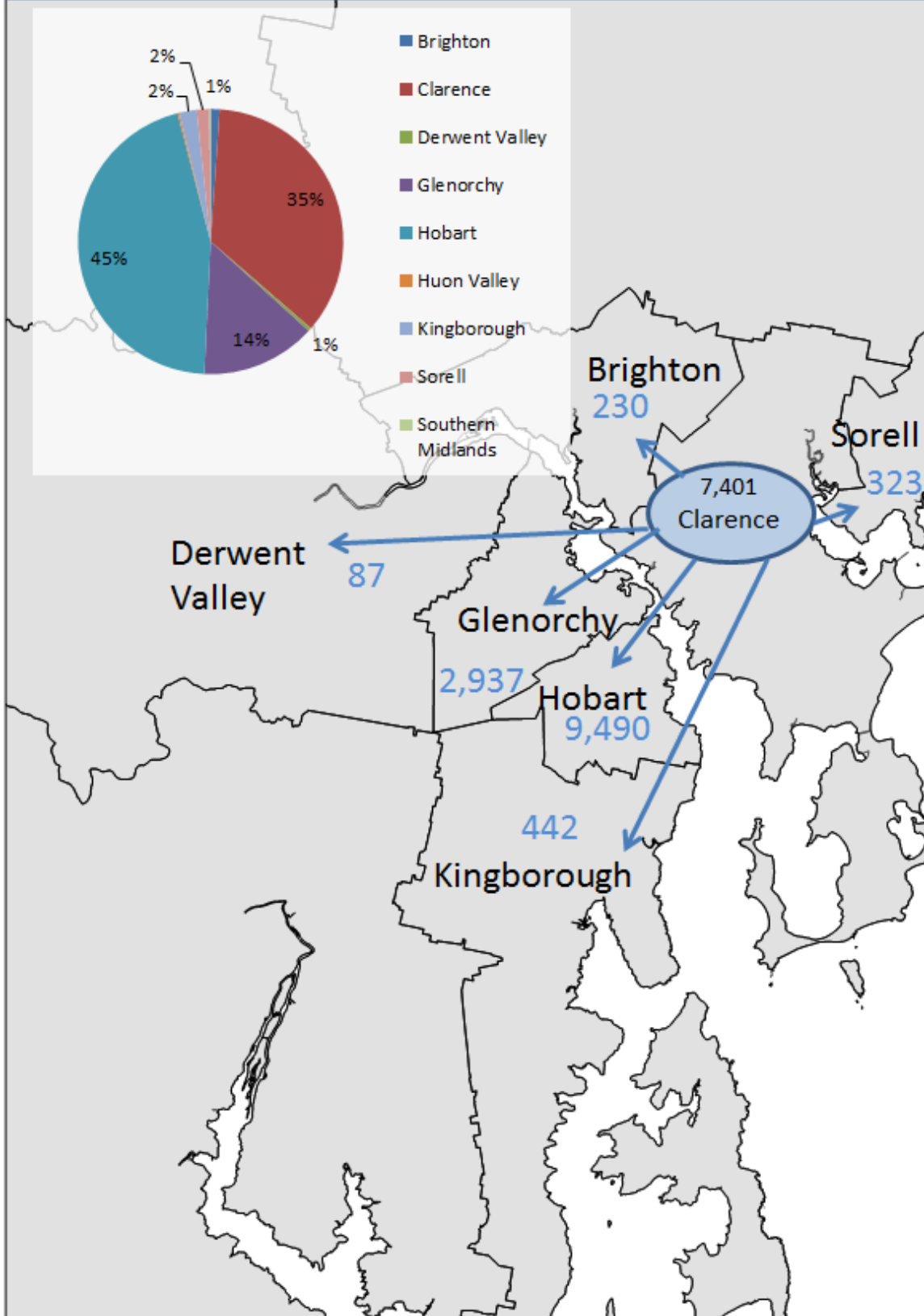
Journey to work: all destinations, Hobart



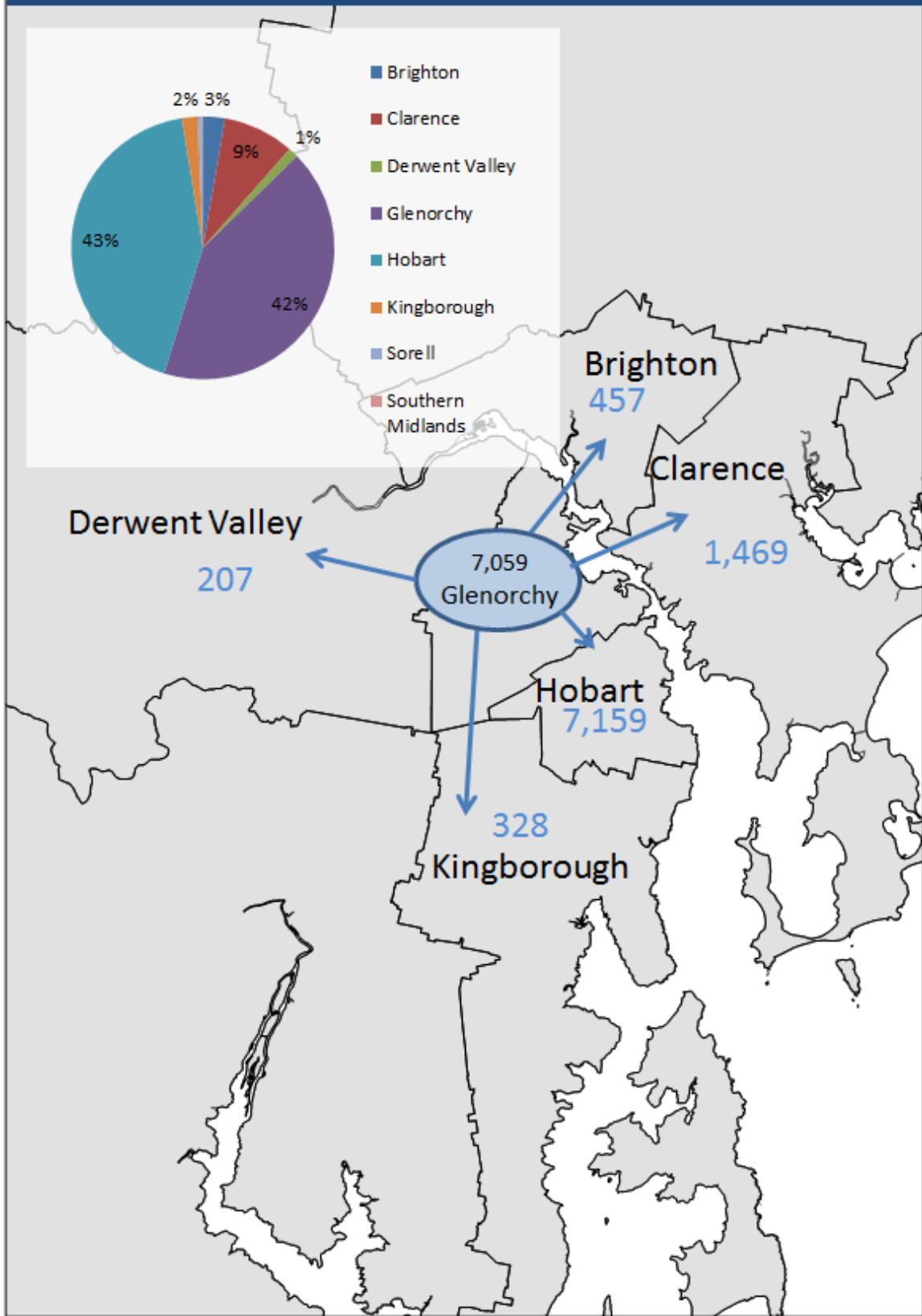
Journey to work: all destinations, Brighton



