Transport
for NSW

Household Travel Survey 2020/21
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 2000-3,000 households from the Greater Sydney Metropolitan region are randomly approached to participate in the HTS. The HTS study area, or Greater Sydney Metropolitan region, includes Sydney, the Lower Hunter and Illawarra. The Sydney region aligns with the Sydney Greater Capital City Statistical Area (GCCSA) as defined by the Australian Bureau of Statistics (ABS). HTS study area map can be viewed in Appendix A.

Annual estimates from the HTS are usually produced on a rolling basis using multiple years of pooled data for each reporting year. However, the 2020/21 release of HTS data is based on a single year of sample due to the impact of changed travel behaviours resulting from COVID-19 breaking previous trends. The HTS was suspended from late March 2020 to early October 2020 due to the impact and restrictions of COVID-19. HTS waves follow the financial year, hence the 2020/21 data release includes data collected from early October 2020 to June 2021. Categories previously released have smaller sample sizes and may be susceptible to higher sampling error and statistically not reliable. Consequently, this has led to some adjustments made to the HTS 2020/21 data:

- Estimates for HTS 2020/21 are currently only released for the Sydney GCCSA. Estimates for Hunter and Illawarra regions are being reviewed. Open Data Hub and HTS visualization will be updated if the regional data is released at a later date.

- SA3 and LGA level data will not be released for HTS 2020/21 due to low sample collection.

- Mode and purpose categories are aggregated differently to previous years with some categories combined or placed into "Other".

Please refer the Data Dictionary for details.

All estimates are weighted to the Australian Bureau of Statistics' Estimated Resident Population as on 30 June 2020.

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.

For this reason, the population and household totals in the HTS data may differ slightly from those on the ABS website.

Data Dictionary

Data by Region

The corresponding tables provide the total number of trips made by residents of the region, 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
WAVE	Financial year of data collection
REGION_ID	Household Region ID 1 Sydney GCCSA
HH_REGION_NAME	Household Region name (as above)
AREA_SQ_KM	Area of the region in square kilometers
WEIGHTED_POPULATION	Total population of the region (rounded to '000)
WEIGHTED_HOUSEHOLDS	Total households in the region (rounded to '000)
WEIGHTED_VEHICLES	Total number of vehicles in the region (rounded to '000)
MODE_LABEL	Code assigned to mode categories: 1= Vehicle Driver 2=Vehicle Passenger 3=Public Transport 4=Wak linked 5=Walk only 6=Other
MODE_DESC	Mode description for the label: Vehicle (incl motorcycle) Driver Vehicle (incl motorcycle) passenger Public Transport (includes Train, Bus, LR, Ferry) Walk only[1] Walk linked[2] Other[3] (includes Taxi/rideshare/carshare, wheelchair, bicycle, aircraft)

[1] where the whole trip is made by walking and no change of mode is involved.
[2] 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.
[3] 'Other' mode category for HTS 2020/21 is not comparable to previous waves as it **does not** include Light Rail and Ferry
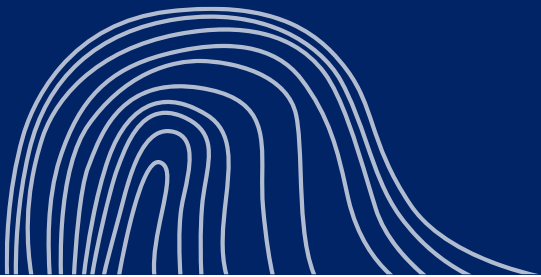
WEIGHTED_TRIPS	Total number of trips (rounded to '000)
PCT_OF_RGN_WEIGHTED_TRIPS	% of total trips for each region
WEIGHTED_TOTAL_DISTANCE	Total distance travelled in kilometers (rounded to '000)
PCT_OF_RGN_WGTD_TOTAL_DISTANCE	% of total distance travelled for each region
WEIGHTED_TRIPS_AVG_DISTANCE	Average distance travelled in kilometers
WEIGHTED_TRIPS_AVG_TIME (Mode by Region)	Average on-mode time for travel by mode (in minutes)
WEIGHTED_TRIPS_AVG_JRNY_TIME (Purpose by Region)	Average journey time for travel by purpose (in minutes)
PURPOSE6	Purpose for trips, coded into eight categories[4]: Commute Personal business Serve passenger Shopping Social/Recreation Other[5]

Reliability of estimates

Please refer the Tab Reliability of estimates in the Excel downloadable file for details on reliability of the respective estimates. Relative Standard Error is computed for all estimates by Mode and Purpose. Any estimates with a high Relative Standard Error are flagged on the **Tab Reliability of estimates** and **must be used with caution.**

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[4] Please refer the Glossary for detailed description of purpose categories
[5] 'Other' purpose category for HTS 2020/21 is not comparable to previous years as it includes the purposes of Education, childcare and work-related business which were previously reported separately