
Summary

The Journey to Work Report is a reference tool to assist the spatial interpretation of travel statistics and employment location in the Greater Metropolitan Region (GMR). The Report is based on statistics provided in the Journey to Work data set prepared by the Transport Data Centre from data collected in the 1996 ABS Census.

The Journey to Work data sets are valuable insights into the changing structure of our region. They show the changes in the urban economy through the transformation of employment by industry sector and the location of employment. They also describe the relationship between where people work and live to help indicate the pressures placed on road and public transport infrastructure.

This Report will inform discussion on the structure of the GMR and the process of integrating land use and transport planning.

Industry sectors

The wholesale and retail trade sector and the finance, property and business services sector dominated jobs in 1996, employing 20.5% and 18.1% of the Region's workforce respectively. The proportion of the Region's workforce employed in the manufacturing sector continues to fall. However, in absolute terms, job levels in this sector has levelled out at around 260 000 jobs, still a significant employment contribution.

Strong employment growth has been experienced in the finance, property and business services sector, as well as in the recreation and personal services sector.

Employment structure

The structure of employment in the Central Core has changed dramatically over the last 15–25 years although its absolute level of employment has remained relatively constant at around 300 000 jobs. Strong employment growth has been experienced in office-based and tourist-related employment, offsetting declines in manufacturing, wholesale and retail and public sector employment.

Similar structural changes have been experienced in other Inner Ring areas. Although the total share of regional employment located in the Inner Ring has fallen, a modest increase in the absolute employment levels has been experienced.

Strong employment growth has occurred in Middle Ring areas between 1981 and 1996, particularly in the Middle North and to a lesser degree in the Middle West. These areas include the major centres of Chatswood, North Ryde and Parramatta, each of which has experienced strong office-based employment.

The share of GMR employment in the Outer Ring has grown rapidly in the fifteen year period between 1981 and 1996, increasing by almost two-thirds to around 550 000 jobs or 28% of total

GMR employment. Employment in the community services sector, wholesale and retail trade sector and construction sector are strongly represented in the Outer Ring.

Employment self-sufficiency

Employment self-sufficiency is a measure of the balance between jobs and the workforce within a region. It is generally higher for those regions which are further from the Central Core. The Newcastle and Wollongong regions have the highest level of employment self-sufficiency, followed by the Central Coast. Another noteworthy trend relates to the growth in employment in Greater Western Sydney and how it is outstripping more recent population growth. Between 1981 and 1996, employment in Greater Western Sydney grew by 51.3%, compared to population growth of 33.2%. The proportion of GMR employment in Greater Western Sydney rose from 18% to 23% over the same period.

Journey to work patterns

Journey to work trips broken down by origin and destination region reveal the trip patterns that characterise the GMR. The Central Core has a major impact on the travel flows in the GMR because of the concentration of employment located there. Over 15% of all journey to work trips are to the Central Core. Other major flows include trips from the Outer West to the Middle West, from the Outer North to the Middle North, and from the Outer South-West to the Middle West.

There are few major travel flows 'outwards', that is, travel away from the Inner or Middle Rings. A significant majority of residents of the Inner Ring areas work in the Inner Ring or Central Core, with 40% of Central Core employees travelling there from the Inner Ring. The majority of employees residing in the Outer Ring also worked in this area. This trend does not extend to the Middle Ring where more resident employees travel outside the Middle Ring for employment than are employed in the Middle Ring.

Journey to work mode

Travel by car remains the dominant travel mode for the journey to work, increasing its mode share between 1991 and 1996. Across the GMR the percentage of journeys to work made by public transport declined mainly as bus travel did not keep up with travel growth. The level of public transport patronage for journey to work trips is enhanced by high employment concentrations. These are primarily trips to the Inner Ring and most notably to those in the Central Core.

Car usage for the journey to work is by far the most dominant in the Outer Ring, Newcastle and Wollongong regions while public transport makes a significant contribution to journey to work travel in the Inner Ring. Trends indicate that the Outer Ring in particular has strong employment growth and that the car is by far the most dominant journey to work mode. This demonstrates the need for improved public transport services and the careful location and concentration of employment in the region to ensure more sustainable transport patterns.