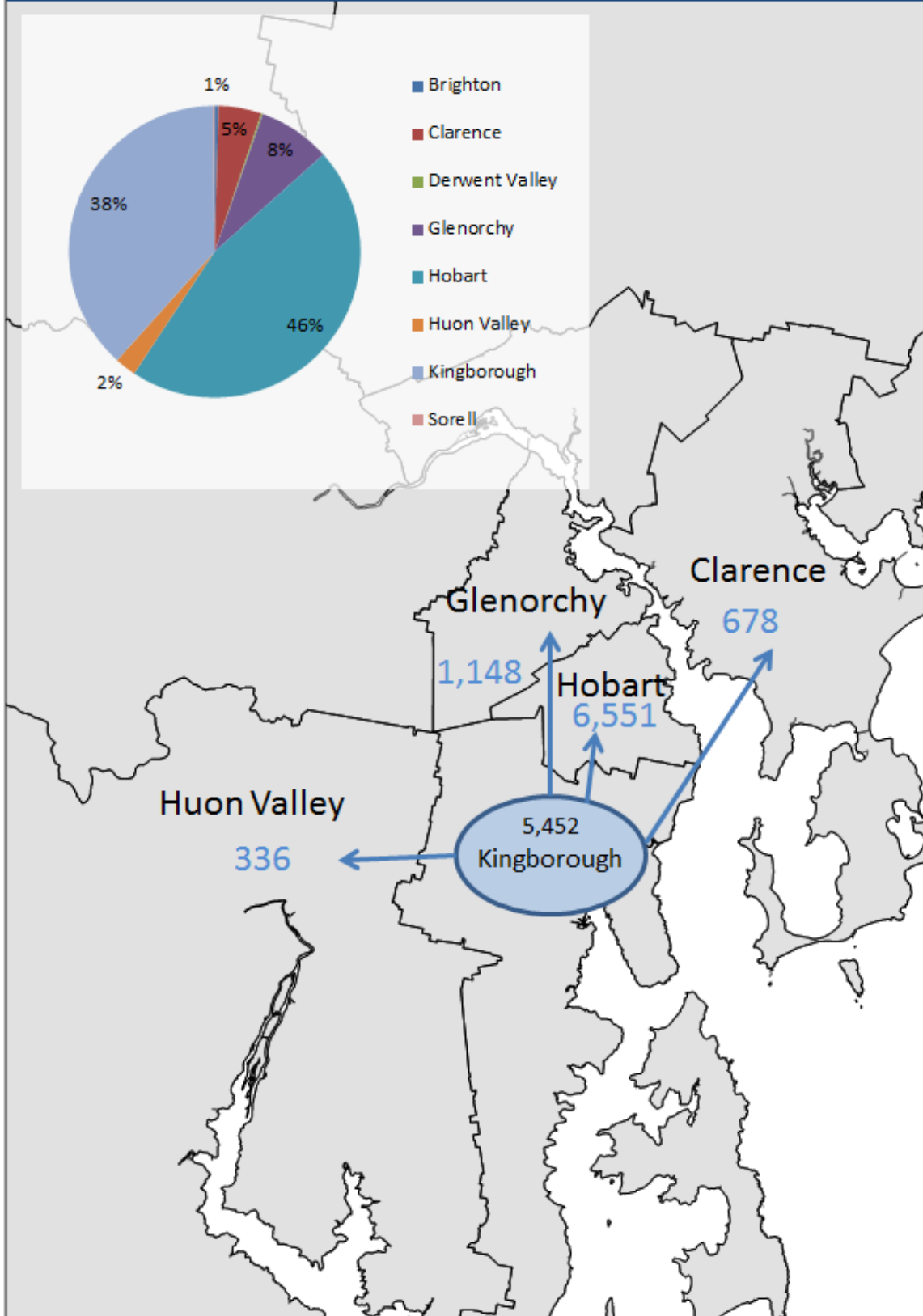
Journey to work: all destinations, Clarence



Journey to work: all destinations, Glenorchy



Journey to work: all destinations, Kingborough



Self-Containment

Overall, 48% of journey to work trips in the Southern Region are 'self-contained' journeys.¹³

Residence based self-containment percentage by LGA: Southern Region 2011

Residence Based Self-Containment: the proportion of residents employed within a zone

LGA (Origin)	Brighton	Central Highlands	Clarence	Derwent Valley	Glamorgan/Spring Bay	Glenorchy	Hobart	Huon Valley	Kingborough	Sorell	Southern Midlands	Tasman
Self-Containment (%)	19	65	35	41	89	42	77	62	38	31	38	78

Workplace based self-containment percentage by LGA: Southern Region 2011

Workplace based self-containment: the proportion of jobs in an area occupied by residents

LGA (Destination)	Brighton	Central Highlands	Clarence	Derwent Valley	Glamorgan/Spring Bay	Glenorchy	Hobart	Huon Valley	Kingborough	Sorell	Southern Midlands	Tasman
Self-Containment (%)	42	80	56	64	93	41	37	85	71	70	85	90

