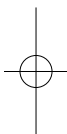


Sydney Travels



Travel characteristics of Sydney's residents

Based on TDC's Household Travel Survey

MARCH 2002

Sydney Travels



This publication presents a comparison of travel by residents of the Sydney Statistical Division (see map) in 1991¹, 1999² and 2000³ using data from the Transport Data Centre's ongoing Household Travel Survey.

More detailed information on travel by Sydneysiders is available in the Transport Data Centre's annual Household Travel Survey Summary Reports.

The **Transport Data Centre (TDC)**, a part of the Transport Masterplanning and Infrastructure Division of Transport NSW, collects data on the travel patterns of residents of the Greater Metropolitan Region (GMR) (see map) and produces estimates of future travel as input to strategic planning and policy development, infrastructure evaluation and service planning in NSW.

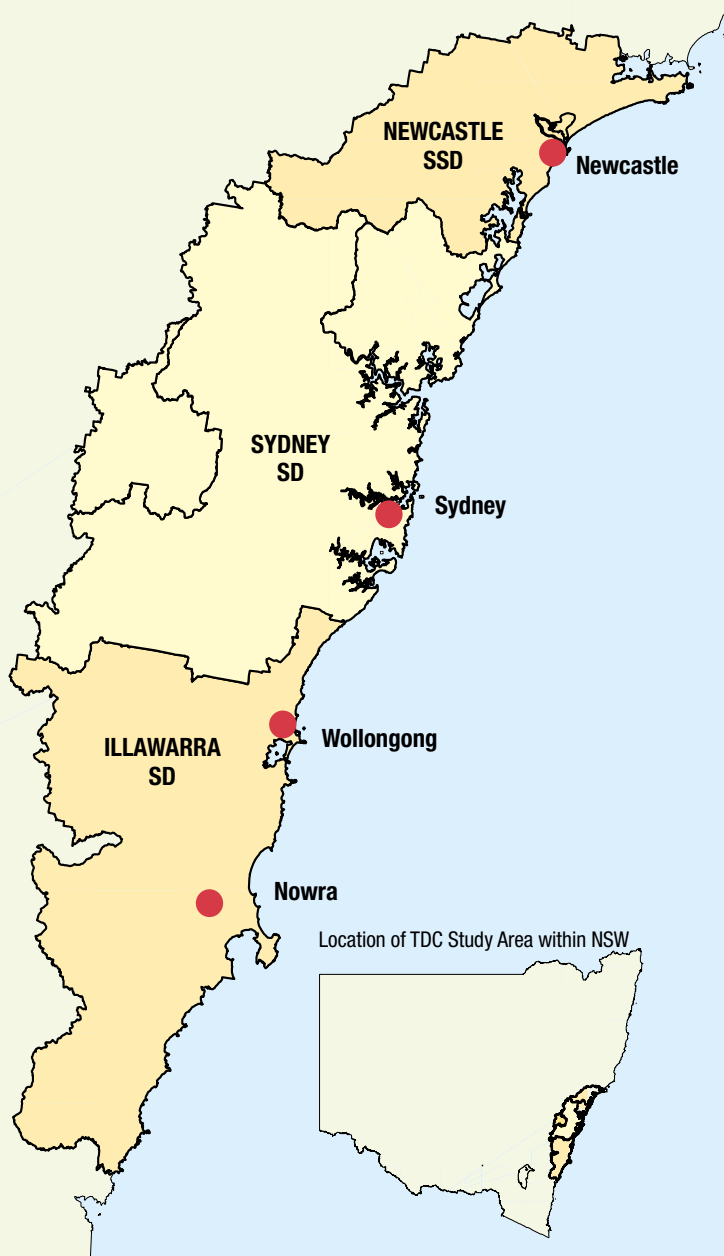
The **Household Travel Survey (HTS)** is the only large scale, comprehensive and continuous survey of the travel patterns of residents of the GMR, which includes Sydney, Newcastle, the Central Coast, Blue Mountains, Wollongong and the Shoalhaven.

Every year approximately 3,500 households (or 10,000 individuals) are interviewed about their travel on a particular day, with interviews spread across the whole year. Information on all travel and activities undertaken by all household members over a given 24 hour period are collected via face to face interview.

To maximise the statistical reliability of HTS results for a given year, each annual HTS estimate consists of three years of pooled HTS data weighted to the Estimated Resident Population (ERP) from the Australian Bureau of Statistics for the given year.

