

CAR FREE CITY

The Inside Perspective

3 CAR FREE CITY

In this report, Secret Agent will discuss the benefits of car free cities. We will look at other cities that have gone car free and the requirements to make it work successfully.

"Traffic congestion is caused by vehicles, not by people in themselves."

Jane Jacobs

8 TOP SALES

9 QUARTERLY SCORECARD & TURNOVER

11 PRICE COMPARISONS BY ROLLING QUARTERS

Car Free City

by Jodie Walker

Our cities must continue to evolve in order to keep up with urbanisation.

One change which has been taking place in a number of cities over the past few years is a reduction in the number of cars on the roads.

In some cases they have been removed completely from the roads, whilst in others car free days or congestion taxes have been imposed.

In this report, Secret Agent will discuss the benefits of car free cities. We will look at other cities that have gone car free and the requirements to make it work successfully. As more people choose to live and work in our city centres, cities need to be optimised for people rather than cars. There are various ways of doing this as will be discussed in examples throughout the report.

OTHER CITIES

One of the best examples of a city that has successfully gone car free is the Spanish city, Pontevedra. Here, 300,000sqm of the city centre has been pedestrianised. Traffic lights have been replaced with roundabouts, the streets have been paved, and no cars move across the city centre.

The mayor didn't feel it was right that private cars had precedent in a public space. People should be the priority and thus there should be more space dedicated to them. "How can it be that the elderly or children aren't able to use the street because of cars?" (Burgen, 2018) This has seen a revival of what was becoming a dead and polluted city. Carbon dioxide emissions have been reduced and deaths from traffic accidents have been eliminated.

In Oslo they plan to make the centre of the city car free and more pedestrian friendly by 2019. Overall about 1.3km² of space will be transformed. Officials have already started planting flower boxes in place of parking spaces. Around 700 car parking spaces will be removed in total. They aim to replace car trips with bikes in order to reduce the city's greenhouse gas emissions and air pollution. (City of Oslo, 2018)

Another city leading the way in their plans for going car free is Madrid. They want to make it so that people never even

Other than the decreased mortality due to reductions in air pollution and noise, better health outcomes can also be expected through increased physical activity as well as improved mental health. (Nieuwenhuijsen and Khreis, 2016)

According to the World Health Organisation, physical inactivity is the fourth leading risk factor for global mortality. (WHO, 2010)

All over the world, obesity rates and the long term chronic diseases associated with it continue to rise. One means of physical activity is transportation via walking or cycling. If people had the opportunity to walk or cycle rather than use their car it would help them to increase their physical activity on a daily basis. In doing so this would likely lower the incidence of many forms of disease globally.

“It has been shown that participation in regular physical activity reduces the risk of coronary heart disease and stroke, diabetes, hypertension, colon cancer, breast cancer and depression. Additionally, physical activity is a key determinant of energy expenditure, and thus is fundamental to energy balance and weight control.” (WHO, 2010)

Getting people to move more is not an easy task but it is possible, even without fully banning cars from our city roads. For example, in Denmark bicycles have become such a popular means of transportation because of increased public health awareness. “Overtime, concerns about air pollution, climate change, and the need for desk-bound people to get enough exercise, have helped bicycles make a big comeback. Denmark's heavy taxes on petrol and automobiles are a factor too.” (MFAD, 2018)

Active mobility can also improve mental health by reducing stress and anxiety. The time spent commuting between home and work can be a time to reset and relax however if you are stuck in the car driving through congested roads it can become stressful. It has been shown that those who commute via active means have higher levels of satisfaction, more relaxation in their day and less stress than those who commute via car. (St Louis et al, 2014)

SAFER, MORE ATTRACTIVE STREETS

One of the main benefits of restricted car use in our cities is less congestion in terms of cars travelling through the city or parked on the road. Taking cars and street parking away means that there is more room for public amenity. This includes wider footpaths as well as more room for plants and green space. This can also lead to beneficial health effects.



Fig. 2 - Map of Milan, Italy showing the border of the Ecopass (traffic pollution charge) area (red line). Source: it.wikipedia.org

If more people are out and about walking and spending time in green spaces, rather than in their car, home or office, there are more opportunities for social interaction. This is important because social isolation is a risk factor for physical and mental illness.

A large, 9 year study of men and women in California found that people were more likely to die over the course of the study if they had weaker social connections.

The really interesting part of this study was the fact that the results were independent of the health habits of the individuals.

In other words, even the participants who smoked lived longer if they had stronger social ties. (Berkman and Syme, 1979) In follow up studies in people who have suffered heart attacks, it has been found that those who are socially isolated have a greater risk of dying from subsequent cardiac events than those who are well connected. (Brummett et al, 2001)

Poor social ties have been associated with the progression of various conditions including heart disease, autoimmune diseases and cancer. (Umberson and Montez, 2010)

Green space has also been associated with physical health benefits such as a lower risk of cancer and cardiovascular disease as well as increased survival odds. (Kondo et al, 2018) It has been proposed that the mechanism for this is through increased physical activity, psychological restoration, more social contacts and a reduction in the exposure to pollution and noise. (Nieuwenhuijsen and Khreis, 2016) Further with less cars in the area it can be expected that there will be fewer fatalities caused by traffic accidents.

In terms of property value, more green space, safer streets and less traffic are also positive features. Improved public realm and amenity can increase the desirability of a particular area. This combined with population growth will increase demand and as a result property prices will likely go up.

HOW TO MAKE IT WORK

It is not realistic to expect people to give up driving unless there is an alternative that is more convenient. Furthermore, it isn't enough to simply remove cars from the core as this will only move congestion to the periphery of our cities. For a car free policy to work, the city itself need to become more compact and have the right infrastructure to support a car free zone. People still need to be able to get around easily and quickly.

