



The Household Travel Survey

The Household Travel Survey (HTS) is the largest and most comprehensive source of information on the travel patterns of residents of the Greater Metropolitan Area (GMA). It is a benchmark for best practice in travel surveys in Australia and the world. The HTS was first conducted in 1997/98 and has been running continuously since then.

Data collected in the HTS is an essential input to urban transport and land use policy and planning.

About the HTS data

Travel estimates are produced annually and released around March. The latest are the 2006 figures produced from three years of pooled data collected

from June 2004 to June 2007.

TDC releases updated analysis of the latest travel trends each year in the *HTS Summary Report*, followed by the quarterly *Transfigures*, which provides analysis of specific aspects of travel. These publications are available for free at <http://www.transport.nsw.gov.au/tdc/publications.html>.

More complex or customised analysis may also be undertaken subject to confidentiality and data quality considerations. Clients should email TDC with details of their requirements and to obtain a quote.

The HTS is a large and complex dataset with a wide range of variables (see below) which allows for detailed analysis of travel patterns.



Greater Metropolitan Area (GMA)

PEOPLE AND HOUSEHOLDS	Household characteristics Dwelling structure and Ownership No. household vehicles & bicycles Household type Language spoken at home	Work characteristics Work schedule, hours & flexibility Industry and occupation Employer assistance with transport Teleworking and car pooling
	Personal characteristics Age and Gender Personal income Employment status Country of birth	Licence Holding and Mobility Types of driver's licences Reason for no driver's licence Physical disabilities preventing or restricting use of transport
TRIPS	Trip characteristics Trip origin and destination Mode used Purpose of trip Weekday or weekend Time of day of trip Distance travelled	Modes used Vehicle driver and passenger Rail (train, LR, monorail) Bus (private, public, school) Ferry (private, public) Taxi Walk and bicycle
VEHICLES	Vehicle occupancy Tolls Used Parking Vehicle ownership	Vehicle Characteristics Vehicle make, model and age Registration type Engine characteristics & fuel type
PUBLIC TRANSPORT	Tickets and Fares Amount paid Ticket and fare type	Reasons for mode choice Reason used car or public transport for travel to work

Methodology

Data from consecutive waves are pooled and weighted to the population benchmarks to produce population estimates of travel for a particular year. This approach improves the reliability of the estimates and allows more detailed analysis. The latest 2006 estimates were produced from three waves of pooled data collected from June 2004 to June 2007 and weighted to June 2006 population benchmarks.

Sample Selection

Households are randomly selected based on a stratified, multi-stage cluster sampling method developed for TDC by the Australian Bureau of Statistics. Sample selection is done in 4 stages:

- Census collection districts (CDs) are selected for each Statistical Local Area (SLA) using the optimal allocation method.
- A block of approximately 50 dwellings is randomly selected from each CD.
- Seven dwellings are randomly selected from each block.
- Each dwellings is randomly allocated a different travel day from a randomly selected week in the year. All weeks in the year are covered annually.

Data Collection

The procedures for collecting data in the field are as follows:

- Introductory letter - two weeks before travel date, an approach letter with information about the survey is mailed to the selected household.
- Pre-travel day interview - between 3 and 7 days prior to the allocated travel day, an interviewer visits the household to explain how the survey works and collect basic information about the household and its members. Memory joggers are provided to help each member of the household remember the trips they undertake on travel day
- Post travel day interview – face-to-face interviews are usually done within three days after the travel day. The interviewer asks each household member about their travel on travel day, as well as some demographic and attitudinal information.

Data reliability

Between 3,000 and 3,500 households participate in the HTS each year. Three or more years of data are pooled to produce reliable estimates of travel at a particular geographical level. In the HTS sample design, the relative standard error (RSE) decreases and the statistical reliability increases as more waves of data are pooled.

Three years worth of sample are pooled to produce estimates at the Sydney Statistical Division (SD) level. The sample size of this three-year pooled dataset is similar to that of the last large one-off 1991/92 Home Interview Survey (HIS). The sample is composed of about 9,000 households; 24,000 persons and 100,000 trips.

Transport Data Centre (TDC)

NSW Ministry of Transport
L7 227 Elizabeth St Sydney
GPO Box 1620 Sydney NSW
2001
T: 02 9268 2211
F: 02 9268 2839
E: tdcinfo@transport.nsw.gov.au
W: www.transport.nsw.gov.au/tdc/

© 2008 Crown Copyright

Subject to copyright. All rights are reserved. Except as permitted under the **Copyright Act 1968**, no part covered by copyright may be reproduced or copied by any process or any means, electronically or otherwise, without written permission of the copyright owner.

TDC IS2008/03

Disclaimer

While all care is taken in producing and publishing this work, no responsibility is taken or warranty made with respect to the accuracy of any information, data or representation. The authors (including copyright owners) and publishers expressly disclaim all liability in respect of anything done or omitted to be done and the consequences upon reliance of the contents of this publication.