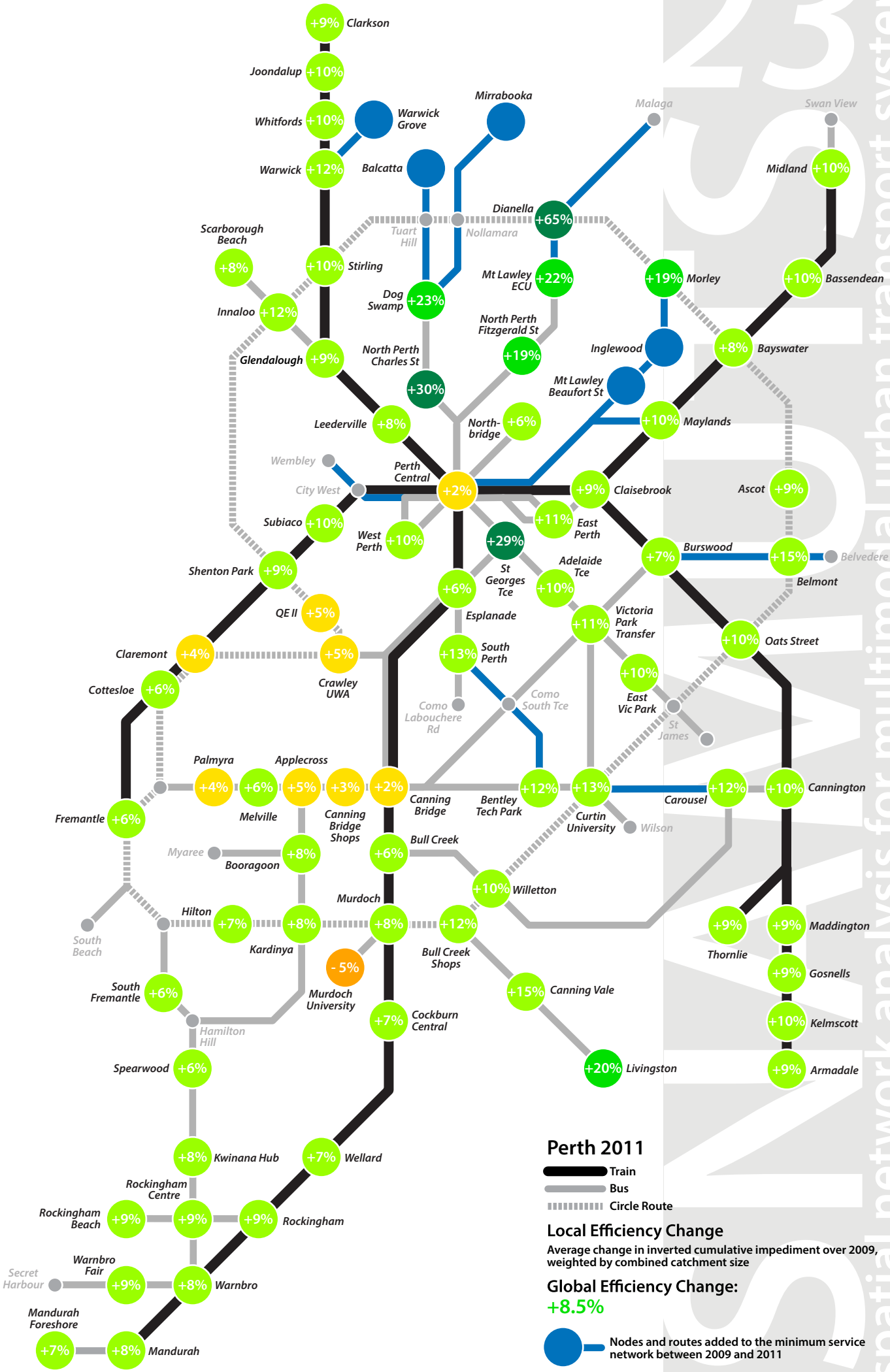
+9% Clarkson
Joondalup +10%
Whitfords +10%
Warwick Grove
Mirrabooka
Malaga
Swan View
Warwick +12%
Balcatta
Midland +10%
Dianella +65%
Scarborough Beach
Tuart Hill
Nollamara
+8%
+10% Stirling
Mt Lawley ECU +22%
+19% Morley
+10% Bassendean
Dog Swamp +23%
Innaloo +12%
North Perth Fitzgerald St
Inglewood
+8% Bayswater
Glendalough +9%
North Perth Charles St
+19%
Mt Lawley Beaufort St
+30%
Leederville +8%
North-bridge +6%
+10% Maylands
Wembley
Perth Central
City West
+2%
+9% Claisebrook
Ascot +9%
Subiaco +10%
West Perth +10%
+29%
+11% East Perth
Adelaide Tce
+7% Burswood
+15% Belvedere
Belmont
Shenton Park +9%
St Georges Tce
+10%
+6%
QE II +5%
Esplanade
+11% Victoria Park Transfer
+10% Oats Street
Claremont +4%
+5% Crawley UWA
+13% South Perth
Cottesloe +6%
Como Labouchere Rd
Como South Tce
+10% East Vic Park
St James
Palmyra +4%
Applecross
+6% Melville
+5%
+3% Canning Bridge Shops
+2% Canning Bridge
Bentley Tech Park +12%
+13% Curtin University
Wilson
Carousel +12%
+10% Cannington
Fremantle +6%
Myaree
Booragoon +8%
+6% Bull Creek
+10% Willetton
Murdoch
Hilton
+7%
+8%
+8%
+12%
+9%
+9% Maddington
South Beach
Kardinya
Bull Creek Shops
Thornlie
- 5%
+9% Gosnells
South Fremantle +6%
Murdoch University
+15% Canning Vale
+7% Cockburn Central
+10% Kelmscott
Hamilton Hill
Spearwood +6%
+20% Livingston
+9% Armadale
+8% Kwinana Hub
+7% Wellard
Rockingham Centre
Rockingham Beach +9%
+9%
+9% Rockingham
Warnbro Fair
Secret Harbour
+9%
+8% Warnbro
Mandurah Foreshore
+7%
+8% Mandurah
Perth 2011
Train
Bus
Circle Route
Local Efficiency Change
Average change in inverted cumulative impediment over 2009, weighted by combined catchment size
Global Efficiency Change:
+8.5%
Nodes and routes added to the minimum service network between 2009 and 2011
SS23
spatial network analysis for multimodal urban transport systems