If you have strolled through the streets of Tokyo during peak hour you may be surprised to see hardly any congestion on the roads. Tokyo is the world's biggest city yet the roads seem relatively quiet in comparison to other cities such as New York and Melbourne. What differentiates Tokyo from these cities is its very extensive public transport system. It is simply easier to take the train or subway to get around than what it is to drive a car.

It is human nature to take the easy way when we have a choice. In Melbourne this means driving to and from work whereas in Tokyo it is the opposite. Taking the train is faster and there are stations nearby any destination you would need to get to. Further, you can relax or work on the train, and you don't need to worry about parking.

There is no car free zone in Tokyo, but people choose not to use cars. It seems it isn't always necessary to create strict rules if a better alternative is provided.

This is very different to London where they have tried to reduce cars by imposing fees and regulations. Here, in addition to a congestion charge, they have implemented a low emission zone which restricts diesel vehicles that do not

meet the European emission standards from driving in an area of about 2644km². This low emission zone is one of the largest in the world and has been evaluated to see the impact on pollution and health. One study performed on children showed no detectable benefits in terms of their lung function after the low emission zone was introduced. (Griffiths et al, 2016) Another larger study also found no improvements in respiratory or allergic symptoms in school children, even 3 years after the implementation of the low emission zone. (Wood et al, 2015)

Other cities around the world can take this example as a lesson. Simply adding fees to restrict certain vehicles from passing through city centres isn't the best option in terms of creating better air quality and improving resident's health. It might be a start, but it is not a long term solution.

In addition to prioritising public transport, cities need to make active transport modes more viable. This means ensuring that there is enough cycling infrastructure available. This not only means safe roads for people to ride on, but also safe areas to leave their bicycles. In Tokyo, in order to keep the streets tidy and free from mounds of bicycles, they have started building large underground bicycle car parks. These 'Eco Cycle' stations are an efficient way to leave a bike whilst at work or visiting the city. Cyclists simply need to walk their bike onto a checkin spot on the ground, swipe a card and then their bike is lowered into the underground storage area. (Kurt, 2015)

In cities such as Berlin and Denmark, cycling is already a popular form of transport. It has been estimated that cycling accounts for a quarter of all personal transport of less than



Fig. 3 - Map of London's congestion charge zone. Source: tfl.gov.uk

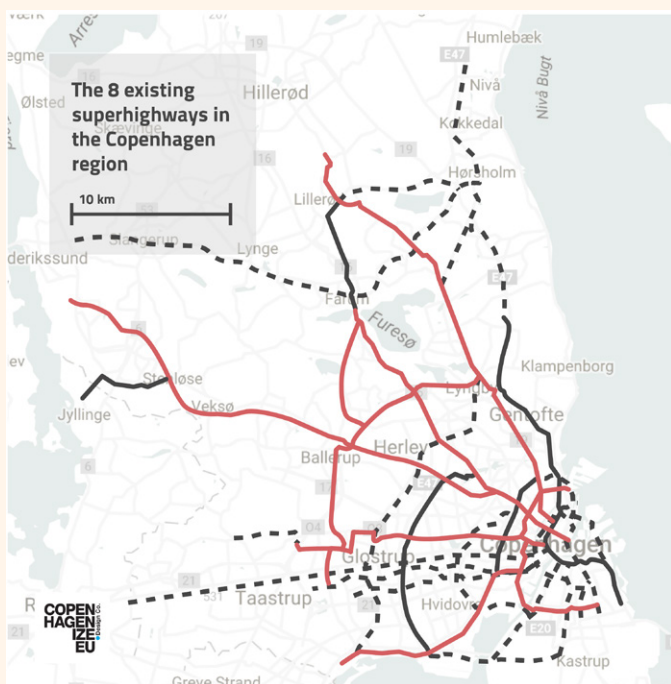


Fig. 4 - The Bicycle Superhighway Network in Copenhagen Capital Region. Orange: Built. Black: Planned and financed. Dotted: Planned but awaiting financing. Source: Copenhagenize.com

5km in Denmark. (MFAD, 2018) To deal with the continuous demand and further promote bicycle use, these cities have been building highways made for bicycles only. The so called 'super highways' will be completely segregated from regular traffic, have less stops and enable riders to get in and out of the centre quickly and safely.

CONCLUSION

There are many considerations to be made when it comes to planning for a car free city. Each city in the world is individual and what may work for one will not necessarily work for another.

Whether we go completely car free or not, there is a need to reduce the number of cars on our city roads and make them more pedestrian, public transport and bike friendly. From a pollution standpoint, simply reducing the number of cars may not be effective, however it is a good start in terms of decreasing congestion and getting people used to the idea of relying on other means of transport. Car free cities are part of the future and will have long term impacts on the environment and the population's health. ♦

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Top Sales

OCT 2018

Car Free City
Vol.73 Nov 2018





- 1 **\$2,063,000** 487 Dryburgh Street, North Melbourne
- 2 **\$2,670,000** 3 King William Street, Fitzroy
- 3 **\$2,575,000** 16 Donald Street, Prahran
- 4 **\$2,250,000** 19 Moton Place, Carlton
- 5 **\$1,460,000** 23 Eltham Street, Flemington
- 6 **\$1,950,000** 26 Bromham Place, Richmond
- 7 **\$1,990,000** 49 Cruikshank Street, Port Melbourne
- 8 **\$1,960,000** 158 Danks Street, Albert Park
- 9 **\$6,000,000** 221/350 St Kilda Road, Melbourne
- 10 **\$5,300,000** 213 Beaconsfield Parade, Middle Park

