

### 3.3. Demographics

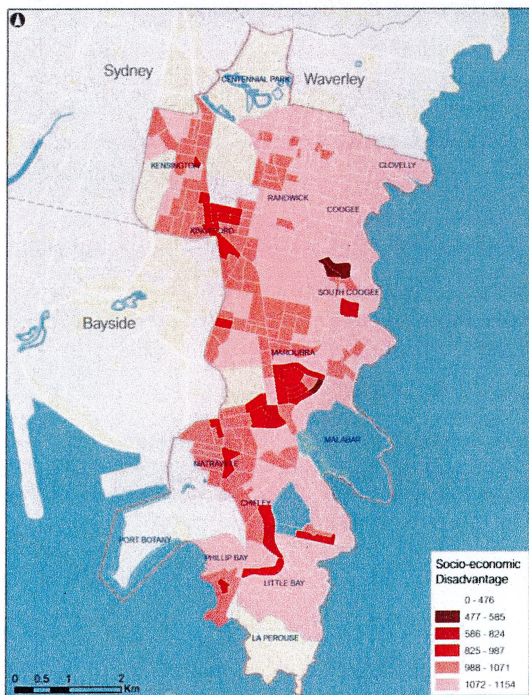
#### 3.3.1. Socio-economic conditions

The Socio-Economic Indexes for Areas (SEIFA) Index of Disadvantage measures the relative level of socio-economic disadvantage based on a range of Census characteristics. The index is derived from attributes that reflect disadvantage such as low income, low educational attainment, high unemployment and jobs in relatively unskilled occupations. A higher score on the index means a lower level of disadvantage. A lower score on the index means a higher level of disadvantage.

The map below shows the SEIFA index for the LGA based on Statistical Area Level 1 (SA1)<sup>3</sup> polygons and the graph shows the index score and percentiles of each suburb within the LGA.

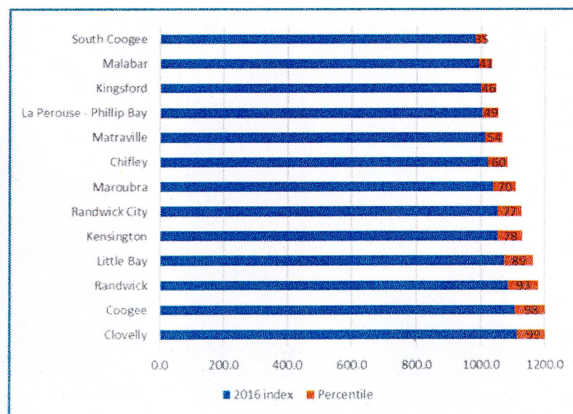
The percentile of 99 for Clovelly indicates that approximately 99 per cent of Australia's suburbs have a SEIFA index lower than this area (more disadvantaged). As the both graph and map illustrate, there is an obvious difference between the eastern and western sides of the LGA in terms of the SEIFA index scores. Some suburbs like Clovelly, Coogee and Randwick are significantly more advantaged compared to other suburbs like South Coogee, Malabar and Kingsford. The spatial differences in disadvantage has immediate implications for the provision of transport infrastructure and services in the LGA, as disadvantaged communities are more likely to be more dependent on public transport and expenditure on transport (fuel, fares, etc.) would make up a higher proportion of household income.

Figure 3.3: SEIFA Index at a SA1 Level



Source: ABS, Census of Population and Housing 2016

Figure 3.4: SEIFA Index and Percentile for Randwick LGA Suburbs



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<sup>3</sup> Statistical Areas Level 1 (SA1) are geographical areas built from whole Mesh Blocks. The SA1s have generally been designed as the smallest unit for the release of census data. SA1s have a population of between 200 and 800 people with an average population size of approximately 400 people.

### 3.3.2. Car Ownership

The ability of the population to access services and employment is strongly influenced by access to transport. Analysis of household car ownership in the LGA from the 2016 Census compared to Greater Sydney in Figure 3.5 shows that 40 per cent of households owned one car, while 17 per cent did not own a car, compared with 35 per cent and 11 per cent respectively in Greater Sydney. Furthermore, the analysis shows 33 per cent of households had access to two or more vehicles in 2016, compared to 46 per cent in Greater Sydney.

