

Household Travel Survey 2022/23

Final release Data Document

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Introduction

This document provides a brief background to assist with the interpretation of the Household Travel Survey (HTS) data. Currently, approximately 2,000-3,000 households from the Sydney Greater Metropolitan Area (GMA) are randomly approached to participate in the HTS. The HTS study area, or Sydney Greater Metropolitan region, includes the Sydney Greater Capital City Statistical Area (GCCSA) as defined by the Australian Bureau of Statistics (ABS), the Lower Hunter and Illawarra regions. HTS study area map can be viewed in [Appendix A](#).

This release of HTS 2022/23 is the final release and replaces the mid-year release (dated 5th July 2023) which was based on data collected from July 2022 through to 31 December 2022 only. This release includes the finalised estimates for 2022/23, based on data collected from July 2022 to June 2023 and pooled with sample from 2020 and 2021 to form the first three-year pool post-COVID.

This release also includes revised data for LGAs and Six Cities for 2021 due to a revision to the weights for these geographies following a review of HTS weighting methodology undertaken by Melbourne University Statistical Consulting Centre late last year.

The HTS 2022/23 release consists of the following estimates:

- Region level estimates by Mode and Purpose for the three regions – Sydney GCCSA, Hunter and Illawarra
- Six Cities' estimates by Mode and Purpose
- LGA level estimates by Mode and Purpose for all LGAs in the study area.
- SA3 level estimates are included in this release. This is the first release of SA3 level estimates post-COVID.
- Mode categories for all geographies are aggregated consistent to the other post-COVID releases¹
- Purpose categories for all geographies are expanded to the pre-COVID categories (8 purpose categories).

Annual estimates from the HTS are usually produced on a rolling basis using multiple years of pooled data for each reporting year². Estimates for 2022/23 are based on data collected in 2020 to 2022 and weighted to the Australian Bureau of Statistics' (ABS) Estimated Resident Population (ERP) as at 30 June 2022.

IMPORTANT: Demographic data including population, households and vehicles ownership estimates will no longer be published from HTS w.e.f 2022/23. Please refer the Census data for population and household volumes, and the [vehicle registration](#) data on Transport Open Data Hub for vehicle ownership as the source of truth for this information.

¹ Please refer the [Data Dictionary](#) for details.

² Exceptions apply to the estimates for 2020/21 which are based on a single year of sample as it was decided not to pool the sample with data collected pre-COVID-19.

Sample design and benchmarks

The sampling unit for the HTS is a household. Households are selected using a stratified, three-stage cluster sampling method. Each household is randomly assigned a different day of the week for its Travel Day.

The collection of data for the HTS is stratified by Statistical Area Level 3 (SA3) and covers 57 SA3s.

In determining the household benchmarks, ERP from ABS is adjusted to reflect the number of *usual residents in occupied private dwellings*. An occupied private dwelling is usually a house or flat but can also be a caravan or houseboat. Unoccupied private dwellings and non-private dwellings are out-of-scope for the HTS. Non-private dwellings include communal or transitory accommodation types such as hotels, motels, prisons and hospitals.

The definition of a usual resident is a person who lives or intends to live for three months or more at the address. Overseas visitors staying at the residence for three months or more are also included. According to the Census, 97-99% of the counted population are usual residents. This proportion is applied to ERP; hence the HTS person benchmarks are marginally lower than the ABS reported ERP.

Data Dictionary

Data by Region

The corresponding tables provide the total number of trips made by residents of the three regions in the Sydney Greater Metropolitan Area, on an average weekday. The total number of trips is further broken down by mode of transport and purpose of travel.

Table below lists the variables supplied in this dataset, and their description.

VARIABLE NAME	DESCRIPTION
FINANCIAL_YEAR	Financial year of data collection
HH_REGION_ID	Household Region ID 1 Sydney GCCSA 3 Hunter 5 Illawarra
HH_REGION_NAME	Household Region name (as above)
TRAVEL_MODE	Mode used for travel: Vehicle Driver Vehicle Passenger Public Transport (includes Train, Metro, Bus, Light Rail, Ferry) Walk linked ³ Walk only ⁴ Other ⁵ (includes Taxi/rideshare/carshare, wheelchair, bicycle, aircraft)
TRAVEL_PURPOSE	Purpose for trips, coded into eight categories ⁶ : Commuter Work related business Education/Childcare Shopping Social/Recreation Personal business Serve passenger Other

³ where the whole trip is made by walking and no change of mode is involved.

