



Northern
Territory
Government

DEPARTMENT OF LANDS AND PLANNING

Journey to Work Data for the Northern Territory

Introduction

Every five years the Australian Bureau of Statistics (ABS) conducts the national Census of Population and Housing. The latest Census was in 2006 and included a question on method of travel to work. The information, collected in response to this question, shows the mode (or type) of transport used by Territorians on the day of the Census. This data can be compared with other states and territories, capital cities and regional centres. The purpose of comparing this data is to show how the Territory compares with the rest of Australia in the use of public transport, cycling, walking and motor vehicles when travelling to work.

Greater Darwin and capital city comparisons

In 2006, Darwin had the highest rate of motor vehicle use (85.9%) and lowest rate of public transport use (5.2%) for the journey to work of all capital cities in Australia (see table 1). Active transport use is high in comparison with other capital cities. Darwin had the second highest rate of walking to work (5.7%) and highest rate of cycling to work (3.2%).

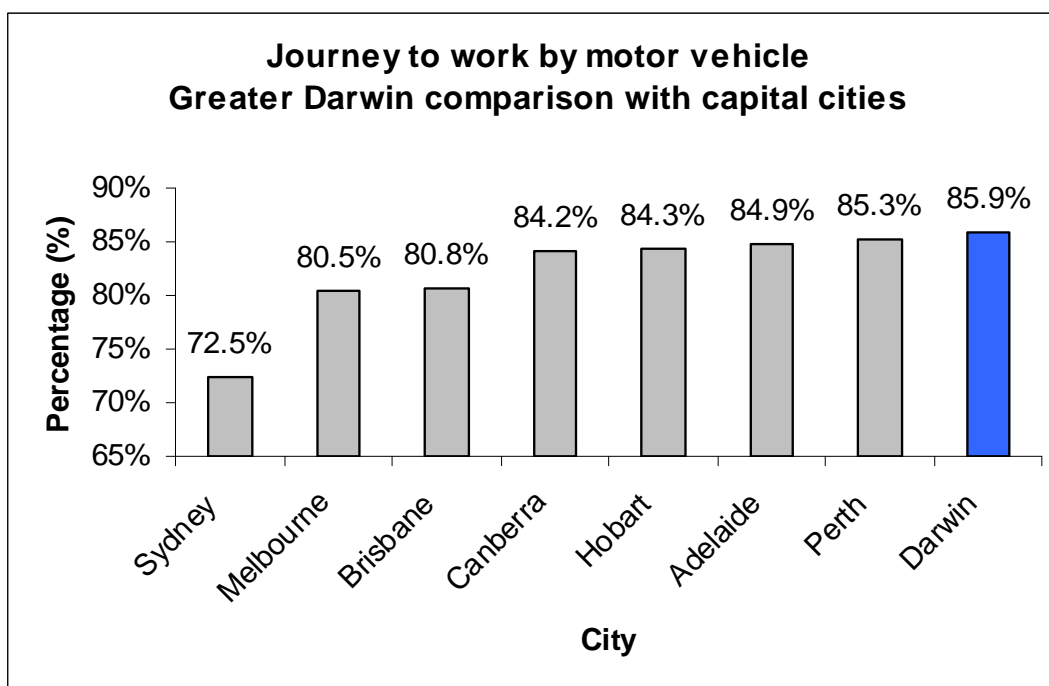


Figure 1. Journey to work by motor vehicle – Greater Darwin comparison with capital cities (2006 Census)

