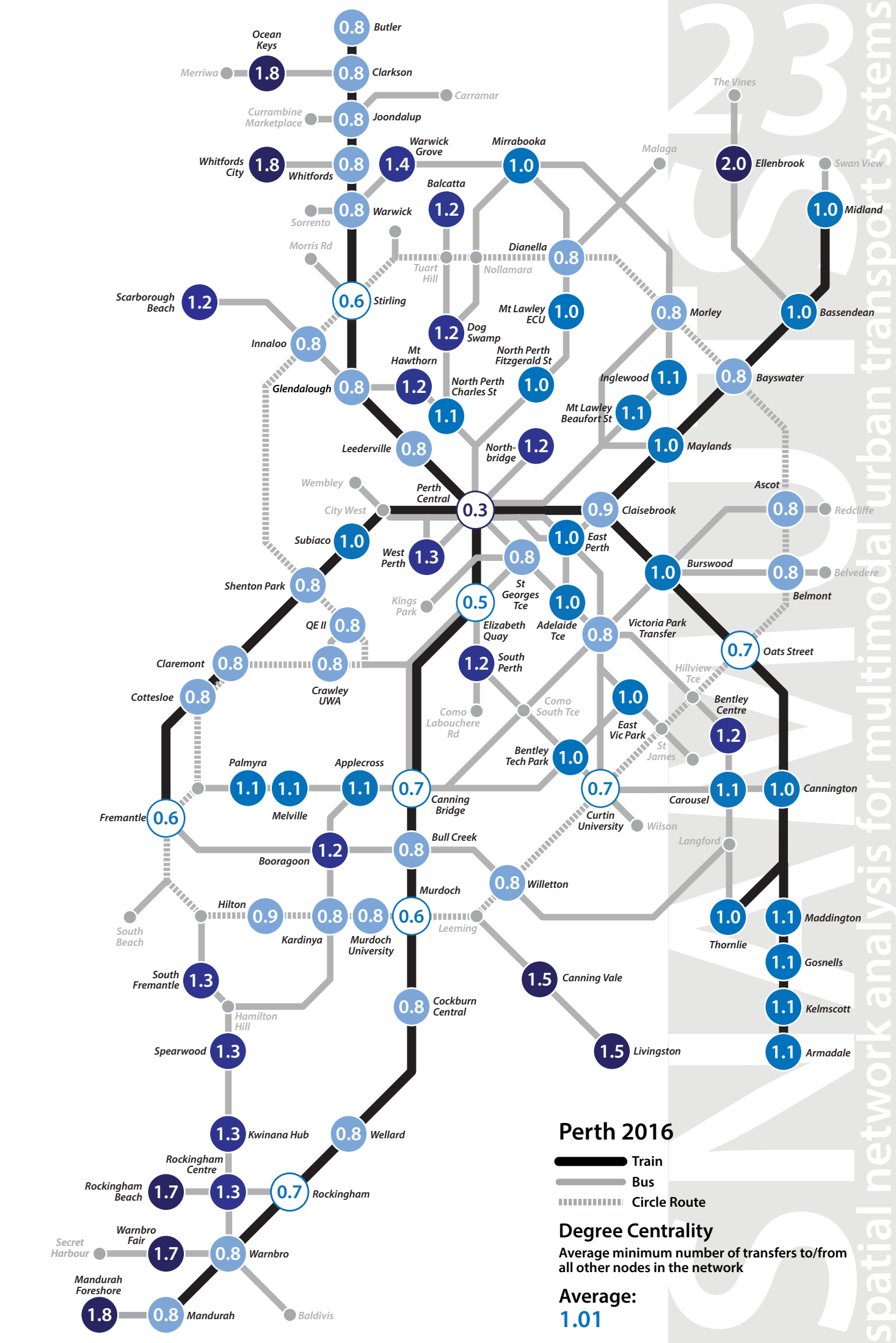
Ocean Keys
1.8
Merriwa
0.8
Butler
0.8
Clarkson
Carramar
Currambine Marketplace
0.8
Joondalup
Whitfords City
1.8
Whitfords
0.8
1.4
Warwick Grove
1.0
Mirrabooka
Malaga
The Vines
2.0
Ellenbrook
Swan View
1.0
Midland
Sorrento
0.8
Warwick
1.2
Balcatta
Morris Rd
Tuart Hill
Nollamara
Dianella
0.8
Scarborough Beach
1.2
0.6
Stirling
Innaloo
0.8
1.2
Dog Swamp
Mt Lawley ECU
1.0
0.8
Morley
1.0
Bassendean
Mt Hawthorn
North Perth Fitzgerald St
Glendalough
0.8
1.2
North Perth Charles St
1.0
Inglewood
1.1
0.8
Bayswater
1.1
Mt Lawley Beaufort St
1.1
Leederville
0.8
North-bridge
1.2
1.0
Maylands
Wembley
Perth Central
0.3
Ascot
0.8
Redcliffe
City West
0.9
Claisebrook
Subiaco
1.0
West Perth
1.3
1.0
East Perth
0.8
St Georges Tce
Burswood
1.0
0.8
Belvedere
Belmont
Shenton Park
0.8
Kings Park
0.5
Elizabeth Quay
1.0
Adelaide Tce
0.8
Victoria Park Transfer
QE II
0.8
0.7
Oats Street
Claremont
0.8
0.8
Crawley UWA
1.2
South Perth
Hillview Tce
Cottesloe
0.8
Como Labouchere Rd
Como South Tce
1.0
East Vic Park
Bentley Centre
1.2
St James
Bentley Tech Park
1.0
Palmyra
1.1
1.1
Melville
Applecross
1.1
0.7
Canning Bridge
0.7
Curtin University
Carousel
1.1
1.0
Cannington
Fremantle
0.6
Wilson
Langford
Booragoon
1.2
0.8
Bull Creek
0.8
Willetton
Murdoch
Hilton
0.9
0.8
0.8
0.6
Leeming
1.0
Thornlie
1.1
Maddington
South Beach
Kardinya
Murdoch University
1.1
Gosnells
South Fremantle
1.3
1.5
Canning Vale
0.8
Cockburn Central
1.1
Kelmscott
Hamilton Hill
Spearwood
1.3
1.5
Livingston
1.1
Armadale
1.3
Kwinana Hub
0.8
Wellard
Rockingham Centre
Rockingham Beach
1.7
1.3
0.7
Rockingham
Warnbro Fair
Secret Harbour
1.7
0.8
Warnbro
Mandurah Foreshore
1.8
0.8
Mandurah
Baldivis
Perth 2016
Train
Bus
Circle Route
Degree Centrality
Average minimum number of transfers to/from all other nodes in the network
Average:
1.01
SNAMUTS
Spatial network analysis for multimodal urban transport systems