⁴ walking trips where the purpose is access to, or egress from, another mode e.g. Walk to the bus stop to catch the bus or walk from the bus stop after getting off the bus at the other end.

⁵ 'Other' mode category from 2020/21 is not comparable to previous waves as it does not include Light Rail and Ferry. These modes are now included under the Public Transport mode

⁶ Please refer the Glossary for detailed description of purpose categories

TRIPS_BY_MODE/ JOURNEYS_BY_PURPOSE	Total number of trips or journeys (rounded to '000)
PCT_OF_TOTAL_TRIPS / PCT_OF_TOTAL_JOURNEYS	% of total trips or journeys for each region
MODE_SHARE	Share of each mode in the total trips (excluding walk linked trips). Only applicable to data by Mode
DISTANCE_BY_MODE / DISTANCE_BY_PURPOSE	Total distance travelled in kilometers by mode or purpose (rounded to '000)
PCT_OF_TOTAL_DISTANCE	% of total distance travelled by mode or purpose for each region
TRIP_AVG_DISTANCE/ JOURNEYS_AVG_DISTANCE	Average distance travelled in kilometers by mode or purpose
TRIP_AVG_TIME/ JOURNEYS_AVG_TIME	Average on-mode time for trips by mode (in minutes) or average journey time by purpose

Data by Six Cities

The corresponding tables provide the total number of trips made by residents of the six cities in the Sydney Greater Metropolitan Area, on an average weekday. The total number of trips is further broken down by mode of transport and purpose of travel. Note, revised estimates for 2021/22 as well as the 2022/23 mid-year estimates are based on the new definitions for the Eastern Harbour and Central River cities with the City of Sutherland included under Eastern Harbour City and will not be consistent with previous releases.

Table below lists the variables supplied in this dataset, and their description.

VARIABLE NAME	DESCRIPTION
FINANCIAL_YEAR	Financial year of data collection
HH_CITY_NAME	Household City name. Six Cities as below: Central Coast City Central River City Eastern Harbour City Illawarra-Shoalhaven City Lower Hunter and Greater Newcastle City Western Parkland City
TRAVEL_MODE	Mode used for travel: Vehicle Driver Vehicle Passenger Public Transport (includes Train, Metro, Bus, Light Rail, Ferry) Walk linked Walk only Other (includes Taxi/rideshare/carshare, wheelchair, bicycle, aircraft)
TRAVEL_PURPOSE	Purpose for trips, coded into six categories ⁷ : Commuter Work related business Education/Childcare Shopping Social/Recreation Personal business Serve passenger Other
TRIPS_BY_MODE/ JOURNEYS_BY_PURPOSE	Total number of trips or journeys (rounded to '000)

⁷ Please refer the Glossary for detailed description of purpose categories

PCT_OF_TOTAL_TRIPS/ PCT_OF_TOTAL_JOURNEYS	% of total trips or journeys for each city
MODE_SHARE	Share of each mode in the total trips (excluding walk linked trips). Only applicable to data by Mode
DISTANCE_BY_MODE /DISTANCE_BY_PURPOSE	Total distance travelled in kilometers by mode or purpose (rounded to '000)
PCT_OF_TOTAL_DISTANCE	% of total distance travelled for each city by mode or purpose
TRIP_AVG_DISTANCE/ JOURNEY_AVG_DISTANCE	Average distance travelled in kilometers by mode or purpose
TRIP_AVG_TIME/ JOURNEY_AVG_TIME	Average on-mode time for trips by mode (in minutes) or journeys by purpose

Data by LGA

The corresponding tables provide the total number of trips made by residents of local government areas (LGAs) in the Sydney Greater Metropolitan Area, on an average weekday. The total number of trips is further broken down by mode of transport and purpose of travel.