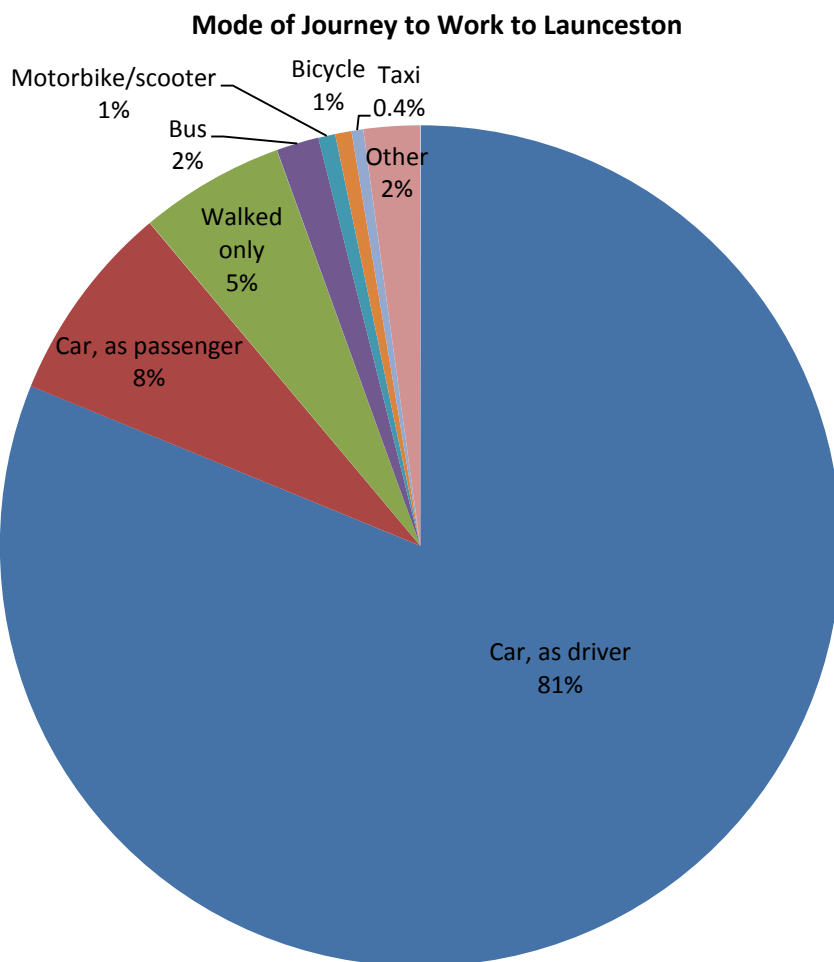
¹³ To calculate the overall self-containment percentage, the total number of journeys where the person lives and works in the same LGA was divided by the total number of journey to work trips for the Southern Region.

Northern Region

Modal Share

Launceston

Launceston is Tasmania's second largest population centre, and is a work destination for a significant number of workers. Modal share for journey to work trips made to Launceston is closely aligned to statewide patterns.



Mode of Journey to work to Launceston¹⁴

Mode	Number travelling by mode
Car, as driver	22,061
Car, as passenger	2,095
Walked only	1,512
Bus	444
Motorbike/scooter	178
Bicycle	171
Taxi	122
Other ¹⁵	590
TOTAL	27,173

¹⁴ Values in the table exclude those who did not go to work and those who worked at home

¹⁵ Includes journeys undertaken by truck, ferry and by more than one mode of transport

