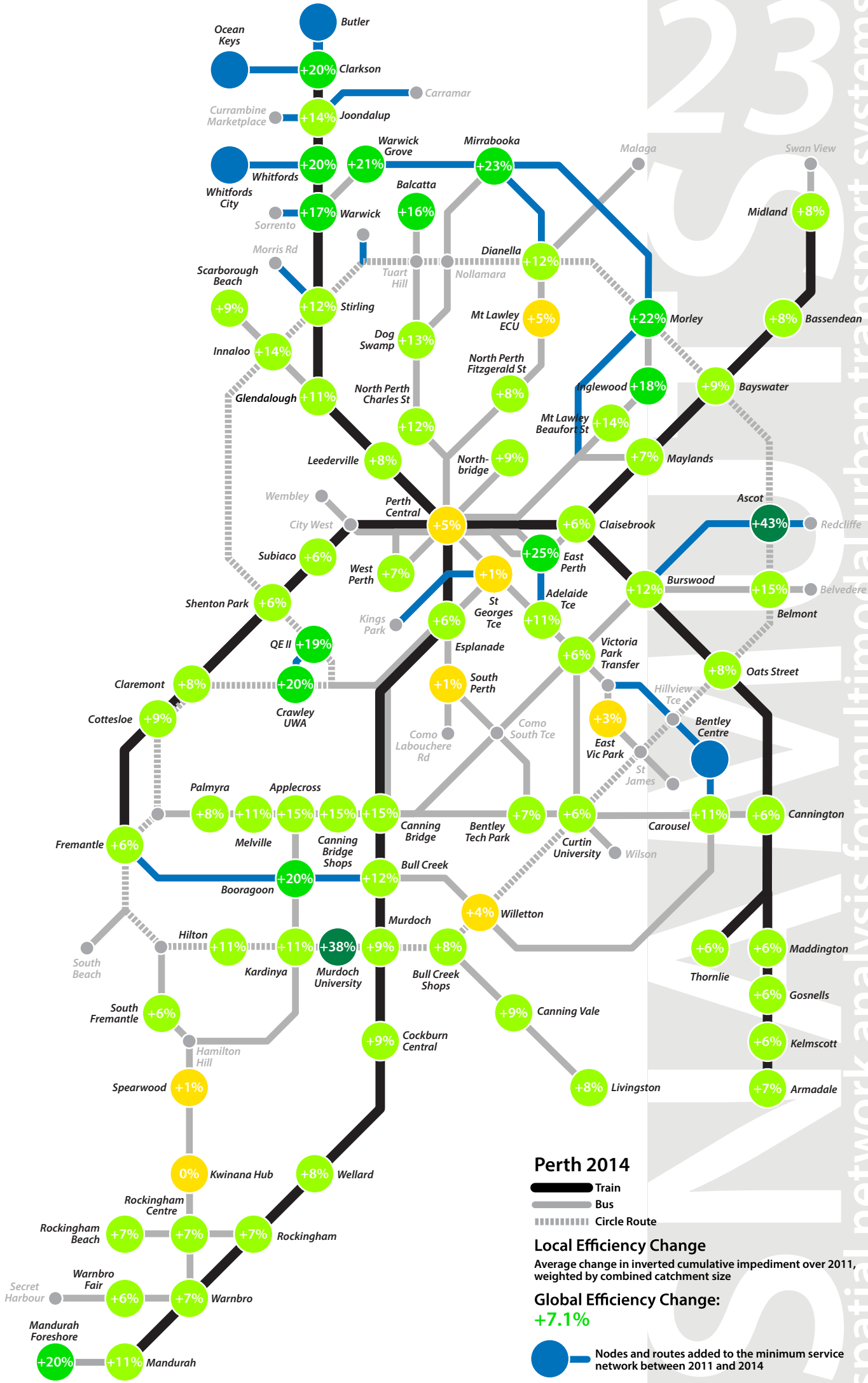
Butler
Ocean Keys
+20% Clarkson
Carramar
Currambine Marketplace
+14% Joondalup
Whitfords City
+20% Whitfords
+21% Warwick Grove
+23% Mirrabooka
Malaga
Swan View
Sorrento
+17% Warwick
Balcatta
+16%
Midland +8%
Morris Rd
Dianella +12%
Scarborough Beach
Tuart Hill
Nollamara
+9%
+12% Stirling
Mt Lawley ECU +5%
+22% Morley
+8% Bassendean
Dog Swamp +13%
Innaloo +14%
North Perth Fitzgerald St
Inglewood +18%
+9% Bayswater
Glendalough +11%
North Perth Charles St
+8%
Mt Lawley Beaufort St +14%
+12%
Leederville +8%
North-bridge +9%
+7% Maylands
Wembley
Perth Central
Ascot
City West
+5%
+6% Claisebrook
+43% Redcliffe
Subiaco +6%
+25% East Perth
West Perth +7%
+1%
Burswood
+12%
+15% Belvedere
Adelaide Tce
Shenton Park +6%
St Georges Tce
Belmont
Kings Park
+6%
+11%
QE II +19%
Esplanade
Victoria Park Transfer
+6%
+8% Oats Street
Claremont +8%
+20% Crawley UWA
+1% South Perth
Hillview Tce
Cottesloe +9%
Como South Tce
+3% East Vic Park
Bentley Centre
Como Labouchere Rd
St James
Palmyra
Applecross
+8%
+11%
+15%
+15%
+15%
Canning Bridge
Bentley Tech Park
+7%
+6%
Carousel
+11%
+6% Cannington
Fremantle +6%
Melville
Canning Bridge Shops
Curtin University
Wilson
Bull Creek
+20%
+12%
Booragoon
+4% Willetton
Murdoch
Hilton
+11%
+11%
+38%
+9%
+8%
+6%
+6% Maddington
South Beach
Kardinya
Murdoch University
Bull Creek Shops
Thornlie
+6% Gosnells
South Fremantle +6%
+9% Canning Vale
+9% Cockburn Central
Hamilton Hill
+6% Kelmscott
Spearwood +1%
+8% Livingston
+7% Armadale
0% Kwinana Hub
+8% Wellard
Rockingham Centre
Rockingham Beach +7%
+7%
+7% Rockingham
Warnbro Fair
Secret Harbour
+6%
+7% Warnbro
Mandurah Foreshore
+20%
+11% Mandurah
Perth 2014
Train
Bus
Circle Route
Local Efficiency Change
Average change in inverted cumulative impediment over 2011, weighted by combined catchment size
Global Efficiency Change:
+7.1%
Nodes and routes added to the minimum service network between 2011 and 2014
spatial network analysis for multimodal urban transport systems