Quarterly Scorecard

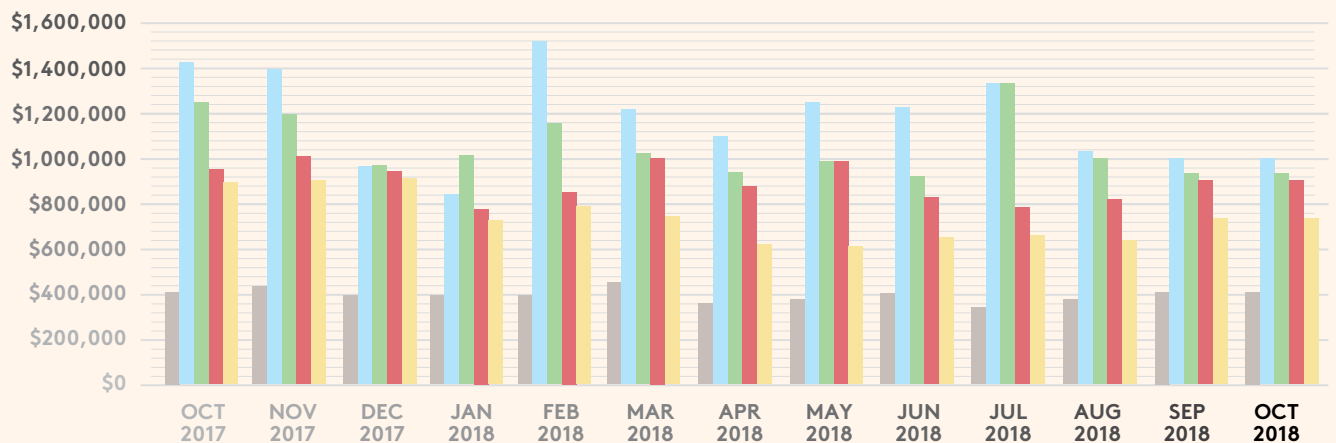
Car Free City
Vol.73 Nov 2018

AUG - OCT 2018

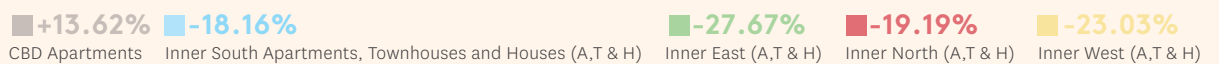
	Apartments	Houses	Townhouses
QUARTERLY GROWTH/DECLINE	+5.09% ↑	-9.10% ↓	+12.20% ↑
MEDIAN PRICE	\$567,500	\$1,272,500	\$1,035,000
AVERAGE PRICE	\$625,418	\$1,430,045	\$1,099,895
MEDIAN SQM	-	\$5,579 -1.13% ↓	\$4,442 +7.1% ↑
STOCK INVENTORY	4,552 +6.1% ↑	1,410 +25.2% ↑	499 +11.6% ↑
 BOOM	Brunswick East ↑ Flemington ↑ Parkville ↑	Albert Park ↑	-
 BUST	Northcote ↓ West Melbourne ↓	Burnley ↓ Collingwood ↓ Middle Park ↓ North Melbourne ↓	-

YEAR ON YEAR LOOK

Median Prices



OCT 2017 - OCT 2018 GROWTH/DECLINE



LEGEND

1. Inner Melbourne is defined by suburbs falling into the 8km radius of the CBD.
2. Overall growth/decline is based on changes in median price between quarters.
3. A boom! is recorded when a category records three consecutive quarters of positive growth.
4. A bust! is recorded when a category records two consecutive quarters of negative growth.

Quarterly Turnover

AUG - OCT 2018

Car Free City
Vol.73 Nov 2018

		PREVIOUS QUARTER (MAY, JUN, JUL 2018)				CURRENT QUARTER (AUG, SEP, OCT 2018)			
		Apartments	Apartments (by area)	Houses & Townhouses	Houses & Townhouses (by area)	Apartments	Apartments (by area)	Houses & Townhouses	Houses & Townhouses (by area)
Central	Docklands	2.07%		-		1.62%		-	
	Melbourne	0.88%	1.18%	-	19.75%	0.73%	0.90%	-	16.39%
	Southbank	1.51%		-		1.01%		-	
Inner North	Brunswick	0.98%		0.45%		0.88%		0.54%	
	Brunswick East	1.80%		0.60%		1.23%		0.36%	
	Carlton	0.48%		0.53%		0.41%		0.76%	
	Carlton North	0.76%		0.57%		NA		0.34%	
	Clifton Hill	0.40%		0.82%		0.60%		0.44%	
	Collingwood	1.50%	0.87%	0.38%	0.46%	1.15%	0.66%	0.51%	0.42%
	Fitzroy	0.78%		0.45%		0.41%		0.83%	
	Fitzroy North	1.16%		0.70%		0.25%		0.42%	
	North Melbourne	0.62%		0.68%		0.81%		0.62%	
	Northcote	1.19%		0.57%		0.98%		0.58%	
	Parkville	0.94%		0.57%		0.47%		0.14%	
	Princes Hill	0.41%		0.16%		NA		0.16%	
Inner East	Abbotsford	3.12%		0.80%		2.43%		0.96%	
	Burnley	0.68%		1.47%		NA		0.49%	
	Cremorne	1.10%		0.59%		0.55%		0.79%	
	East Melbourne	0.81%	1.02%	-	0.33%	0.44%	0.90%	0.36%	0.33%
	Hawthorn	0.93%		0.20%		0.89%		0.30%	
	Prahran	1.04%		0.48%		0.89%		0.48%	
	Richmond	1.01%		0.83%		1.05%		0.65%	
	South Yarra	0.95%		0.29%		0.82%		0.26%	
Inner South	Albert Park	0.59%		0.42%		0.20%		0.15%	
	Middle Park	0.42%	0.92%	0.43%	0.72%	0.63%	0.56%	0.34%	0.75%
	Port Melbourne	0.97%		0.57%		0.47%		0.81%	
	South Melbourne	1.03%		0.59%		0.79%		0.69%	
Inner West	Flemington	0.30%		0.79%		0.42%		0.58%	
	Kensington	0.95%	0.96%	0.95%	0.80%	1.67%	0.96%	0.82%	0.57%
	Travancore	3.53%		0.37%		1.25%		0.37%	
	West Melbourne	0.83%		0.80%		0.83%		0.20%	

Total sales for the period against total housing supply. Table compiled from data collected from May to October 2018.
Total private dwellings information from the 2011 Census Report from the Australian Bureau of Statistics.

