

Table 2.13: Post-Secondary Qualifications (persons aged 15 years plus), Outer Suburban LGAs, 30 June 2006.

Local Government Areas	Cert I-IV	Cert I-IV as %	Degree	Degree as %	AdvDip, GradDip, PostGrad & Other	Not Stated	Total
Cardinia (S)	9,232	43.6%	3,208	15.1%	4,312	4,413	21,165
Casey [©]	30,705	39.7%	12,183	15.7%	16,600	17,834	77,322
Hume (C)	18,157	37.9%	7,571	15.7%	9,314	12,877	47,919
Melton (S)	11,221	39.1%	4,986	17.3%	5,646	6,845	28,698
Mornington Peninsula (S)	20,985	35%	10,108	16.8%	13,760	15,106	59,959
Nillumbik (S)	8,405	31%	7,120	26.3%	7,880	3,633	27,038
Whittlesea(C)	15,407	37%	7,293	17.5%	8,709	10,193	41,602
Wyndham C)	15,401	36.8%	7,631	18.2%	9,496	9,335	41,863
Yarra Ranges (S)	23,088	40.1%	10,163	17.6%	13,712	10,528	57,491
Greater Melbourne	412,196	26.1%	418,334	26.5%	416,248	333,718	1,580,496
Victoria	610,415	29.2%	502,516	24%	524,183	455,296	2,092,410
Australia	2,662,780	31.8%	1,840,660	22%	2,007,092	1,851,282	8,361,814

Source: Australian Bureau of Statistics (ABS), *Census of Population and Housing (for all listed Outer Suburban Melbourne LGAs)*, ABS, Canberra, issued 25 October 2007.

Employment Activity

The 2006 Census shows that residents in eight of the nine outer suburban LGAs have a full-time employment rate within one or two per cent of the Melbourne, Victorian and Australian averages – with four LGAs (Casey, Melton, Whittlesea and Wyndham) exceeding those average rates.

Conversely, these four LGAs report lower than average rates of part-time employment amongst their local labour forces. Mornington Peninsula has the lowest full-time but highest part-time employment rates – illustrating its council's claims of an over-reliance on seasonal work, largely generated during the summer holidays at popular bayside resorts.^v These figures also reflect Mornington Peninsula's ageing population, with a higher than average proportion of residents at or near retirement.^{vi}

Table 5.2: Occupation Types by Motor Vehicles, Outer Suburban LGAs – 30 June 2006

Local Government Areas	Technicians & Trade	Managers	Clerical & Administrative	Professionals	Labourers	Sales	Machinery Operators & Drivers	Community & Personal Services
Cardinia (S)	18.7%	13.8%	13.8%	13.3%	11.8%	9.6%	9.2%	8.0%
Casey (C)	17.6%	10.1%	16.3%	11.8%	12.5%	10.9%	11.2%	7.3%
Hume (C)	16.7%	9.3%	17.2%	11.5%	12.3%	10.5%	11.4%	8.7%
Melton (S)	17.0%	9.5%	17.6%	12.6%	11.2%	10.1%	11.1%	8.5%
Mornington Peninsula (S)	18.6%	13.3%	12.8%	17.2%	9.9%	11.3%	5.0%	10.1%
Nillumbik (S)	14.9%	14.9%	16.6%	24.1%	5.8%	10.2%	3.1%	8.8%
Whittlesea (C)	17.1%	9.0%	16.5%	12.0%	13.0%	11.0%	10.6%	8.4%
Wyndham (C)	15.7%	10.6%	18.0%	14.1%	10.4%	10.1%	10.4%	8.6%
Yarra Ranges (S)	18.8%	12.3%	14.8%	16.3%	10.5%	10.1%	6.4%	9.0%
Greater Melbourne	13.6%	12.5%	15.9%	22.0%	8.7%	10.2%	6.4%	8.1%
Victoria	14.0%	13.5%	14.8%	20.8%	9.9%	10.1%	6.6%	8.4%
Australia	14.4%	13.2%	15.0%	19.8%	10.5%	9.8%	6.6%	8.8%

Source: Australian Bureau of Statistics (ABS), 2006 Census of Population and Housing (for all listed Outer Suburban Melbourne LGAs), ABS, Canberra, 25 October 2007.

Travel to Work

Though public transport patronage has markedly risen in 2008 – largely in direct response to record petrol price rises – private car travel remains by far the most dominant method of transport to and from work for residents of the outer suburbs.