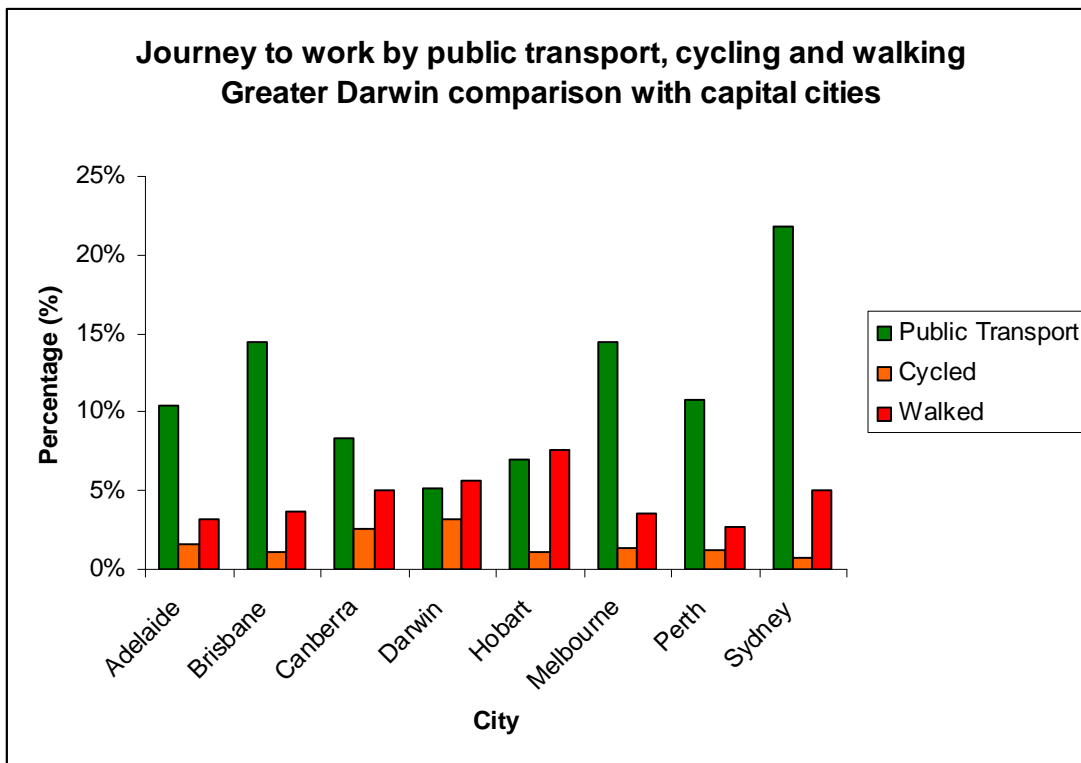


Figure 2. Journey to work by public transport, cycling and walking – Greater Darwin comparison with capital cities (2006 Census)

Table 1. Greater Darwin journey to work mode (%) – 2006 Census

City	Motor Vehicle	Public Transport	Cycled	Walked
Adelaide	84.9%	10.4%	1.5%	3.2%
Brisbane	80.8%	14.5%	1.1%	3.7%
Canberra	84.2%	8.3%	2.5%	5.0%
Darwin	85.9%	5.2%	3.2%	5.7%
Hobart	84.3%	7.0%	1.1%	7.6%
Melbourne	80.5%	14.5%	1.3%	3.6%
Perth	85.3%	10.8%	1.2%	2.7%
Sydney	72.5%	21.9%	0.7%	5.0%
Average	82.3%	11.6%	1.6%	4.6%

Darwin, Palmerston and Litchfield comparison

The Greater Darwin statistical division (SD) is the data source that has been used to compare journey to work modes with other capital and regional cities. The SD consists of three statistical subdivisions: Darwin, Palmerston and Litchfield (see figure 3). The subdivisions have a similar spread in journey to work modes. Palmerston and Litchfield have a higher reliance on the motor vehicle (89.7% and 88% respectively) than Darwin (84.1%) (see table 2). Litchfield has the lowest public transport use (2.5%) and highest walking use (7.9%) of the three subdivisions.