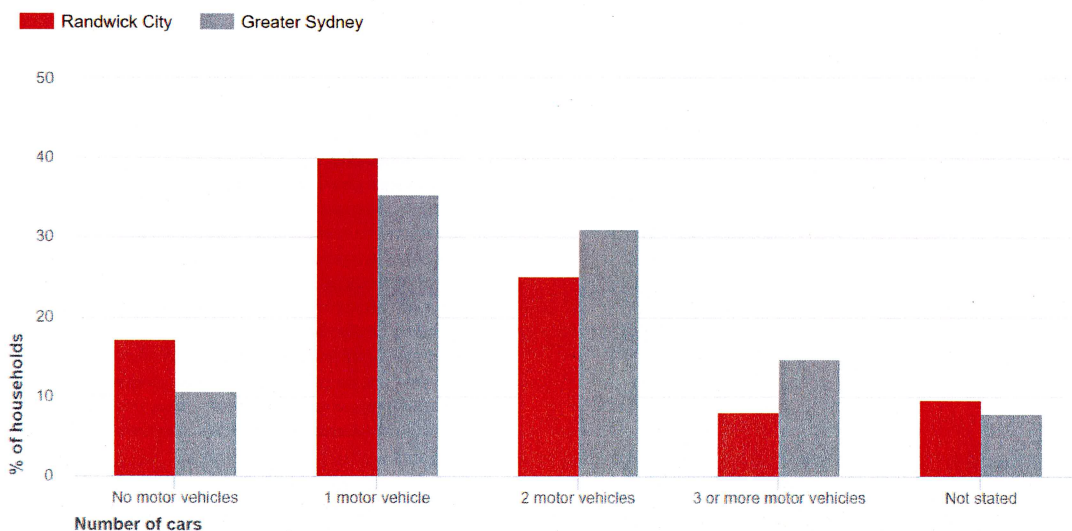
Figure 3.6 shows a comparison of car ownership between suburbs within the LGA.

Key findings from this analysis include:

- Between 25 to 30 per cent of households in Kingsford and Kensington have no motor vehicle.
- Only around six per cent of household in Little Bay have no motor vehicle, potentially due to poor accessibility to frequent public transport (refer to Section 4 below).
- Clovelly, Coogee and Randwick have a higher percentage of one-vehicle ownership in comparison to the LGA-wide rate.
- La Perouse households have the highest percentage of households owning three or more cars.

Accordingly, there are clear spatial variances in car ownership within the LGA in terms of suburbs that are farther south having a higher rate of ownership of multiple cars than other suburbs in the LGA, coinciding with a lack of frequent public transport in these areas (refer to Section 4.2 below).

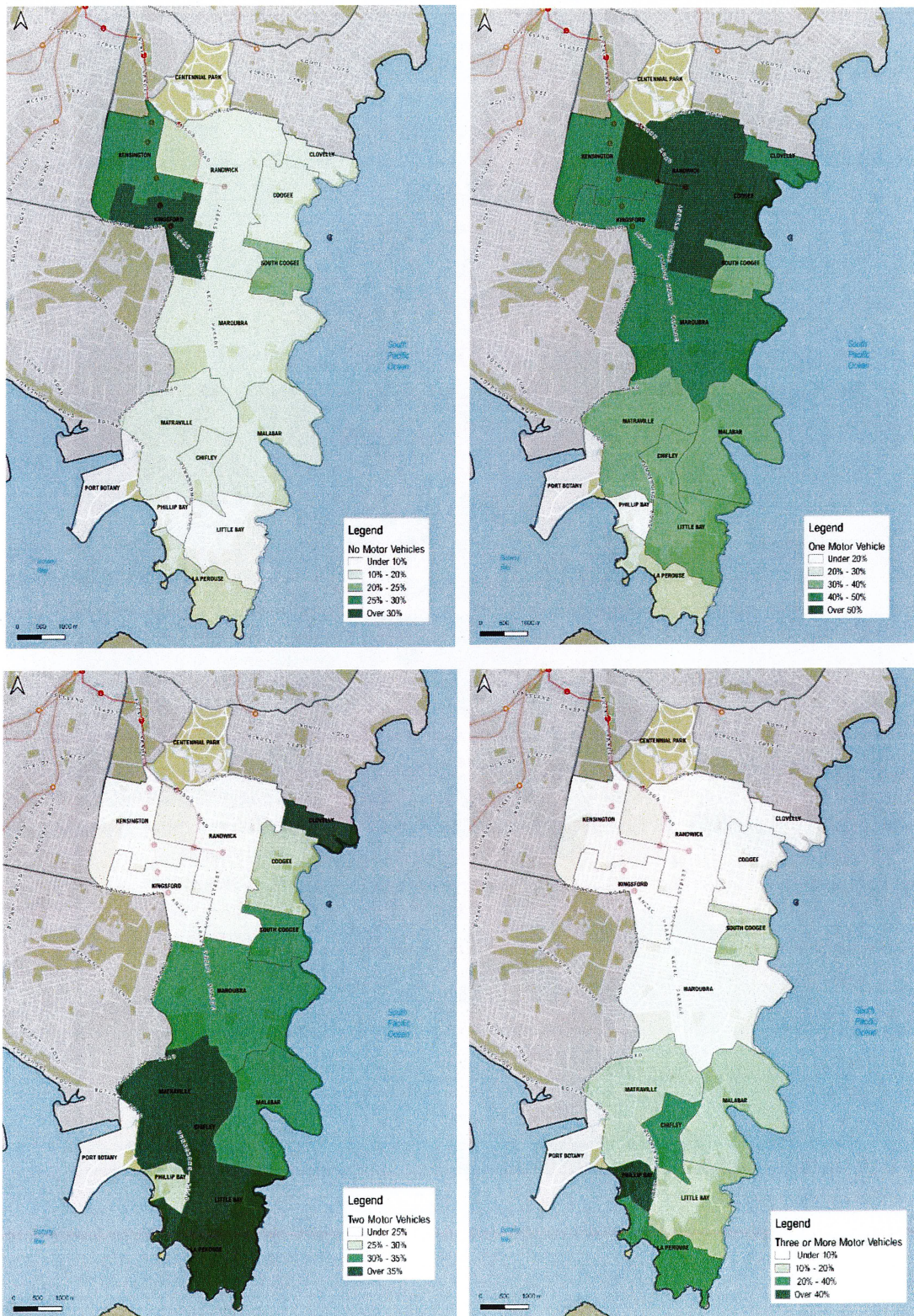
**Figure 3.5: Comparison of Car Ownership Percentage Between Randwick and Greater Sydney**