Apartments

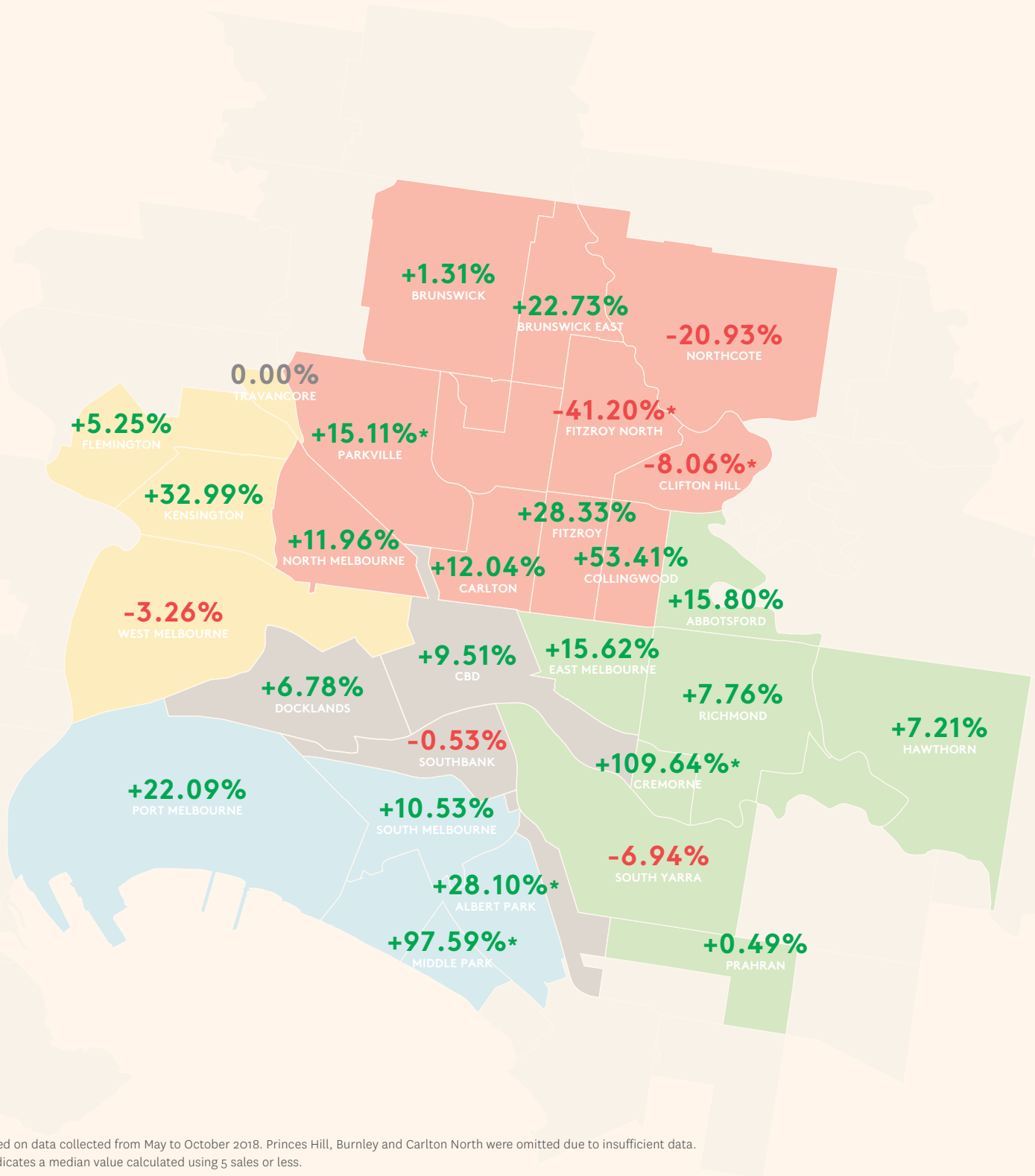
PRICE COMPARISONS BY ROLLING QUARTERS

	PREVIOUS QUARTER (MAY, JUN, JUL 2018)				CURRENT QUARTER (AUG, SEP, OCT 2018)				
	Average Price	Median Price	Lowest Sale	Highest Sale	Average Price	Median Price	% change	Lowest Sale	Highest Sale
Docklands	\$637,398	\$590,000	\$316,000	\$1,600,000	\$689,212	\$630,000	↑ 6.78%	\$330,000	\$1,600,000
Melbourne	\$563,813	\$510,000	\$195,000	\$2,400,000	\$672,266	\$558,500	↑ 9.51%	\$246,000	\$6,000,000
Southbank	\$617,095	\$563,000	\$287,500	\$2,300,000	\$585,507	\$560,000	↓ -0.53%	\$305,000	\$1,360,000
Brunswick	\$552,133	\$533,000	\$220,000	\$1,095,000	\$563,637	\$540,000	↑ 1.31%	\$370	\$1,195,000
Brunswick East	\$515,526	\$440,000	\$315,000	\$1,175,000	\$591,384	\$540,000	↑ 22.73%	\$330,000	\$1,175,000
Carlton	\$484,340	\$477,500	\$157,000	\$771,000	\$483,105	\$535,000	↑ 12.04%	\$185,000	\$880,000
Carlton North	*\$671,250	*\$705,000	\$480,000	\$795,000	-	-		-	-
Clifton Hill	*\$862,000	*\$862,000	\$749,000	\$975,000	*\$843,333	*\$792,500	↓ -8.06%	\$790,000	\$947,500
Collingwood	\$554,764	\$440,000	\$190,000	\$1,960,000	\$705,023	\$675,000	↑ 53.41%	\$390,000	\$1,100,000
Fitzroy	\$746,205	\$600,000	\$340,000	\$1,505,000	\$773,666	\$770,000	↑ 28.33%	\$460,000	\$1,350,000
Fitzroy North	\$767,035	\$701,500	\$330,500	\$2,135,000	*\$457,500	*\$412,500	↓ -41.20%	\$360,000	\$600,000
North Melbourne	\$509,235	\$460,000	\$300,000	\$785,000	\$546,368	\$515,000	↑ 11.96%	\$168,000	\$848,600
Northcote	\$585,304	\$540,000	\$331,000	\$1,250,000	\$513,657	\$427,000	↓ -20.93%	\$302,500	\$850,000
Parkville	\$697,875	\$701,500	\$442,000	\$1,000,000	*\$1,046,250	*\$807,500	↑ 15.11%	\$495,000	\$2,075,000
Princes Hill	*\$785,000	*\$785,000	\$785,000	\$785,000	-	-		-	-
Abbotsford	\$547,188	\$481,444	\$351,000	\$930,000	\$550,964	\$557,500	↑ 15.80%	\$360,000	\$770,000
Burnley	*\$544,000	*\$544,000	\$544,000	\$544,000	-	-		-	-
Cremorne	*\$434,555	*\$434,556	\$434,111	\$435,000	*\$911,000	*\$911,000	↑ 109.64%	\$911,000	\$911,000