- 1 The 1991 data set is derived from the 1991/92 Home Interview Survey and is weighted to represent travel by the 1991 estimated resident population
- 2 The 1999 data set consists of data from waves 1 to 3 of the HTS (1997/98, 1998/99 and 1999/2000) pooled together and weighted to represent travel by the 1999 estimated resident population
- 3 The 2000 data set consists of data from waves 2 to 4 of the HTS (1998/99, 1999/2000 and 2000/01) pooled together and weighted to represent travel by the 2000 estimated resident population

Greater Metropolitan Region and the Sydney Statistical Division



SUMMARY OF THE TRANSPORT TASK ON AN AVERAGE WEEKDAY (Mon-Fri)

Key Transport Indicator	1991	1999	2000	Annual % Change 1991 – 99*	% Change 1999 – 2000
	Population (millions)	3.6	3.9	4.0	1.2%
TOTAL TRAVEL					
No. of trips (millions)	13.1	14.9	15.0	1.6%	0.4%
Trip rate per person	3.68	3.81	3.77	0.4%	-0.9%
PURPOSE SHARE**					
Social/recreation	20.6%	21.5%	21.7%		
Commuting	17.9%	17.9%	18.0%		
Serve passenger	15.8%	17.7%	17.6%		
Shopping	17.7%	16.4%	16.3%		
Other work related travel	10.6%	9.7%	9.9%		
Education/childcare	8.6%	8.8%	8.6%		
Personal business	8.2%	7.9%	7.7%		
Other	0.6%	0.1%	0.2%		
MODE SHARE					
Vehicle driver	46.2%	48.0%	48.0%		
Vehicle passenger	20.7%	21.7%	21.7%		
Train	5.0%	4.9%	5.0%		
Bus	6.7%	6.2%	5.9%		
Walk only	19.6%	17.4%	17.4%		
Other modes	1.8%	1.8%	1.9%		
KILOMETRES TRAVELLED					
Total kms travelled (millions)	119.9km	139.8km	142.1km	1.9%	1.7%
Total vehicle kms travelled (VKT) (millions)	64.0km	78.7km	80.4km	2.6%	2.1%
Average trip length	9.1km	9.4km	9.5km	0.3%	1.2%
TRAVEL TIME					
Average trip duration	20mins	21mins	21mins	0.5%	2.0%

Source: 1991: 1991/92 Home Interview Survey

1999: Pooled Household Travel Survey data set for 1997/98, 1998/99 and 1999/2000.

2000: Pooled Household Travel Survey data set for 1998/99, 1999/2000 and 2000/01.

Notes: * Average annual growth rate 1991 to 1999.

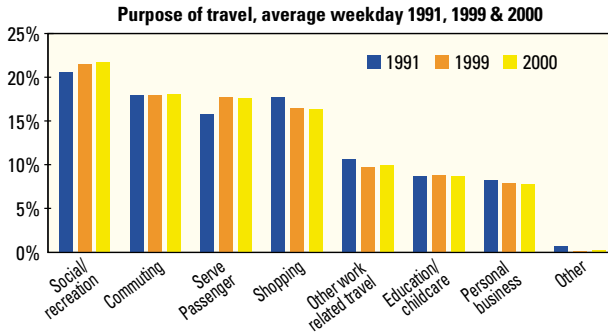
** Trips to return home are allocated to the priority trip purpose.

Figures in the table are rounded, but percentages are calculated from original unrounded data.

- In 2000 Sydney's residents made 15.0 million trips on an average weekday (Mon-Fri), up by 0.4% from 1999, while Sydney's population grew by 1.3% over the period.
- As a result the weekday trip rate per person decreased from 1999 to 2000, after a period of growth between 1991 and 1999.
- The majority of travel in Sydney is by private vehicle, accounting for 70% of trips in both 1999 and 2000, up from 67% in 1991.
- The number of vehicle trips increased by only 0.5% from 1999 to 2000 compared to an average increase of 2.1% per annum between 1991 and 1999. As a result the growth in vehicle kilometres travelled (VKT) from 1999 to 2000 also slowed slightly.
- However total kilometres travelled (all modes) increased from 1999 to 2000 at a similar rate as between 1991 and 1999.
- The share of trips by public transport remained stable at 11% from 1999 to 2000. However over the period there was an increase in the number of train trips and a decrease in trips by bus.
- Social/recreation purposes continue to account for the majority (22%) of trips, increasing from 21% in 1991. The share of commuting trips has remained steady at 18% of all trips on weekdays since 1991.

Why are we travelling?

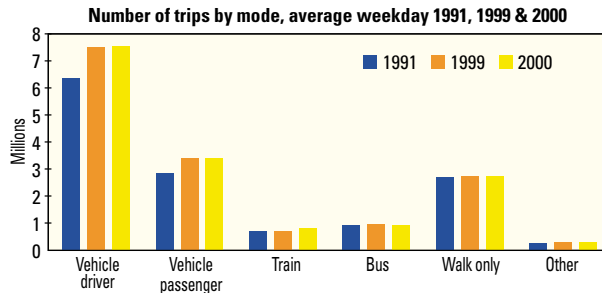
- The most common reasons for travel on an average weekday in 2000 were social/recreation (22%), commuting (18%) and serve passenger (18%).
- The proportion of commuting trips remained stable between 1991 and 2000, while the share of social/recreation and serve passenger trips increased.
- The share of shopping and personal business trips has declined since 1991.