According to the 2006 Census, an average of two out of every three employed residents in Melbourne's outer suburbs drove to work on Census Day 2006 – either as a sole driver or accompanied by passengers. All outer suburban areas reported a higher rate of car driver use than the Greater Melbourne average of 61 per cent. Of the nine interface LGAs, Nillumbik had the lowest car driver use at 65.7 per cent, whilst Casey had the highest at 69.6 per cent.¹³¹ Across these same outer areas, the next highest used travel to work method was as a

car passenger, ranging from 3.9 per cent in Nillumbik to 6.3 per cent in Wyndham – higher than the Greater Melbourne average of 4.7 per cent.¹³²

The number of residents solely using public transport (train, bus, ferry, tram / light rail and taxis combined) was below the Greater Melbourne average of 10.4 per cent in all nine outer suburban areas. Of the nine interface LGAs, Mornington Peninsula had the lowest public transport use at 1.7 per cent, while Whittlesea and Wyndham shared the highest at 5.7 per cent. Of the remaining LGAs, Cardinia was at 2.7 per cent, Yarra Ranges was 3.8 per cent, Casey was 4 per cent, Hume was 5.1 per cent, Melton was 5.5 per cent and Nillumbik was 5.5 per cent.¹³³

The Census provides no insight as to *why* Melbourne's outer suburbs have an above-average reliance on driving to work and conversely, a below-average use of public transport. However, anecdotal evidence and public submissions to the Committee presented later in this section suggests this usage pattern is influenced by:

the availability, reliability and cost of alternative transport, especially public transport;

the limited or non-existent 'cross-town' or 'orbital' connectivity of Greater Melbourne's established train network;

limited car-parking at outer suburban train stations, to encourage a 'park and ride mentality'; and

as discussed earlier, a higher than average concentration of residents listing 'Technicians and Trades' as their occupation and thus generally relying on driving to their workplaces with tools, plant and equipment aboard, rather than using public transport.¹³⁴

Table 5.3: One Method of Travel to Work: Non-Public Transport (employed persons aged 15-plus), Outer Suburban LGAs – 30 June 2006

Local Government Areas	Car – As Driver	Car- as Driver (% of total–All Methods)	Car – As Passenger	Car – As Passenger (% of total persons – All Methods-see Table 5.5)	Truck	Motorbike/ Scooter	Bicycle	Other	Walked Only	Total Persons (one Method incl. Public Transport users)
Cardinia (S)	17,927	65.9%	1,229	4.5%	575	136	78	121	589	21,239
Casey (C)	70,046	69.6%	5,769	5.7%	1,529	470	246	373	1,022	82,786
Hume (C)	41,422	67.5%	3,769	6.1%	824	262	161	266	825	50,085
Melton (S)	25,297	68.2%	2,212	6.0%	502	143	64	135	330	30,360
Mornington Peninsula(S)	38,078	2,782	2,782	4.8%	787	204	247	373	1,754	44,991
Nilumbik (S)	21,287	65.7%	1,279	3.9%	379	136	73	99	472	25,103
Whittlesea (C)	38,315	69.3%	3,101	5.6%	778	160	152	206	558	45,874
Wyndham (C)	35,933	67.1%	3,370	6.3%	502	248	173	185	667	43,550
Yarra Ranges (S)	46,035	66%	3,187	4.6%	1,128	323	189	237	1,353	54,503
Greater Melbourne	1.027m	61%	79,023	4.7%	15,531	7,525	18,909	6,540	50,894	1.346m

Source: Australian Bureau of Statistics (ABS), 2006 Census of Population and Housing (for all listed Outer Suburban Melbourne LGAs), ABS, Canberra, issued 25 October 2007. Note: the percentage of car drivers is derived from the total number of employed persons (over aged 15-years plus), and therefore includes those who worked at home, did not go to work or did not state their mode of travel to work; if these three respondent groups were excluded then the percentage of car drivers would be significantly higher for all LGAs and the state.

Table 5.4: One Method of Travel to Work: Public Transport (employed persons aged 15-plus), Outer Suburban LGAs – 30 June 2006

Local Government Areas	Train	Bus	Ferry	Tram (incl. light rail)	Taxi	Public Transport Use as %
Cardinia (S)	465	84	8	9	18	2.7%
Casey (C)	2,590	581	20	10	130	4.0%
Hume (C)	1,922	375	14	106	139	5.1%
Melton (S)	1,446	165	11	14	41	5.5%
Mornington Peninsula (S)	317	353	15	32	49	1.7%
Nillumbik (S)	1,227	109	6	5	31	5.5%
Whittlesea (C)	1,949	359	5	176	115	5.7%
Wyndham (C)	2,156	216	13	16	71	5.7%
Yarra Ranges (S)	1,636	324	18	15	58	3.8%
Greater Melbourne	87,217	16,277	351	33,111	3,646	10.4%

Source: Australian Bureau of Statistics (ABS), 2006 Census of Population and Housing (for all listed Outer Suburban Melbourne LGAs), ABS, Canberra, issued 25 October 2007.