East Melbourne	\$692,730	\$640,000	\$238,000	\$1,275,000	\$772,142	\$740,000	↑ 15.62%	\$285,000	\$1,700,000
Hawthorn	\$686,209	\$555,000	\$275,000	\$2,675,000	\$605,676	\$595,000	↑ 7.21%	\$183,000	\$1,050,000
Prahran	\$508,125	\$531,250	\$130,000	\$930,000	\$546,283	\$533,850	↑ 0.49%	\$300,000	\$896,000
Richmond	\$639,440	\$547,500	\$315,000	\$1,720,000	\$672,139	\$590,000	↑ 7.76%	\$302,899	\$2,292,000
South Yarra	\$637,370	\$612,500	\$285,000	\$1,320,000	\$668,914	\$570,000	↓ -6.94%	\$293,000	\$2,925,750
Albert Park	*\$1,176,666	*\$1,050,000	\$530,000	\$1,950,000	*\$1,345,000	*\$1,345,000	↑ 28.10%	\$1,345,000	\$1,345,000
Middle Park	*\$415,000	*\$415,000	\$395,000	\$435,000	*\$921,666	*\$820,000	↑ 97.59%	\$735,000	\$1,210,000
Port Melbourne	\$812,161	\$645,000	\$422,000	\$2,740,000	\$756,653	\$787,500	↑ 22.09%	\$425,800	\$1,250,000
South Melbourne	\$581,809	\$570,000	\$295,000	\$950,000	\$660,968	\$630,000	↑ 10.53%	\$330,000	\$1,300,000
Flemington	*\$456,200	*\$400,000	\$189,000	\$910,000	\$404,428	\$421,000	↑ 5.25%	\$300,000	\$589,000
Kensington	\$410,333	\$391,000	\$282,000	\$575,000	\$504,571	\$520,000	↑ 32.99%	\$327,000	\$761,000
Travancore	\$378,382	\$355,000	\$292,500	\$525,500	\$387,250	\$355,000	0.00%	\$330,000	\$551,000
West Melbourne	\$573,412	\$460,000	\$330,000	\$952,000	\$456,285	\$445,000	↓ -3.26%	\$268,000	\$680,000

Table compiled from data collected from May to October 2018. A dash indicates no recorded sales for the quarter, inability to show a quarterly change or no quarterly change. Directional arrows indicate change in comparison to the previous rolling quarter. * indicates an average or median value calculated using 5 sales or less.

Apartments

QUARTERLY MEDIAN CHANGE BY SUBURB



Based on data collected from May to October 2018. Princes Hill, Burnley and Carlton North were omitted due to insufficient data.
* indicates a median value calculated using 5 sales or less.