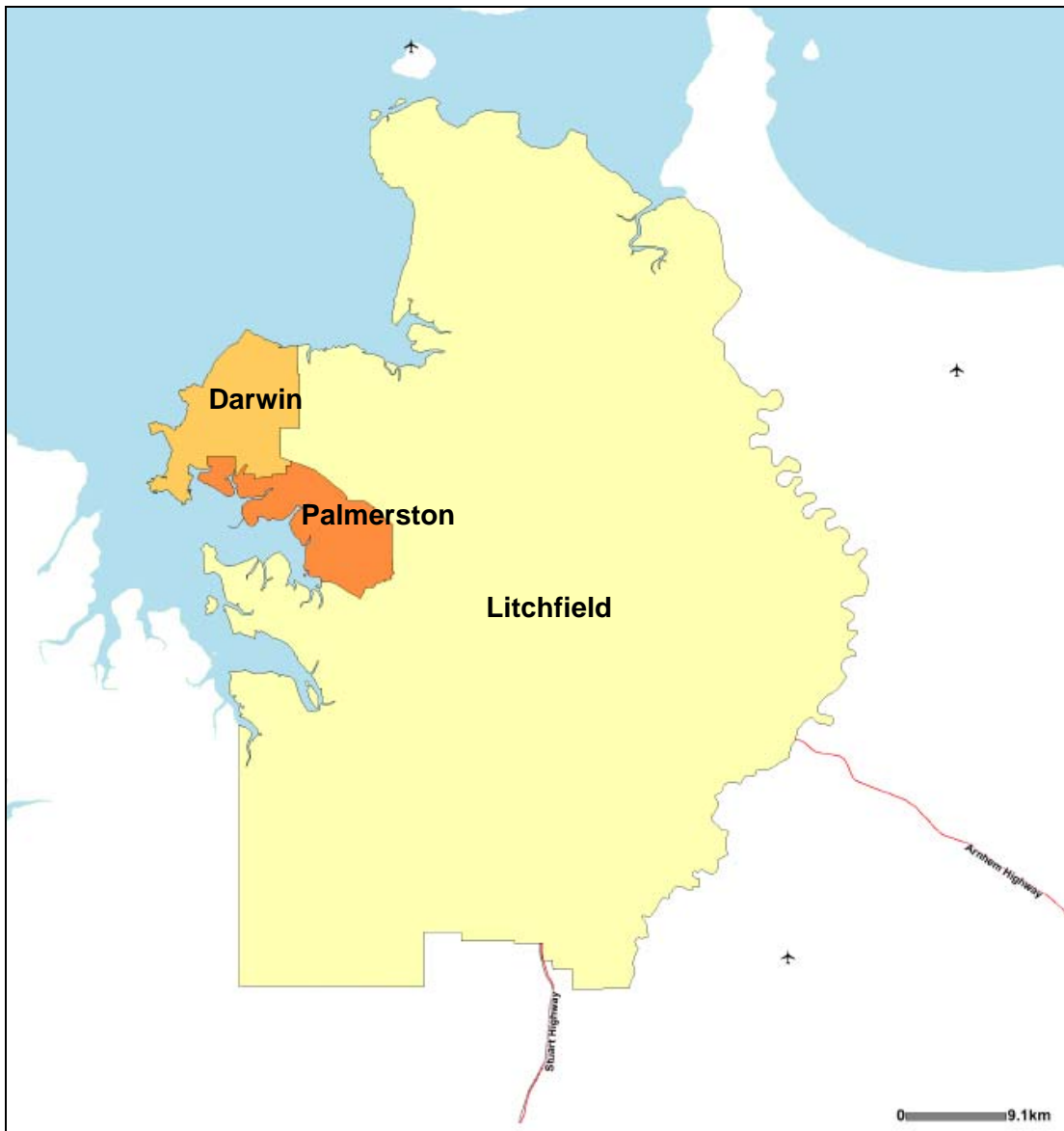


Figure 3. Greater Darwin Area Statistical Subdivision

Table 2. Darwin, Palmerston and Litchfield journey to work mode (%) – 2006 Census

	Motor Vehicle	Public Transport	Cycling	Walking
Darwin	84.1%	5.8%	4.0%	6.1%
Palmerston	89.7%	5.1%	2.2%	3.0%
Litchfield	88.0%	2.5%	1.6%	7.9%

Northern Territory comparison with other States and Territories

In the 2006 Census, 77% of the Territory indicated they travelled to work by motor vehicle (see table 3). This was the lowest figure of all states and territories. Lower motor vehicle use is usually related to an increase in public transport mode share. However, the Territory's lower motor vehicle use appears to be related to a high 14.2% walking mode share. This walking figure for the NT as a whole is much higher than urban areas in the NT, such as Darwin (5.7%) and Alice Springs (7.3%). This is likely to be due to the shorter distance required for the journey to work in rural and remote communities. It should be noted that 67% of the NT population live in Darwin and Alice Springs. Therefore, the Darwin and Alice Springs journey to work figures are more representative of how most Territorians travel to work.