Source: <https://profile.id.com.au/randwick/car-ownership>

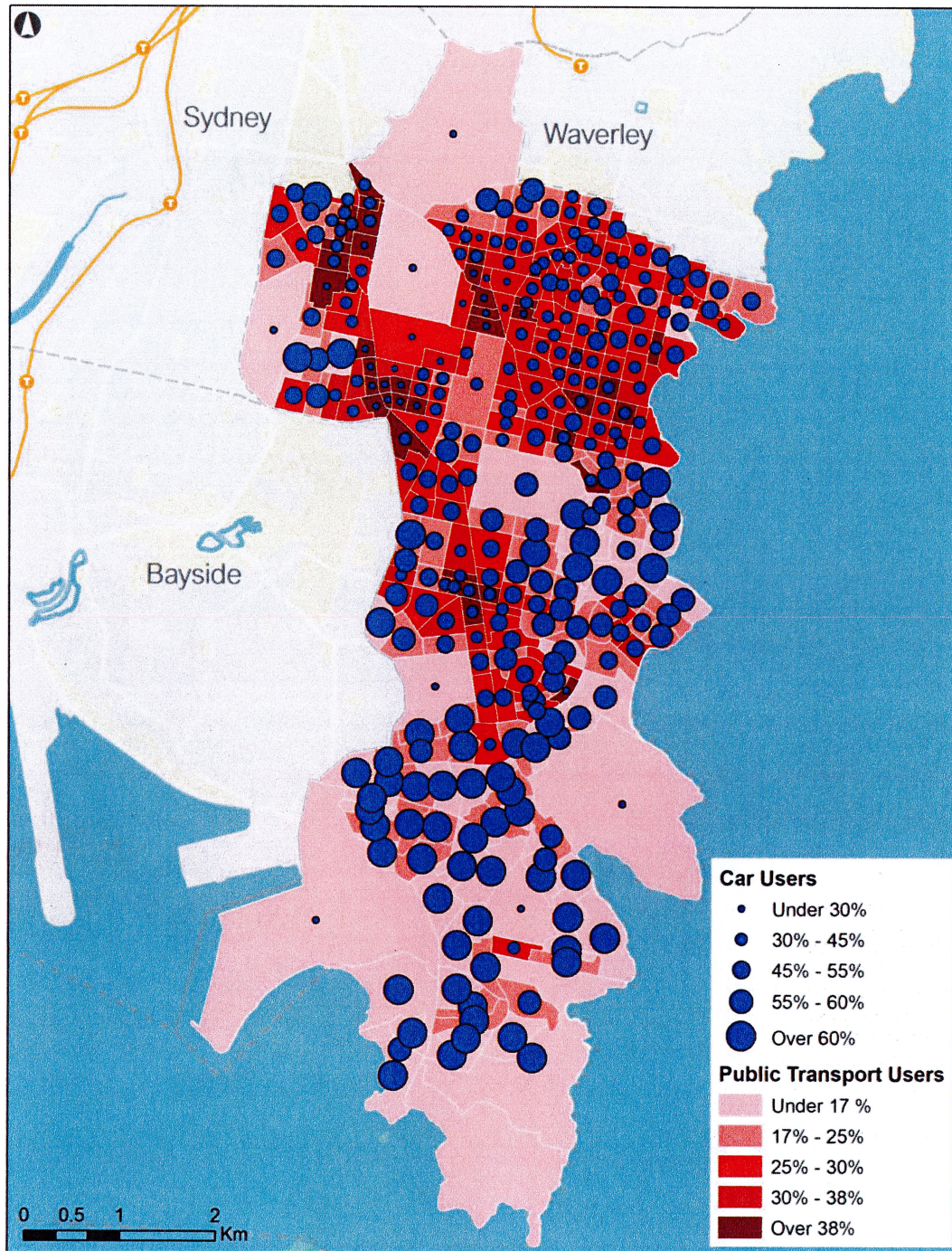
# LAND USE AND TRANSPORT CONTEXT

Figure 3.6: Comparison of Car Ownership Percentage Between Suburbs



Source: GTA Consultants based on ABS 2016 Census data

Figure 3.9: Car Use vs. Public Transport Use Map (Journey to Work)



Source: GTA Consultants based on ABS 2016 Census data