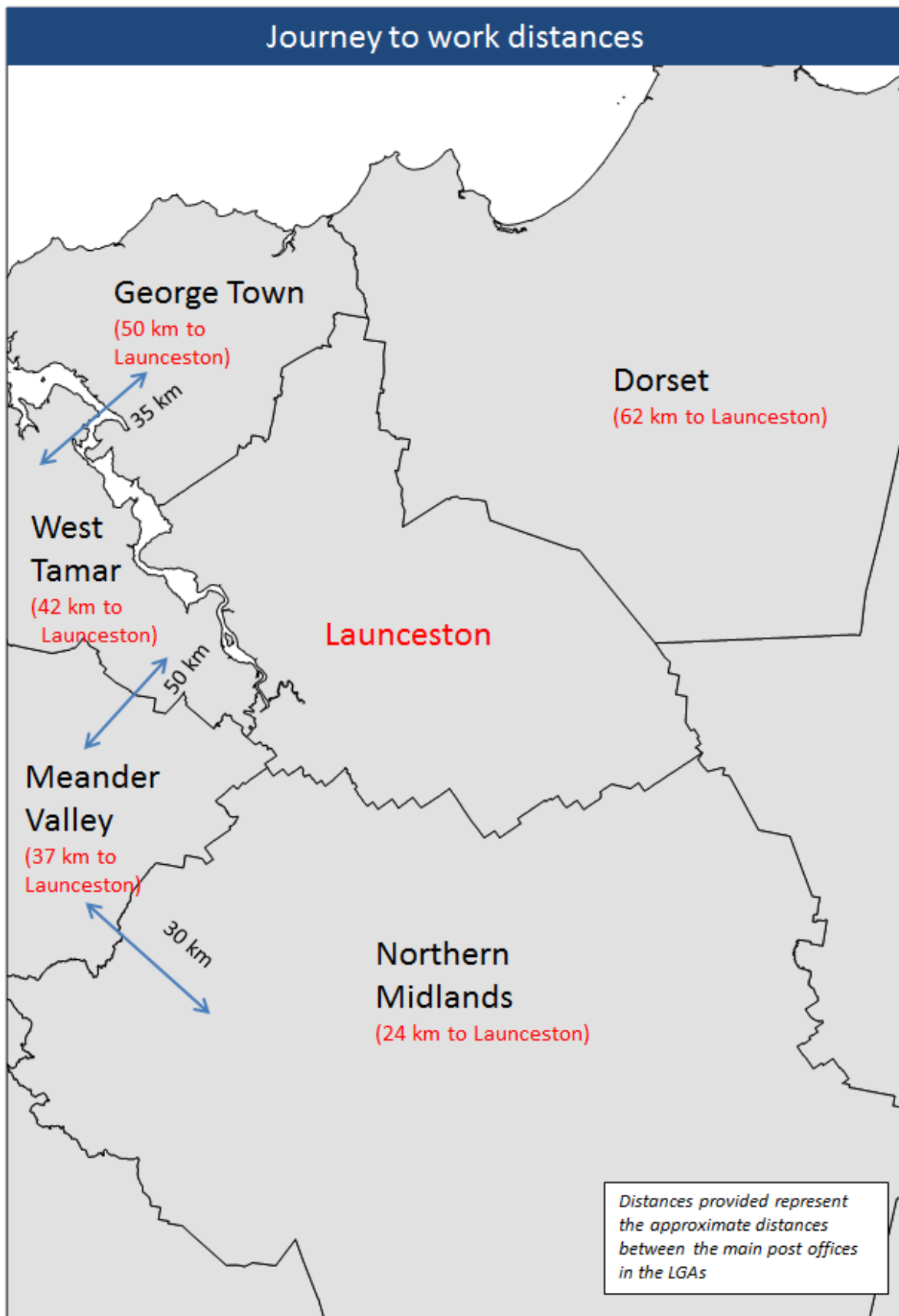
Origin and Destination

Journey to work origin and destination: Northern Region 2011

JTW DESTINATION 2011										
	Break O'Day	Dorset	Flinders	George Town	Launceston	Meander Valley	Northern Midlands	West Tamar	Total	
JTW ORIGIN 2011	Break O'Day	1585	17	0	5	38	5	8	0	1658
	Dorset	0	2034	0	104	149	3	10	5	2305
	Flinders	0	0	343	0	7	0	0	0	350
	George Town	0	16	0	1472	503	11	16	46	2064
	Launceston	31	111	4	522	20542	945	878	885	23918
	Meander Valley	10	18	0	71	3527	3091	330	179	7226
	Northern Midlands	14	12	0	31	1915	165	2318	90	4545
	West Tamar	3	14	3	386	4860	258	191	2650	8365
	Total	1643	2222	350	2591	31541	4478	3751	3855	50431

The following map shows approximate journey to work distances for the major inter-LGA movements. As the main post offices tend to be situated around the major population centres, the distances on the map are the approximate on-road distances between major post offices in the LGAs. Northern region post offices used in calculating distances include Scottsdale (Dorset), Longford (Northern Midlands), Westbury (Meander Valley), Beaconsfield (West Tamar), George Town and Launceston CBD.

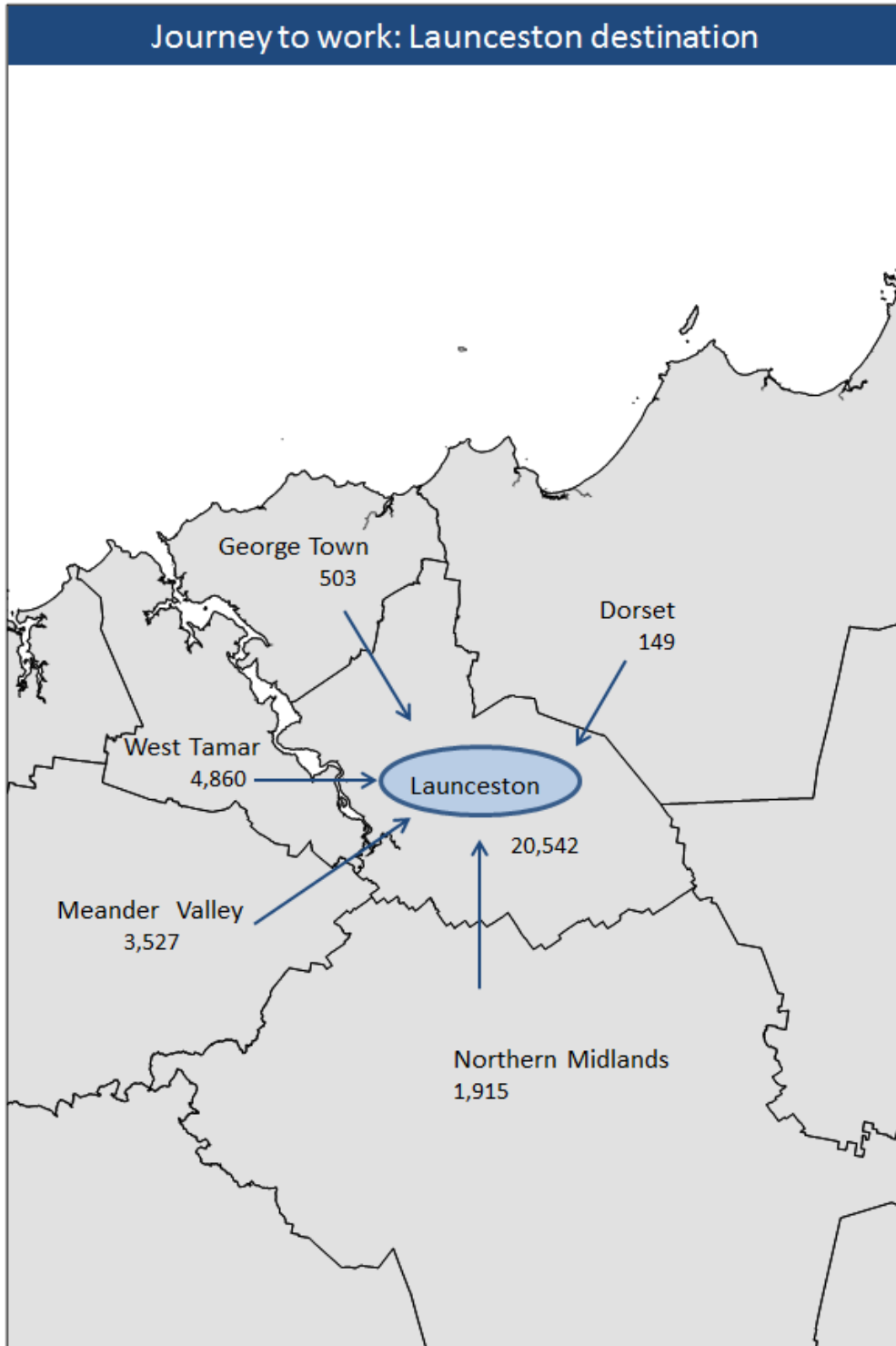
Northern Region: indicative journey to work distances