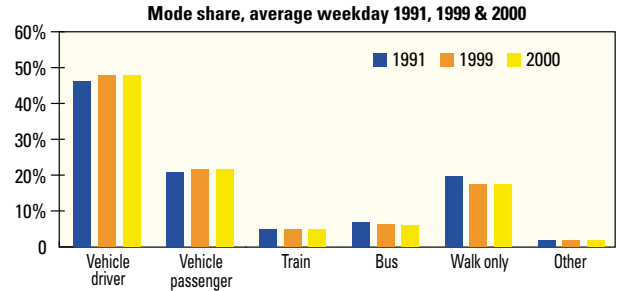
Trips to return to home have been allocated to the priority purpose, based on the hierarchy of trip purposes: 1. commuting, 2. other work related travel, 3. education, 4. purpose with the longest activity time 5. serve passenger

How are we travelling?

- The number of vehicle trips increased by 0.5% from 1999 to 2000, slower than the rate of 2.1% each year between 1991 and 1999.
- From 1999 to 2000 train trips increased by 1.8%, greater than the population increase of 1.3%.
- The slight decline in bus trips from 1999 to 2000 was primarily due to a fall in the number of trips by private bus.
- The number of walk only trips has remained fairly stable since 1991.

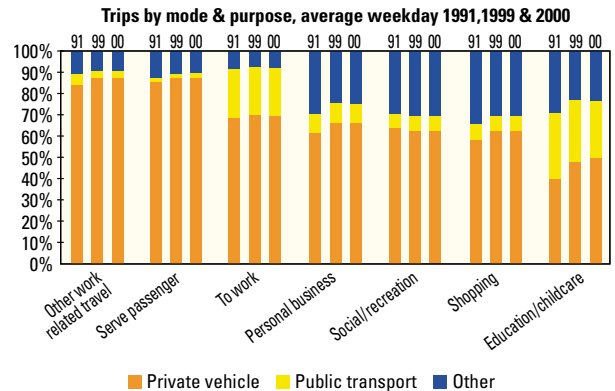


- Private vehicle (driver and passenger) accounted for 70% of trips by Sydney's residents on weekdays in both 1999 and 2000, up from 67% in 1991.
- 5% of all trips by Sydneysiders are by train and 6% are by bus.
- Walk only trips accounted for 17% of all trips in both 1999 and 2000, down from 20% in 1991.



Modes for different purposes

- The majority of trips for all purposes are undertaken by private vehicle.
- Public transport is an important mode for education trips and for commuting to work.
- The other modes (primarily walking) are important for personal business, social/recreation, shopping and education trips.
- Overall, the modes used for different purposes were similar in each of the survey years, with private vehicle use increasing slightly for all purposes except social/recreation.



Recent TDC Publications

Household Travel Survey

- Travel in Newcastle & Wollongong, TDC Issues Paper 2002/01
- Train Users in Sydney, TDC Issues Paper 2001/01
- Household Travel Survey Summary Report 2001: Sydney Statistical Division, TDC Report 2001/5
- Bus Users in Sydney, TDC Issues Paper 2000/01
- Cycling in Sydney, Brochure
- 1998 Household Travel Survey Summary Report: Sydney Statistical Division, TDC Report 2000/2
- 1997 Household Travel Survey Summary Report: Sydney Statistical Division, TDC Report 1999/5

Home Interview Survey

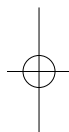
- Sydney Travels: 1991 Travel characteristics of Sydney's residents, Brochure
- Train Users in Sydney, TDC Issues Paper 98/1
- Bus Users in Sydney, TDC Issues Paper 97/2
- Public Transport Users in Sydney, TDC Issues Paper 97/1
- Trends in Sydney's Travel Patterns 1981-1991, TDC Issues Paper 96/2

Journey to Work

- Commuting from Sydney's fringe: A detailed analysis of the 1996 Journey to Work data set, TDC Report 2000/01
- 1996 Journey to Work Summary Tables: Workplace SLA, TDC Report 98/6
- 1996 Journey to Work Summary Tables: Home SLA, TDC Report 98/5

Please consult the TDC's "Products and Services Guide" for a full listing of our available information.

The TDC can also provide customised data and maps to suit individual requirements.



FOR MORE INFORMATION

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