Table 3. Northern Territory journey to work mode (%) – 2006 Census

State/Territory	Motor Vehicle	Public Transport	Cycled	Walked
ACT	84.2%	8.3%	2.5%	5.0%
NSW	78.4%	15.4%	0.8%	5.3%
NT	77.0%	5.3%	3.5%	14.2%
QLD	85.2%	8.5%	1.4%	4.9%
SA	85.9%	8.3%	1.4%	4.4%
TAS	88.0%	4.0%	0.9%	7.1%
VIC	82.8%	11.5%	1.3%	4.3%
WA	85.5%	9.1%	1.2%	4.2%
Average	83.4%	8.8%	1.6%	6.2%

Darwin, Alice Springs and Regional Cities Comparison

Darwin and Alice Springs are most appropriately compared with similarly sized Australian cities. In 2006 the following cities had populations ranging from 23,893 (Alice Springs) to 200,525 (Hobart). Darwin had a population of 105,991.

Darwin and Alice Springs have a relatively low motor vehicle mode share, of 85.9% and 82.1% respectively, when compared to regional cities of a similar size (see figure 6 and table 4). Public transport use for both Darwin and Alice Springs is above average. Alice Springs had the highest cycling figure (5.1%) of similar sized regional cities. Darwin and Alice Springs had above average walking figures of 5.7% and 7.3% respectively.

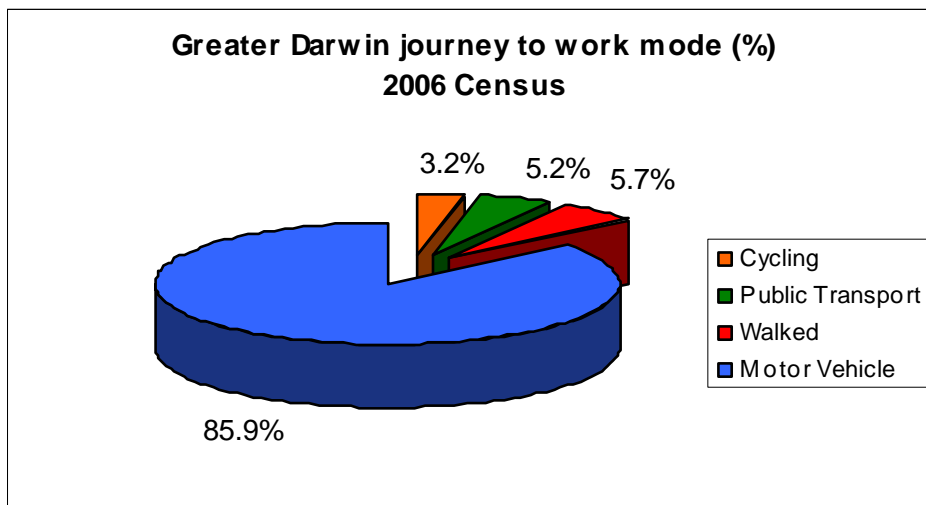


Figure 4. Greater Darwin journey to work mode percentage (2006 Census)