Travel patterns to Launceston

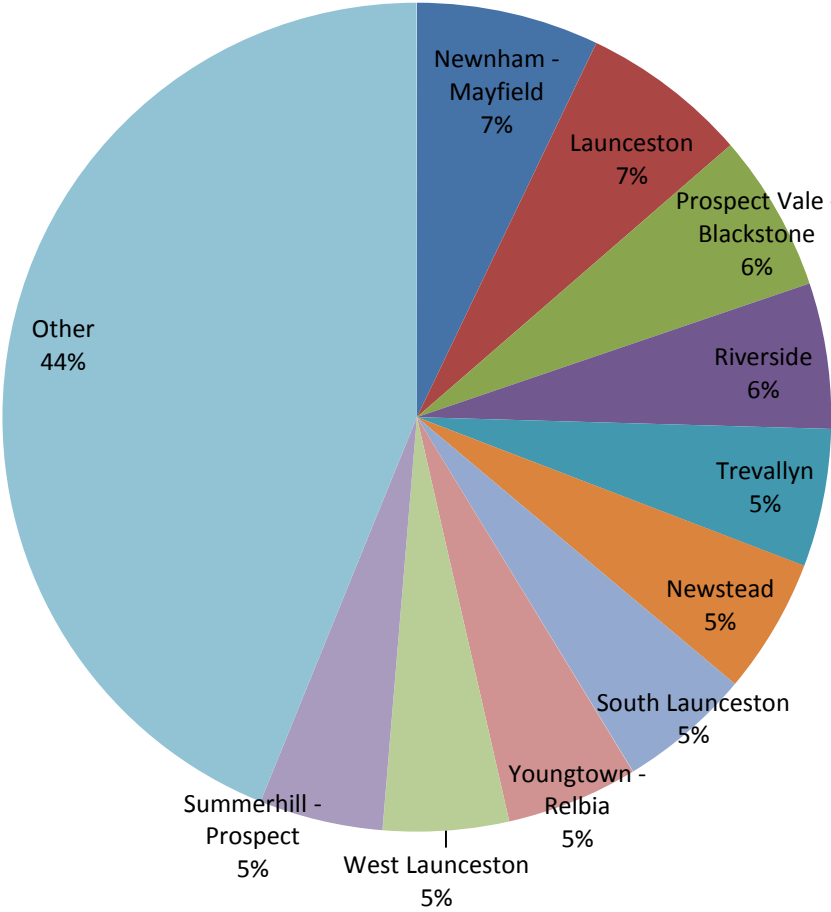
The number of people travelling to Launceston increased from 26,128 in 2011 to 27,421 in 2011, an increase of 4.95%.¹⁶

Origin for work trips to Launceston by LGA



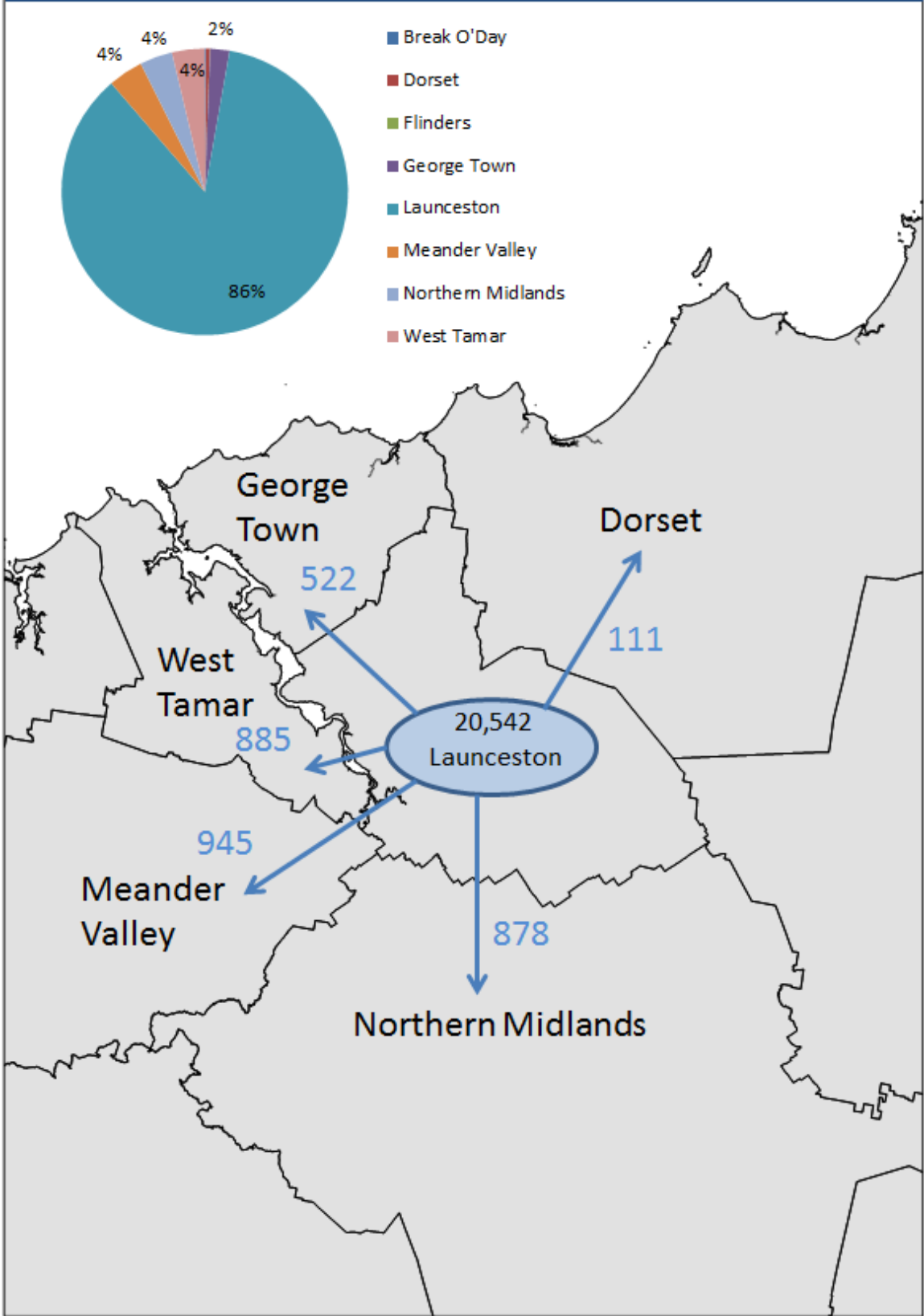
¹⁶ Data taken from record of modal share travelling to Launceston (not including those who did not go to work or worked at home).