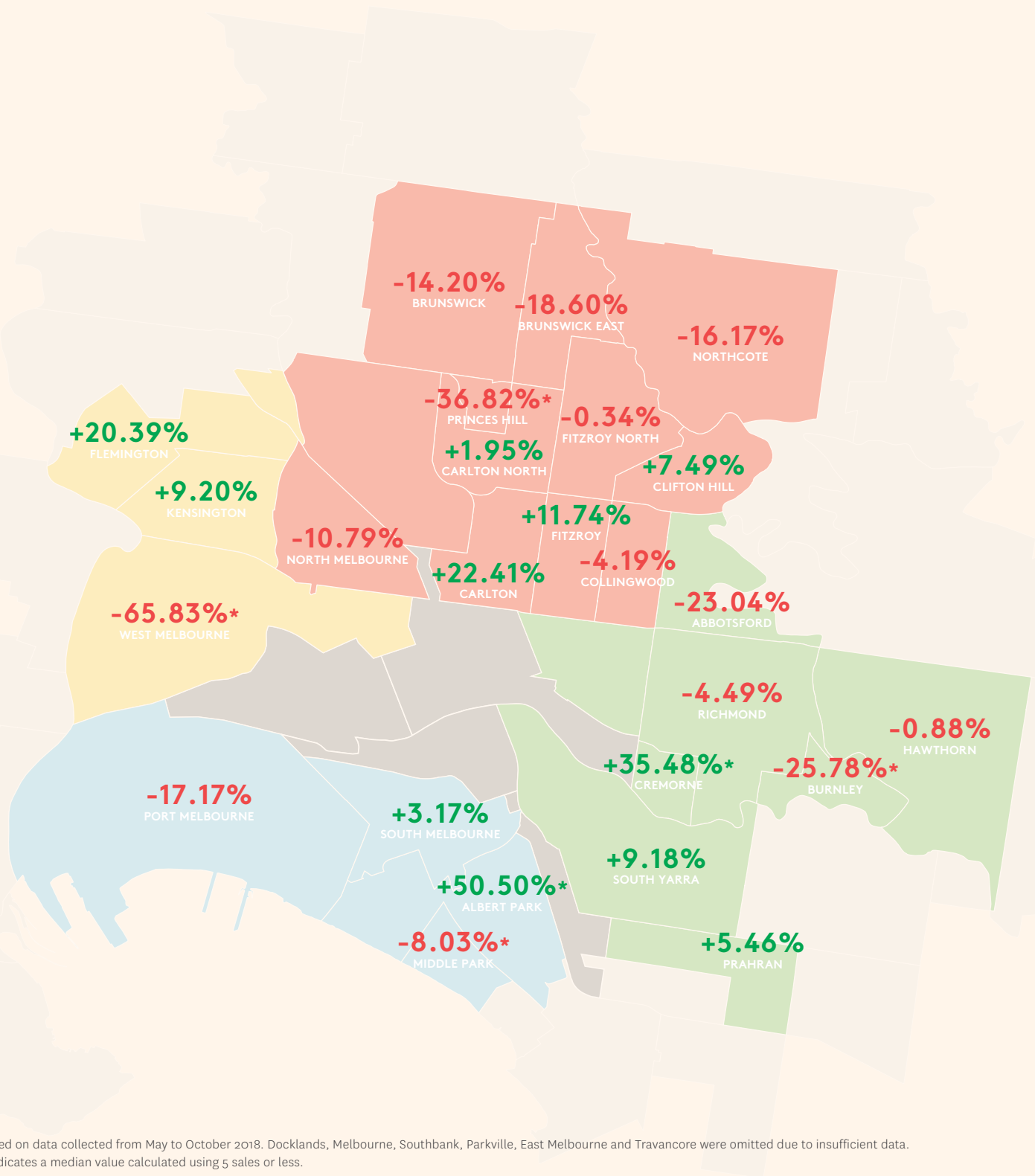
PRICE COMPARISONS BY ROLLING QUARTERS

	PREVIOUS QUARTER (MAY, JUN, JUL 2018)				CURRENT QUARTER (AUG, SEP, OCT 2018)				
	Average Price	Median Price	Lowest Sale	Highest Sale	Average Price	Median Price	% change	Lowest Sale	Highest Sale
Docklands	-	-	-	-	-	-		-	-
Melbourne	-	-	-	-	-	-		-	-
Southbank	-	-	-	-	-	-		-	-
Brunswick	\$1,157,187	\$1,172,500	\$460,000	\$1,789,000	\$1,053,019	\$1,006,000	↓ -14.20%	\$671,000	\$1,624,000
Brunswick East	\$1,315,090	\$1,290,000	\$1,050,000	\$1,630,000	\$1,069,000	\$1,050,000	↓ -18.60%	\$708,000	\$1,335,000
Carlton	\$1,375,000	\$1,160,000	\$900,000	\$2,400,000	\$1,342,222	\$1,420,000	↑ 22.41%	\$455,000	\$2,080,000
Carlton North	\$1,517,833	\$1,410,000	\$1,110,000	\$2,029,999	\$1,716,666	\$1,437,500	↑ 1.95%	\$1,034,999	\$2,715,000
Clifton Hill	\$1,420,250	\$1,375,000	\$900,000	\$2,152,500	\$1,367,166	\$1,478,000	↑ 7.49%	\$967,000	\$1,630,000
Collingwood	\$937,833	\$918,500	\$843,000	\$1,100,000	\$959,428	\$880,000	↓ -4.19%	\$760,000	\$1,291,000
Fitzroy	\$1,380,000	\$1,367,500	\$850,000	\$1,975,000	\$1,877,850	\$1,528,000	↑ 11.74%	\$1,150,000	\$3,740,000
Fitzroy North	\$1,670,428	\$1,480,000	\$1,000,000	\$2,570,000	\$1,629,076	\$1,475,000	↓ -0.34%	\$950,000	\$3,880,000
North Melbourne	\$1,595,000	\$1,205,000	\$790,000	\$4,600,000	\$1,434,166	\$1,075,000	↓ -10.79%	\$915,000	\$2,625,000
Northcote	\$1,577,710	\$1,530,000	\$711,000	\$2,630,000	\$1,386,548	\$1,282,625	↓ -16.17%	\$565,000	\$2,500,000
Parkville	*\$2,137,875	*\$1,848,750	\$1,515,000	\$3,339,000	-	-		-	-
Princes Hill	*\$2,030,000	*\$2,030,000	\$2,030,000	\$2,030,000	*\$1,282,500	*\$1,282,500	↓ -36.82%	\$1,282,500	\$1,282,500
Abbotsford	\$1,379,687	\$1,383,750	\$920,000	\$1,720,000	\$1,082,666	\$1,065,000	↓ -23.04%	\$727,000	\$1,457,000
Burnley	*\$1,346,333	*\$1,307,000	\$1,232,000	\$1,500,000	*\$970,000	*\$970,000	↓ -25.78%	\$970,000	\$970,000
Cremorne	*\$1,478,333	*\$1,315,000	\$965,000	\$2,155,000	*\$1,688,750	*\$1,781,500	↑ 35.48%	\$900,000	\$2,292,000
East Melbourne	-	-	-	-	*\$1,580,000	*\$1,580,000		\$1,580,000	\$1,580,000
Hawthorn	\$2,204,428	\$2,000,000	\$1,676,000	\$3,835,000	\$2,028,125	\$1,982,500	↓ -0.88%	\$1,100,000	\$3,660,000
Prahran	\$1,742,000	\$1,420,000	\$1,085,000	\$3,600,000	\$1,649,291	\$1,497,500	↑ 5.46%	\$1,000,000	\$3,025,000
Richmond	\$1,452,297	\$1,348,000	\$730,000	\$2,420,000	\$1,357,831	\$1,287,500	↓ -4.49%	\$950,000	\$2,245,000
South Yarra	\$1,667,142	\$1,400,000	\$755,000	\$3,300,000	\$1,826,500	\$1,528,500	↑ 9.18%	\$1,002,000	\$3,875,000
Albert Park	\$2,145,857	\$2,015,000	\$1,250,000	\$3,320,000	*\$2,778,750	*\$3,032,500	↑ 50.50%	\$1,960,000	\$3,090,000
Middle Park	*\$3,213,000	*\$2,085,000	\$1,910,000	\$5,440,000	*\$2,665,000	*\$1,917,500	↓ -8.03%	\$1,525,000	\$5,300,000
Port Melbourne	\$1,652,437	\$1,517,500	\$868,000	\$2,700,000	\$1,525,624	\$1,257,000	↓ -17.17%	\$880,000	\$3,150,000
South Melbourne	\$1,792,363	\$1,420,000	\$940,000	\$3,776,000	\$1,493,984	\$1,465,000	↑ 3.17%	\$885,800	\$2,360,000
Flemington	\$921,785	\$883,000	\$802,500	\$1,200,000	\$1,095,571	\$1,063,000	↑ 20.39%	\$780,000	\$1,525,000
Kensington	\$1,059,458	\$961,500	\$588,000	\$1,720,000	\$1,094,933	\$1,050,000	↑ 9.20%	\$770,000	\$1,501,000
Travancore	-	-	-	-	*\$1,375,000	*\$1,375,000		\$1,375,000	\$1,375,000
West Melbourne	*\$2,400,000	*\$2,400,000	\$2,400,000	\$2,400,000	*\$820,000	*\$820,000	↓ -65.83%	\$820,000	\$820,000

