



## State of Australian Cities 2012

### Melbourne

#### Population and Settlement

- Melbourne's population increased from 3,521,939 in 2001 to 4,169,103 in 2011. This represents a growth rate of 1.7 per cent, above the national average of 1.5 per cent and significantly higher than Sydney's (1.1%). Of the major cities, Melbourne experienced the largest total increase in population.
- Melbourne is Australia's second largest city, home to a high proportion of Victorians (75%) and 18.7 per cent of Australians.
- Over the five years 2006-11, Melbourne's stock of private dwellings increased by 147,363. With a population increase of 407,392 over the same period, there were 2.76 additional people for each new dwelling constructed. Melbourne's 2011 household occupancy rate was 2.79 people per dwelling, just above the 2011 average major city occupancy rate of 2.73.
- Of Melbourne's total stock of 1,572,171 private dwellings in 2011, 8.65 per cent were unoccupied, below the major city average of 9.16 per cent.
- There has been a rise in the premium for living in central Melbourne. A dwelling close to the CBD has increased more than five-fold in real terms since 1986, while one 50 kilometres from the city centre has only doubled in value.
- In the year to March 2012, Melbourne hosted 38.6 million international visitor nights, up significantly from 27.1 million in 2008 and 18.8 million domestic visitor nights, down from 19.6 million in 2008.

#### Productivity

- In 2011-12, Melbourne's docks handled 6,680,911 tonnes of bulk imports and 1.3 million containers (TEUs) and 1.1 million tonnes of bulk exports and 1.3 million containers. Melbourne's port is Australia's largest container port.
- In 2011, 21.4 million domestic passengers and 6.7 million international passengers passed through Melbourne Airport.
- Since 2008, Melbourne's labour force participation rate has remained relatively stable and is currently 66.2 per cent, just above the national average of 65.1 per cent. It is slightly higher than it was in 2000 (64%).
- Since 2000, Melbourne's male labour force participation rate has remained relatively steady and is currently 72.8 per cent. Its female participation rate is 60 per cent, up 4.6 per cent since 2000. The skill level of females in Melbourne is also estimated to have increased much faster than males between 1996 and 2006.
- In 2011, 74.7 per cent of people travelled to work by car and 15.6 per cent by public transport.

## Sustainability

- Between 1952 and 2011, Melbourne's average annual minimum and maximum temperatures trended upwards.
- Melbourne experienced a marked reduction in average annual rainfall of approximately 20 per cent between 1952 and 2011.
- Sea level rise around Australia has been equal to and in some cases greater than the global average of approximately three millimetres per year. Since 1993, the coastline around Melbourne outside Port Phillip Bay (tidal gauge measures at Stony Point) has experienced the lowest sea level rise of the major cities at one to two millimetres per year.
- Melbourne has a number of environmentally sensitive estuarine areas, such as Western Port which contains sites of international significance. While urban areas comprise less than 20 per cent of the Port Phillip catchment, they contribute over 50 per cent of diffuse nitrogen loads and 60 per cent of diffuse phosphorus loads, which are precursors for blue-green algal blooms.

## Liveability

- In 2012, for the second year running, Melbourne was ranked first among 140 cities in the Economist Intelligence Unit's *Global Cities Liveability Index*, a measure of liveability developed to specifically identify cities that are attractive to highly-skilled people.
- According to the *Australian City Liveability Index* survey of residents in 10 Australian cities:
  - Melbourne has the highest proportion of residents who feel that their city has 'quality urban design, recreational and cultural opportunities and amenity' (80%).
  - Only 33 per cent of Melbourne residents agree that the city provides 'good transport infrastructure and services', consistent with the views of residents in most other Australian capital cities.
- According to the 2012 AMP NATSEM *Income and Wealth Report's* analysis of typical household goods and services, Melbourne is the most expensive of the capital cities for miscellaneous housing costs and health.
- Melbourne's rates of cycling to work (1.5 %) and walking to work (3.3%) are close to the national average for these modes of transport.
- The proportion of adults who walk regularly for purposes other than walking to work or study is higher in Melbourne (48.1%) than any of the other capital cities.
- In the City of Melbourne local government area in central Melbourne, 46.1 per cent of trips are by bicycle or on foot, and a further 17 per cent are by public transport.

## Governance

- As part of its strategic planning for Melbourne, the Victorian Government has established an Urban Growth Boundary that can only be altered by Parliament. This boundary was expanded following the release of the *Melbourne @ 5 million* plan in response to faster than expected population growth.