Origin for work trips made to Launceston¹⁷

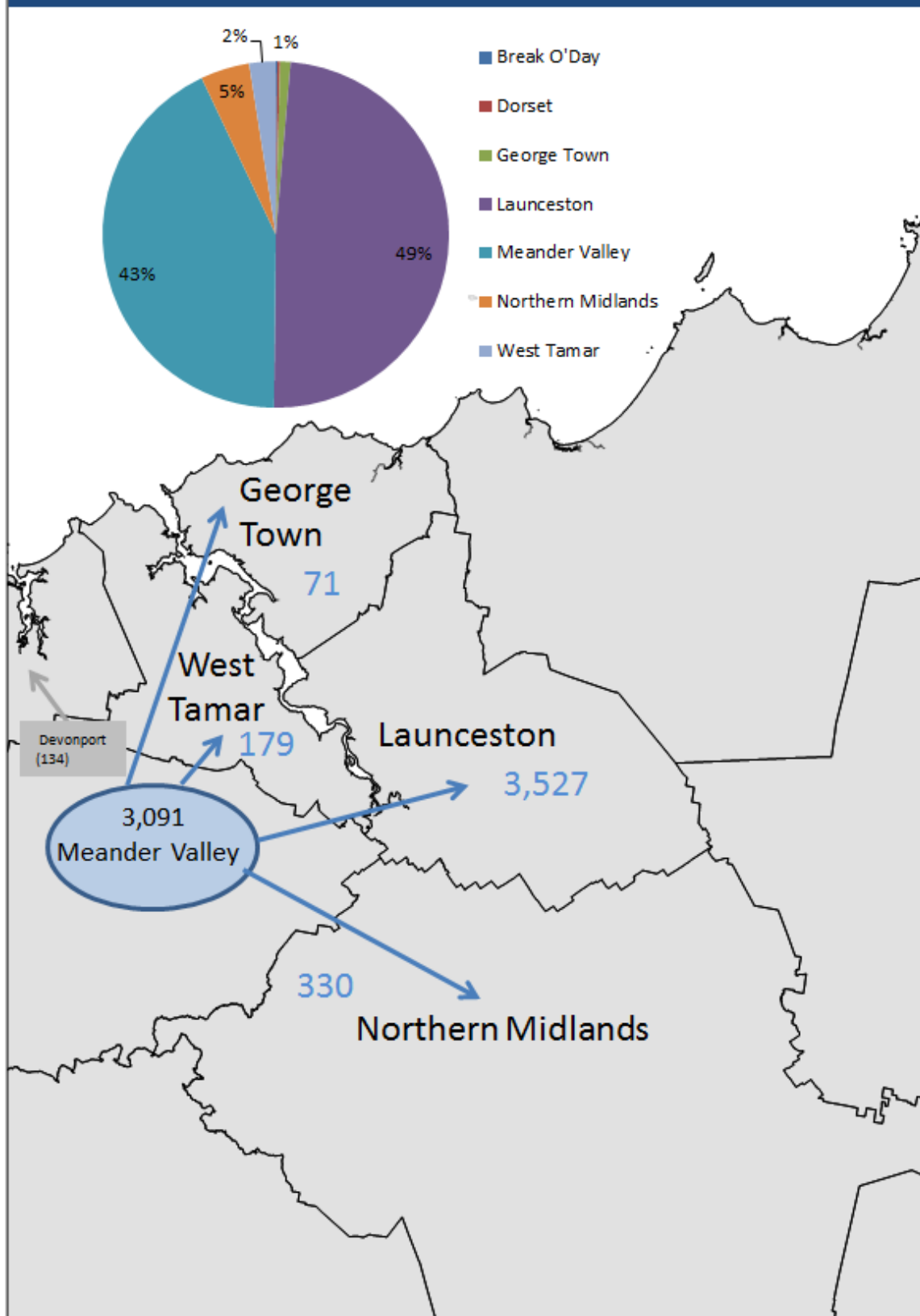


¹⁷ Origin for work trips made to Launceston is broken down to the Statistical Area Level 3 (SA3), which provides more precise detail than LGA analysis. SA3 areas have been designed by the ABS as functional areas of regional towns and cities with a population in excess of 20,000, or clusters of related suburbs around urban commercial and transport hubs within the major urban areas.

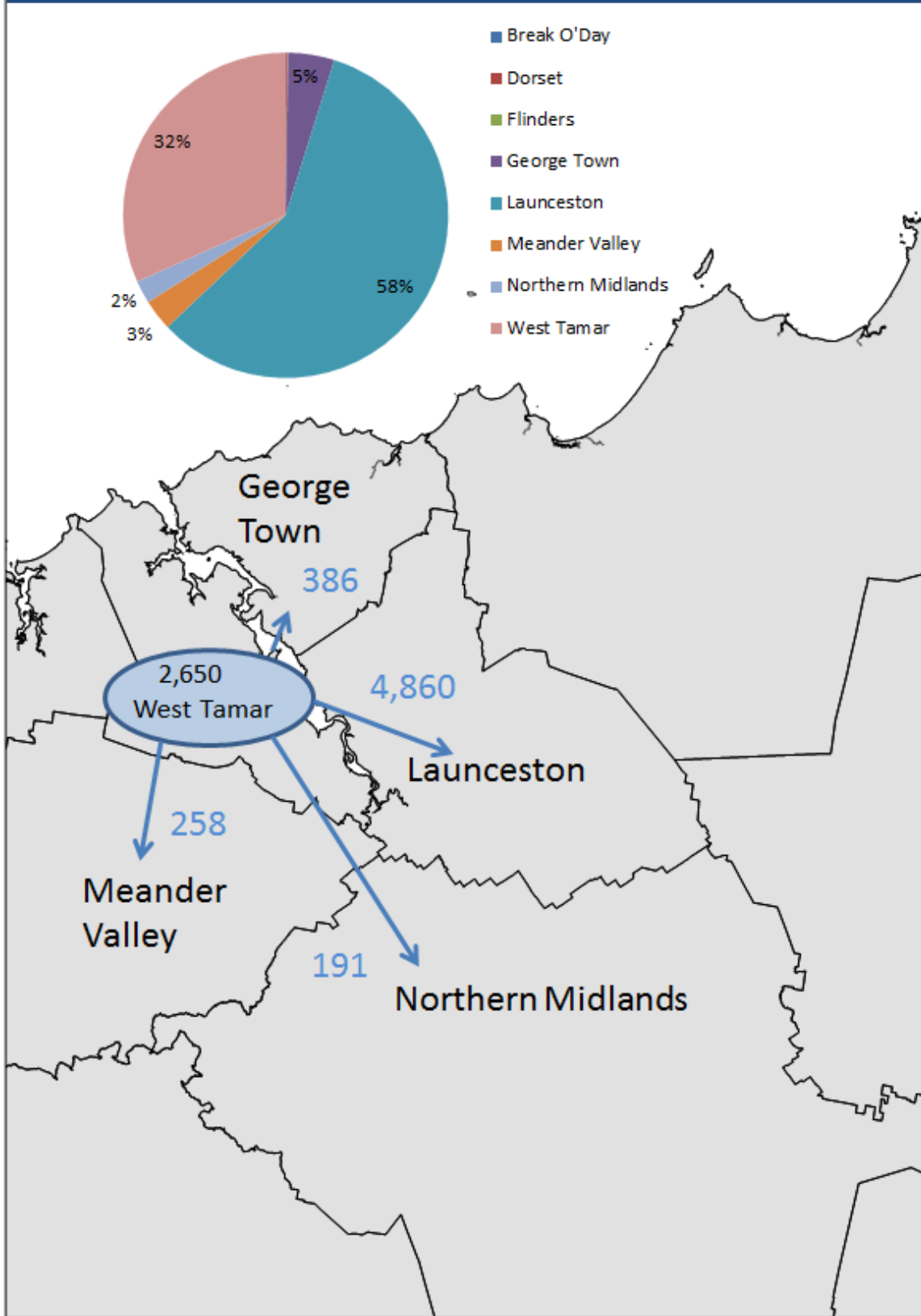
Journey to work: all Destinations, Launceston