Table compiled from data collected from May to October 2018. A dash indicates no recorded sales for the quarter, inability to show a quarterly change or no quarterly change. Directional arrows indicate change in comparison to the previous rolling quarter. * indicates an average or median value calculated using 5 sales or less.

Houses

QUARTERLY MEDIAN CHANGE BY SUBURB



Based on data collected from May to October 2018. Docklands, Melbourne, Southbank, Parkville, East Melbourne and Travancore were omitted due to insufficient data.
* indicates a median value calculated using 5 sales or less.

Townhouses

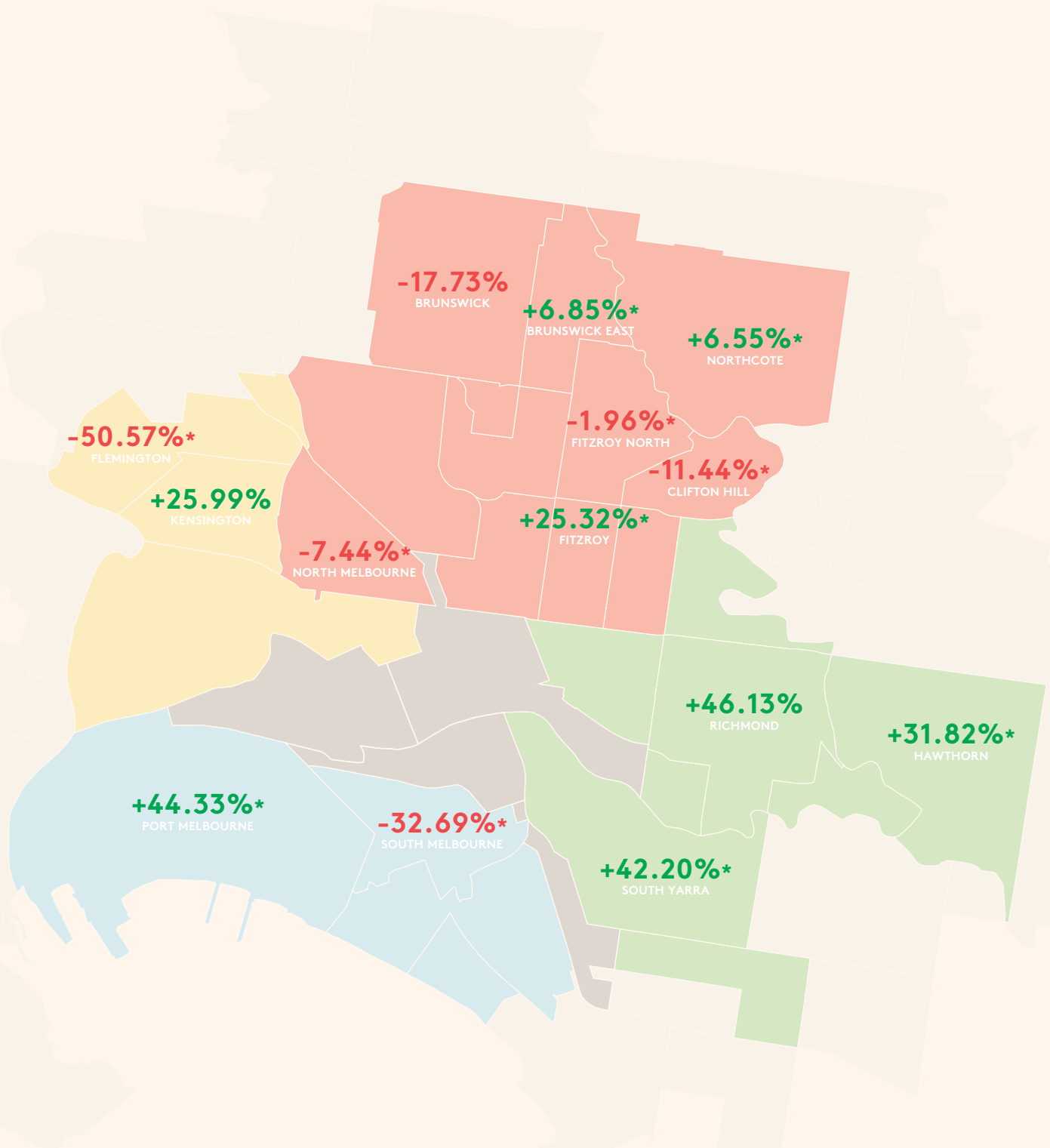
PRICE COMPARISONS BY ROLLING QUARTERS

	PREVIOUS QUARTER (MAY, JUN, JUL 2018)				CURRENT QUARTER (AUG, SEP, OCT 2018)				
	Average Price	Median Price	Lowest Sale	Highest Sale	Average Price	Median Price	% change	Lowest Sale	Highest Sale
Docklands	-	-	-	-	-	-		-	-
Melbourne	-	-	-	-	-	-		-	-
Southbank	-	-	-	-	-	-		-	-
Brunswick	*\$896,375	*\$872,750	\$740,000	\$1,100,000	\$933,571	\$718,000	↓ -17.73%	\$597,500	\$1,950,000
Brunswick East	*\$828,625	*\$812,250	\$615,000	\$1,075,000	*\$868,000	*\$868,000	↑ 6.86%	\$786,000	\$950,000
Carlton	-	-	-	-	*\$2,250,000	*\$2,250,000		\$2,250,000	\$2,250,000
Carlton North	-	-	-	-	*\$1,036,000	*\$1,036,000		\$1,036,000	\$1,036,000
Clifton Hill	*\$1,038,000	*\$940,000	\$880,000	\$1,420,000	*\$832,500	*\$832,500	↓ -11.44%	\$685,000	\$980,000
Collingwood	-	-	-	-	*\$1,095,000	*\$1,095,000		\$1,095,000	\$1,095,000
Fitzroy	*\$1,157,000	*\$1,157,000	\$1,157,000	\$1,157,000	*\$1,130,000	*\$1,450,000	↑ 25.32%	\$440,000	\$1,500,000
Fitzroy North	*\$919,500	*\$842,000	\$795,000	\$1,199,000	*\$825,500	*\$825,500	↓ -1.96%	\$736,000	\$915,000
North Melbourne	*\$1,233,750	*\$1,210,000	\$950,000	\$1,565,000	*\$1,080,333	*\$1,120,000	↓ -7.44%	\$895,000	\$1,226,000
Northcote	\$837,611	\$877,500	\$495,000	\$1,100,000	*\$924,000	*\$935,000	↑ 6.55%	\$690,000	\$1,110,000
Parkville	-	-	-	-	*\$1,050,000	*\$1,050,000		\$1,050,000	\$1,050,000
Princes Hill	-	-	-	-	-	-		-	-
Abbotsford	*\$942,500	*\$942,500	\$765,000	\$1,120,000	-	-		-	-
