

## About the data

Travel Zones (TZs) are the spatial unit of geography for Transport Performance and Analytics (TPA), a business unit within Transport for NSW (TfNSW). The TZ spatial layer is applied to data sources used by TfNSW for transport modelling and analysis, including the Household Travel Survey and the Census 2016 Journey to Work data.

The Australian Bureau of Statistics' (ABS) Statistical Area boundaries form the foundation of the TZ. Generally, a TZ is larger than a Statistical Area Level 1 or Mesh Block, both ABS geography definitions. The ABS Statistical Areas are based on population counts whereas TZ boundaries are defined using population, employment, housing and transport infrastructure.

Information of ABS Statistical Area boundaries are available on the [ABS website](#).

TZs are designed to have standardised trip generation levels across all zones. This causes zones to be different sizes across the metropolitan area. As with many other spatial boundaries, TZs tend to be small in areas with high land-use densities and larger in areas of lower density.

As urban areas and transport infrastructure change over time, TPA has created a new travel zoning system in line with each ABS population census, the latest being 2016.

## Some facts about Travel Zones

The 2016 coverage has:

- 3,192 TZs across the Greater Metropolitan Area (GMA)
- 2,722 TZs in Greater Sydney Capital City Statistical Area (GCCSA)
- 264 TZs in Hunter and Newcastle region
- 206 TZs in Illawarra region

Below is a historical summary of the number of travel zones within NSW

	2006	2011	2016
<b>Number of TZs within NSW</b>	3,369	3,514	3,758

Typical TZ characteristics include:

- Homogeneous land uses within each TZ
- Boundaries following topographical features
- Relatively constant population between zones
- Made up of one or more MBs
- Aggregated to Statistical Area Level 2
- Contains no more than one freeway/motorway, interchange or train station

TPA undertook a complete boundary redesign to arrive at the 2016 TZs. This involved moving zone boundaries, splitting zones and even combining zones. The goal was to allow for more detailed analysis of transport networks and travel behaviour at the TZ level.

The guidelines for creating the 2016 boundaries are to:

- Align with Mesh Block boundaries
- Align or aggregate to SA2 boundaries
- Include only one train station to a TZ
- Avoid overlapping major transport network features where there is no access from one side to another
- Make it possible to travel from one side of a TZ to the other side without having to go outside of the zone
- Prevent multiple suburbs in each zone
- Contain only one commercial centre
- Account for planned or future developments, as a guide:
  - Pop / Emp 2016 < 4500
  - Pop / Emp 2046 < 7000

## Example of a Travel Zone Map