Table below lists the variables supplied in this dataset, and their description.

VARIABLE NAME	DESCRIPTION
FINANCIAL_YEAR	Financial year of data collection
HH_LGA_ID	Numerical ID for household LGA
HH_LGA_NAME	Name of household LGA
TRAVEL_MODE	Mode used for trips: Vehicle Driver Vehicle Passenger Public Transport (includes Train, Metro, Bus, Light Rail, Ferry) Walk linked Walk only Other (includes Taxi/rideshare/carshare, wheelchair, bicycle, aircraft)
TRAVEL_PURPOSE	Purpose for journeys, coded into six categories: Commuter Work related business Education/Childcare Shopping Social/Recreation Personal business Serve passenger Other
JOURNEYS_BY_PURPOSE	Total number of journeys (rounded to '000)
PCT_OF_TOTAL_TRIPS / PCT_OF_TOTAL_JOURNEYS	% of total trips or journeys for each LGA
MODE_SHARE	Share of each mode in the total trips (excluding walk linked trips). Only applicable to data by Mode
DISTANCE_BY_MODE/ DISTANCE_BY_PURPOSE	Total distance travelled in kilometers by mode or purpose (rounded to '000)
PCT_OFTOTAL_DISTANCE	% of total distance travelled for each LGA by Mode or Purpose

TRIP_AVG_DISTANCE/ JOURNEY_AVG_DISTANCE	Average distance travelled in kilometers by mode or purpose
TRIP_AVG_TIME/ JOURNEY_AVG_TIME	Average on-mode time for trips by mode (in minutes) or journeys by purpose

Data by SA3

The corresponding tables provide the total number of trips made by residents of SA3s in the Sydney Greater Metropolitan Area, on an average weekday. The total number of trips is further broken down by mode of transport and purpose of travel.

Table below lists the variables supplied in this dataset, and their description.

VARIABLE NAME	DESCRIPTION
FINANCIAL_YEAR	Financial year of data collection
HH_SA3_ID	Household SA3 ID
HH_SA3_NAME	Household SA3 name
TRAVEL_MODE	Mode of travel: Vehicle (incl motorcycle) Driver Vehicle (incl motorcycle) passenger Public Transport (includes Train, Metro, Bus, Light Rail, Ferry) Walk only ⁸ Walk linked ⁹ Other ¹⁰ (includes Taxi/rideshare/carshare, wheelchair, bicycle, aircraft)
TRAVEL_PURPOSE	Purpose of travel: Commuter Work related business Education/Childcare Shopping Social/recreation Personal Business Serve passenger Other