Burnley	-	-	-	-	-	-		-	-
Cremorne	-	-	-	-	-	-		-	-
East Melbourne	-	-	-	-	*\$1,410,000	*\$1,410,000		\$1,410,000	\$1,410,000
Hawthorn	*\$759,000	*\$759,000	\$759,000	\$759,000	*\$1,099,000	*\$1,000,500	↑ 31.82%	\$795,000	\$1,600,000
Prahran	*\$1,310,000	*\$1,310,000	\$1,310,000	\$1,310,000	-	-		-	-
Richmond	\$1,113,416	\$937,500	\$737,000	\$2,500,000	\$1,317,888	\$1,370,000	↑ 46.13%	\$755,000	\$2,150,000
South Yarra	*\$1,301,000	*\$1,301,000	\$1,301,000	\$1,301,000	*\$1,850,000	*\$1,850,000	↑ 42.20%	\$1,850,000	\$1,850,000
Albert Park	-	-	-	-	*\$1,420,000	*\$1,420,000		\$1,420,000	\$1,420,000
Middle Park	-	-	-	-	-	-		-	-
Port Melbourne	*\$1,096,666	*\$970,000	\$937,500	\$1,382,500	*\$1,469,666	*\$1,400,000	↑ 44.33%	\$1,324,000	\$1,685,000
South Melbourne	*\$1,300,000	*\$1,300,000	\$1,300,000	\$1,300,000	*\$875,000	*\$875,000	↓ -32.69%	\$875,000	\$875,000
Flemington	*\$826,250	*\$795,000	\$790,000	\$925,000	*\$393,000	*\$393,000	↓ -50.57%	\$393,000	\$393,000
Kensington	\$821,793	\$767,500	\$582,500	\$1,200,000	\$990,100	\$967,000	↑ 25.99%	\$570,900	\$1,420,000
Travancore	*\$1,850,000	*\$1,850,000	\$1,850,000	\$1,850,000	-	-		-	-
West Melbourne	*\$1,155,333	*\$940,000	\$920,000	\$1,606,000	-	-		-	-

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Townhouses

QUARTERLY MEDIAN CHANGE BY SUBURB



Based on data collected from May to September 2018. Docklands, Melbourne, Southbank, Carlton, Carlton North, Collingwood, Parkville, Princes Hill, Abbotsford, Burnley, Cremorne, East Melbourne, Prahran, Albert Park, Middle Park, West Melbourne and Travancore were omitted due to insufficient data. * indicates a median value calculated using 5 sales or less.

SECRET

INSIDE PERSPECTIVE

AGENT



Car Free City
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Words

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The data upon which this report is based was sourced from:
The Australian Bureau of Statistics (abs.gov.au/census),
REIV (reiv.com.au/property-data/auction-results),
The Department of Human Resources, Google Maps,
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