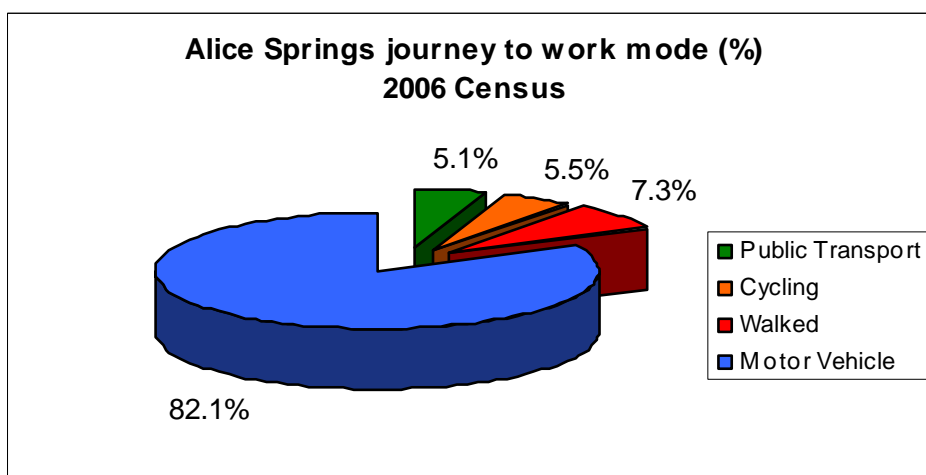


Figure 5. Alice Springs journey to work mode percentage (2006 Census)

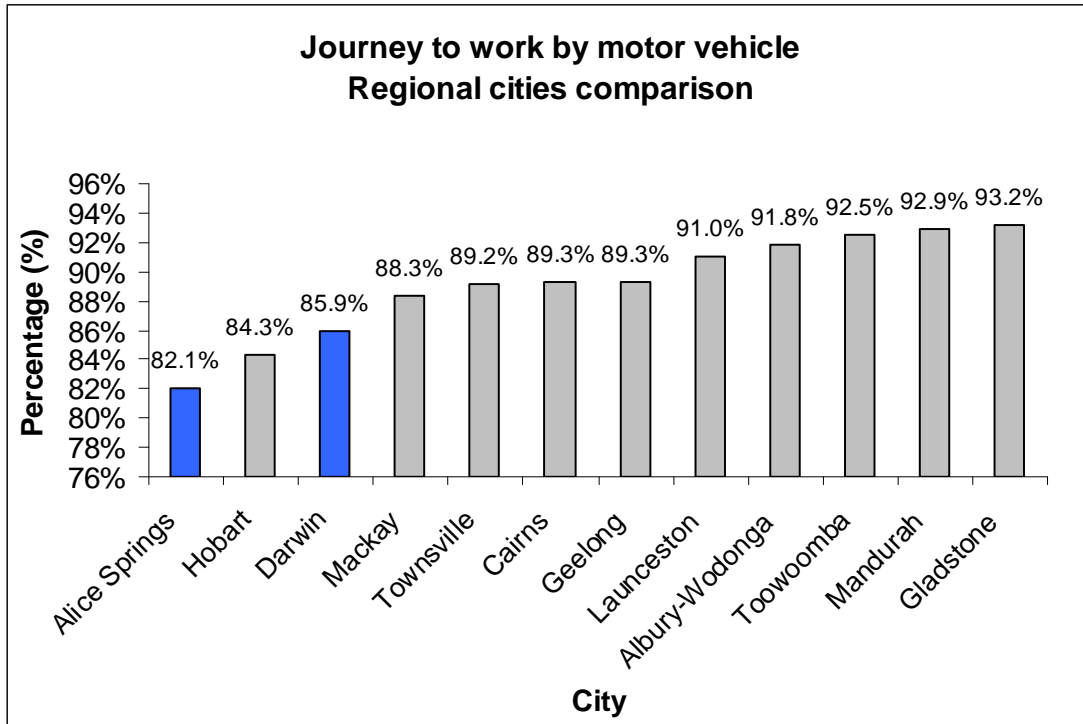


Figure 6. Journey to work by motor vehicle – Darwin and Alice Springs comparison with regional cities (2006 Census)