Journey to work: all Destinations, Meander Valley



Journey to work: all Destinations, West Tamar



Self-Containment

Overall, the proportion of self-contained trips in the Northern Region is 67%.¹⁸ Although this rate is significantly higher than for the Southern Region (48%), the Southern Region has higher rates of active transport use. This may be because the Northern Region is home to a number of rural dispersed communities.

Residence based self-containment: Northern Region 2011

Residence Based Self-Containment: the proportion of residents employed within a zone

LGA (Origin)	Break O'Day	Dorset	Flinders	George Town	Launceston	Meander Valley	Northern Midlands	West Tamar
Self-Containment (%)	96	88	98	71	86	43	51	32

Workplace based self-containment: Northern Region 2011

Workplace based self-containment: the proportion of jobs in an area occupied by residents

LGA (Destination)	Break O'Day	Dorset	Flinders	George Town	Launceston	Meander Valley	Northern Midlands	West Tamar
Self-Containment (%)	96	92	98	57	65	69	62	69

¹⁸ To calculate the overall self-containment percentage, the total number of journeys where the person lives and works in the same LGA was divided by the total number of journey to work trips for the Northern Region.

Cradle Coast Region

Modal Share

Modal share for journey to work trips made in the Cradle Coast Region aligns with results for the rest of the State. Over 90% of workers travelling to Burnie and Devonport make the journey by car, either as a driver or passenger.

Modal share: Burnie

Mode		%
Car, as driver	6,994	83.8
Car, as passenger	701	8.4
Walked	348	4.2
Bus	64	0.8
Motorbike/scooter	45	0.5
Bicycle	23	0.3
Taxi	18	0.2
Other ¹⁹	157	1.9
TOTAL	8,350	

Modal share: Devonport

Mode		%
Car, as driver	8,233	84.4
Car, as passenger	706	8.2
Walked	412	4.2
Bus	52	0.5
Motorbike/scooter	35	0.4
Bicycle	61	0.6
Taxi	21	0.2
Other ⁹	240	2.5
TOTAL	9,760	