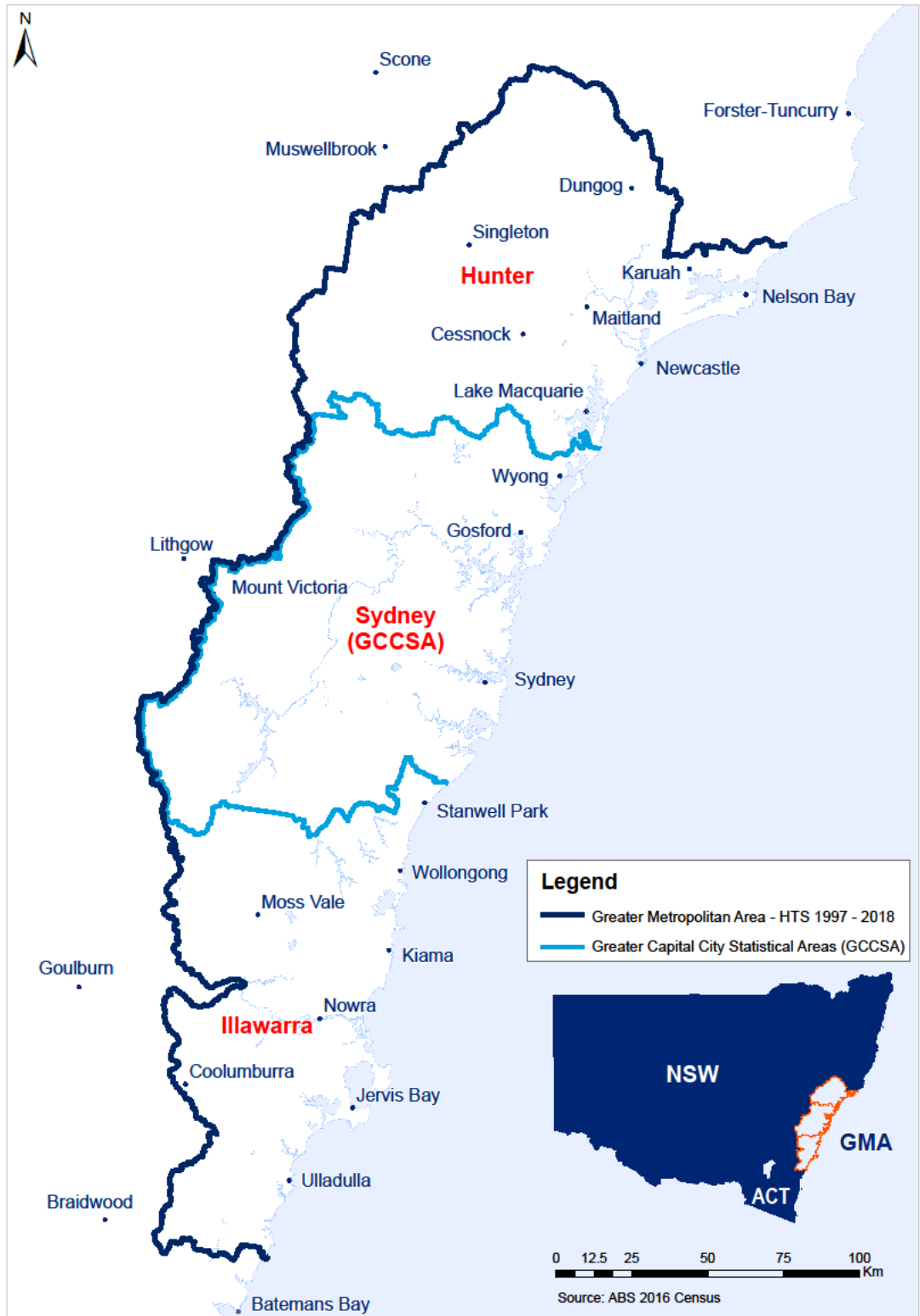
TRIPS_BY_MODE/ JOURNEYS_BY_PURPOSE	Total number of trips or journeys (rounded to '000)
PCT_OF_TOTAL_TRIPS	% of total trips for each region
MODE_SHARE	Share of each mode in the total trips (excluding walk linked trips). Only applicable to data by Mode
DISTANCE_BY_MODE/ DISTANCE_BY_PURPOSE	Total distance travelled in kilometers by mode or purpose (rounded to '000)
PCT_OF_TOTAL_DISTANCE	% of total distance travelled for each LGA by Mode or Purpose
TRIP_AVG_DISTANCE/ JOURNEY_AVG_DISTANCE	Average distance travelled in kilometers by mode or purpose
TRIP_AVG_TIME/ JOURNEY_AVG_TIME	Average on-mode time for trips by mode (in minutes) or journeys by purpose

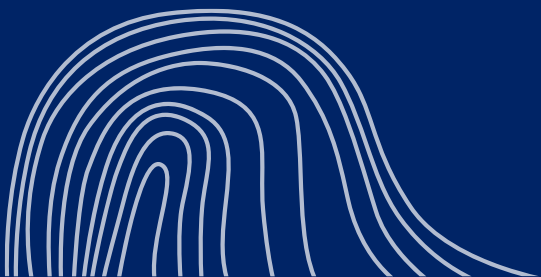
Reliability of estimates

Please refer the Tab Reliability of estimates in the Excel downloadable file for details on reliability of the published estimates. Relative Standard Error (RSE) is computed for all estimates by individual Mode and Purpose categories for each geography.

All estimates with a high RSE are annotated with an asterisk in the data tables and **must be used with caution.**

Appendix A: HTS Study area map





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