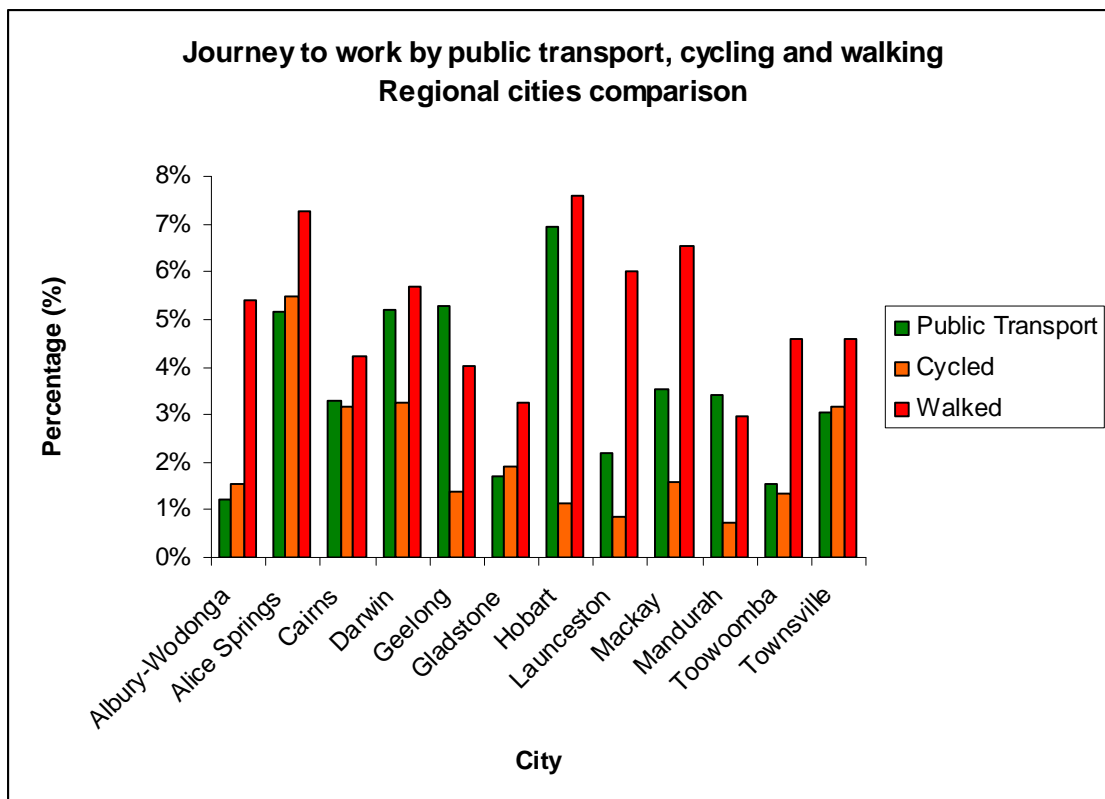


Figure 7. Journey to work by public transport, cycling and walking – Darwin and Alice Springs comparison with regional cities (2006 Census)

Table 4. Alice Springs journey to work mode (%) – 2006 Census

City	Motor Vehicle	Public Transport	Cycled	Walked
Albury-Wodonga	91.8%	1.2%	1.6%	5.4%
Alice Springs	82.1%	5.1%	5.5%	7.3%
Cairns	89.3%	3.3%	3.2%	4.2%
Darwin	85.9%	5.2%	3.2%	5.7%
Geelong	89.3%	5.3%	1.4%	4.0%
Gladstone	93.2%	1.7%	1.9%	3.2%
Hobart	84.3%	7.0%	1.1%	7.6%
Launceston	91.0%	2.2%	0.9%	6.0%
Mackay	88.3%	3.5%	1.6%	6.5%
Mandurah	92.9%	3.4%	0.7%	3.0%
Toowoomba	92.5%	1.5%	1.3%	4.6%
Townsville	89.2%	3.0%	3.2%	4.6%
Average	89.2%	3.5%	2.1%	5.2%

Based on Australian Bureau of Statistics 2007 Census Tables 2068.0

For further information visit <http://abs.gov.au/websitedbs/d3310114.nsf/home/Census+data> or contact us at transport.dlp@nt.gov.au