¹⁹ Includes journeys undertaken by truck, ferry and more than one mode

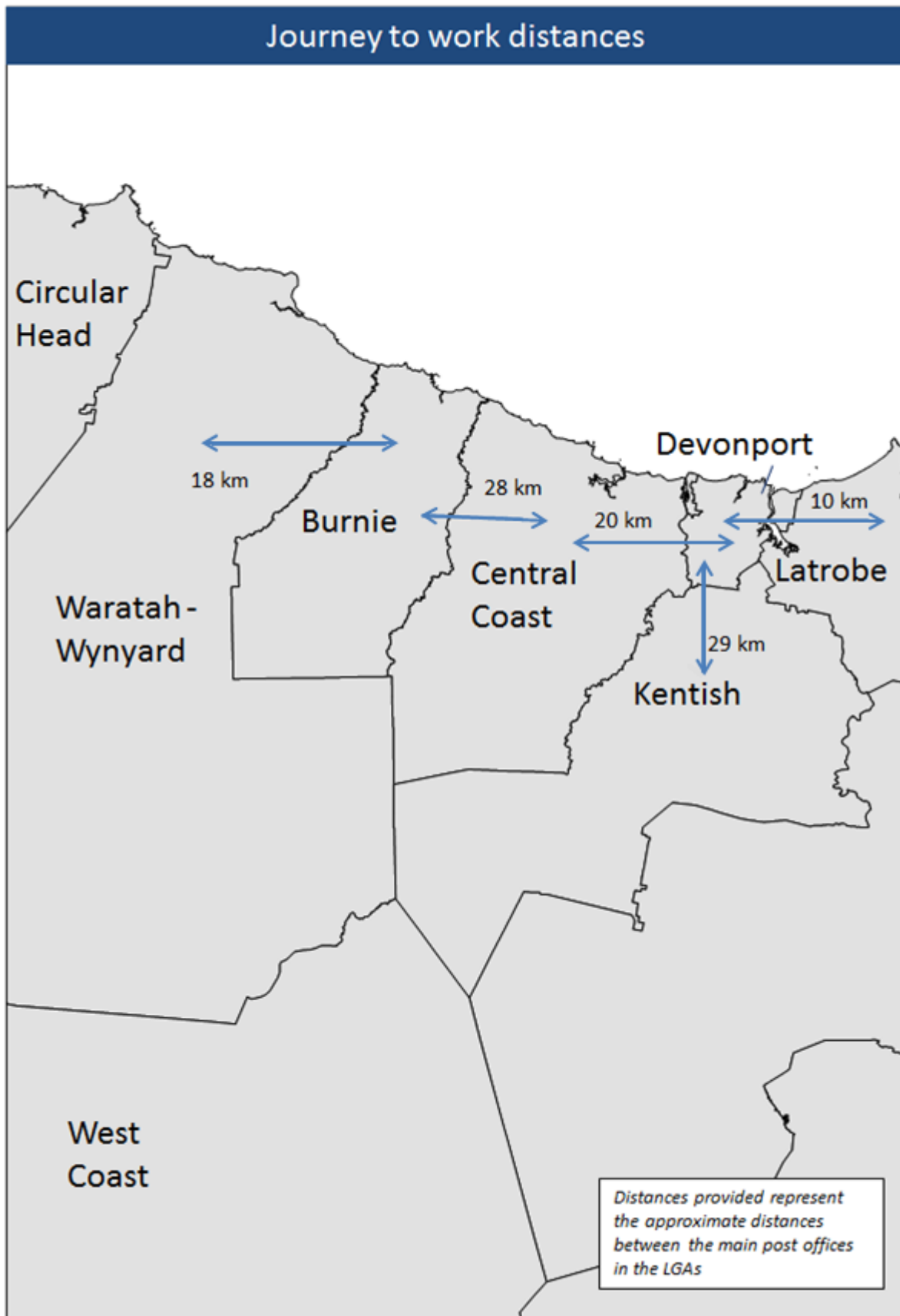
Origin and Destination

Journey to work origin and destination: Cradle Coast Region 2011

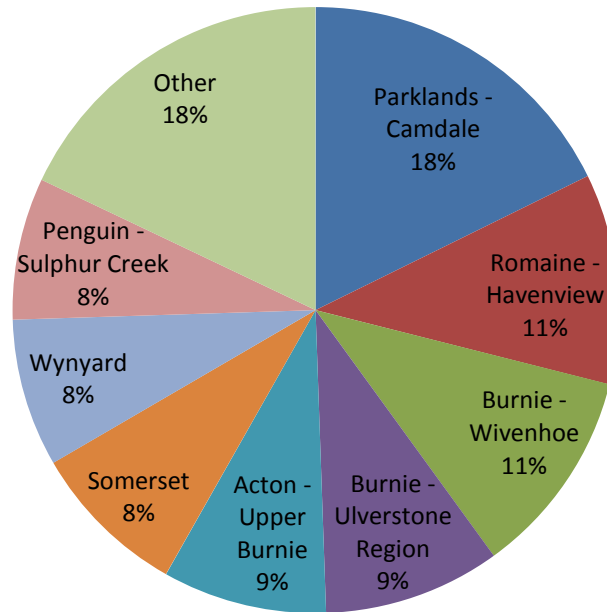
JTW DESTINATION 2011											
JTW ORIGIN 2011		Burnie	Central Coast	Circular Head	Devonport	Kentish	King Island	Latrobe	Waratah/Wynyard	West Coast	Total
	Burnie	5467	292	43	197	15	5	16	713	114	6862
	Central Coast	1581	3910	14	1680	45	0	188	205	86	7709
	Circular Head	45	6	3174	6	0	0	4	57	11	3303
	Devonport	374	581	6	6625	147	0	786	58	48	8625
	Kentish	46	98	4	830	880	0	190	5	16	2069
	King Island	4	0	0	0	0	688	0	0	0	692
	Latrobe	106	167	0	1684	96	0	1444	26	41	3564
	Waratah/Wynyard	2065	106	121	73	13	4	9	2318	75	4784
	West Coast	12	3	4	0	0	0	0	12	1720	1751
Total		9700	5163	3366	11095	1196	697	2637	3394	2111	39359

The following map shows approximate journey to work distances for the major inter-LGA movements. As the main post offices tend to be situated around the major population centres, the distances on the map are the approximate on-road distances between major post offices in the LGAs. Cradle Coast region post offices used in calculating distances include Wynyard (Waratah-Wynyard), Burnie CBD, Ulverstone (Central Coast), Sheffield (Kentish), Devonport CBD and Latrobe.

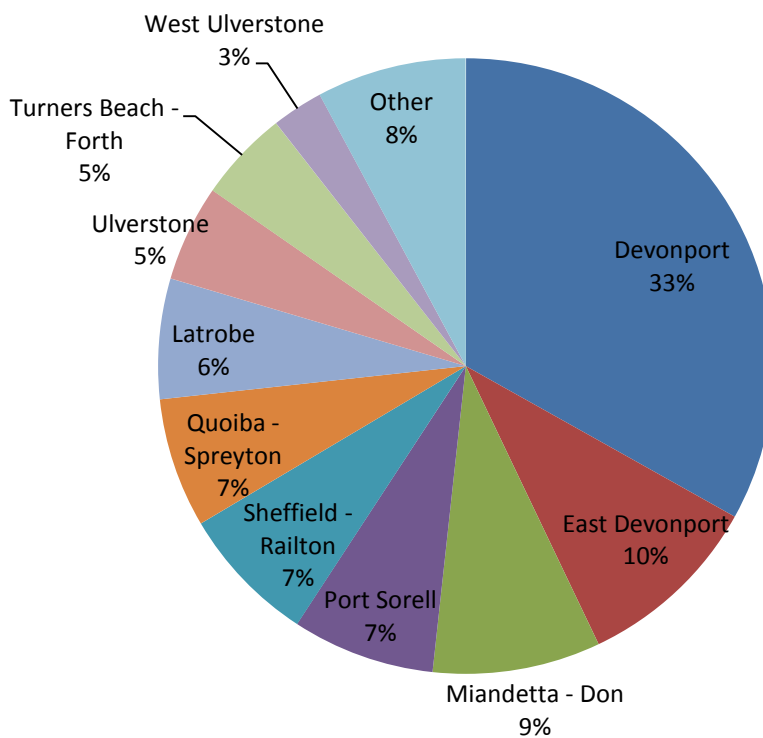
Cradle Coast Region: indicative journey to work distances



Origin for workers travelling to Burnie²⁰



Origin for workers travelling to Devonport²⁰



²⁰ Origin for work trips made is broken down to the Statistical Area Level 3 (SA3), which provides more precise detail than LGA analysis. SA3 areas have been designed by the ABS as functional areas of regional towns and cities with a population in excess of 20,000, or clusters of related suburbs around urban commercial and transport hubs within the major urban areas.

Self-Containment

Overall, 67% of work journeys made in the Cradle Coast Region are self-contained.²¹

Residence based self-containment: Cradle Coast Region 2011

Residence Based Self-Containment: the proportion of residents employed within a zone

LGA (Origin)	Burnie	Central Coast	Circular Head	Devonport	Kentish	King Island	Latrobe	Waratah/Wynyard	West Coast
Self-Containment (%)	80	51	96	77	43	99	41	48	98

Workplace based self-containment: Cradle Coast Region 2011

Workplace based self-containment: the proportion of jobs in an area occupied by residents

LGA (Destination)	Burnie	Central Coast	Circular Head	Devonport	Kentish	King Island	Latrobe	Waratah/Wynyard	West Coast
Self-Containment (%)	56	76	94	60	74	99	55	68	81

²¹ To calculate the overall self-containment percentage, the total number of journeys where the person lives and works in the same LGA was divided by the total number of journey to work trips for the Cradle Coast Region



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