

## HTS Glossary of terms

FULL NAME	ACRONYM (IF APPLICABLE)	DESCRIPTION
<b>Australian Bureau of Statistics</b>	ABS	Australia's official national statistical agency.
<b>Australian Statistical Geography Standard</b>	ASGS	Current geographical classification used by the Australian Bureau of Statistics (ABS) for the collection and dissemination of geographic statistics since July 2011. HTS data is reported on this classification.
<b>Average distance (Km)</b>	Avg. Distance	Total distance divided by total trips, rounded off to nearest whole figure
<b>Average time (Min)</b>	Avg. Time	Total time divided by total trips, rounded off to nearest whole figure Avg. Time refers to “on-mode time” for travel by mode and “total journey time” for travel by purpose.
<b>Average weekday</b>		Average of travel over Monday to Friday including public and school holidays.
<b>Distance</b>		A network distance (road, walk, and cycle) in kilometres.
<b>Estimated Resident Population</b>	ERP	Estimated Resident Population is the official measure of the population of Australia, based on the concept of usual residence. Adjustments are made on the latest Census population counts, to include usual residents who are overseas for less than 12 months and to exclude overseas visitors who are in Australia for less than 12 months.
<b>Greater Metropolitan Area (GMA)</b>	GMA	The conurbation of greater metropolitan Sydney including the Blue Mountains, Central Coast, Newcastle and the Lower Hunter, and Wollongong. In terms of the Australian Bureau of Statistics' ASGS it comprises the Sydney Greater Capital City Statistical Area (Sydney GCCSA), Hunter Valley excl. Newcastle SA4, Newcastle and Lake Macquarie SA4 Illawarra SA4 and Southern Highlands SA4 and Shoalhaven SA4.
<b>Household Travel Survey</b>	HTS	A household survey of personal travel for residents of the Sydney GMA, conducted annually since June 1997. The survey collects information about people's day-to-day travel such as where they go, when they travel, the purpose of the trip, the means of transport used and the costs associated with the trip.
<b>Hunter Region</b>		Includes Lower Hunter SA3, Maitland SA3, Port Stephens SA3, Lake Macquarie – East SA3, Lake Macquarie – West Sa3, Newcastle SA3
<b>Illawarra Region</b>		Includes the Dapto – Port Kembla SA3, the Illawarra Catchment Reserve SA3, Kiama – Shellharbour SA3, Shoalhaven SA3, Southern Highlands SA3 and the Wollongong SA3.
<b>Linked trip</b>		Linked trips are made up of unlinked trips where there has been a change of mode or purpose. A linked trip is a journey from one activity to another, <i>ignoring changes of mode</i> . A linked trip may comprise one or more unlinked trip legs. See <b>Unlinked Trips</b>
<b>Local Government Area</b>	LGA	A geographical area under the responsibility of an incorporated local government council or an incorporated indigenous government council. LGAs are a non-ABS Structure of the Australian Statistical Geography Standard (ASGS), and are defined by the Departments of Local Government, or their equivalent in each state or territory. The ABS approximates the officially defined boundaries with aggregations of Mesh Blocks.  HTS data is reported by LGA from 2016/17 onwards as the LGA boundaries were re-defined following amalgamation of some LGAs

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<b>Mode</b>		<p>The mode of transport used for unlinked trips. Unlinked trips have only one mode and one purpose. See <b>Unlinked trip</b></p> <p>NOTE: 'Other' mode category for HTS 2020/21 onwards is not comparable to previous waves as it <b>does not</b> include Light Rail and Ferry. Light Rail and Ferry are included under the category Public Transport (along with Train and Bus)</p>
<b>Population</b>		<p>Residents of private dwellings. HTS estimates are slightly lower than the ABS Estimated Resident Population (ERP), which include residents of non-private dwellings (gaols, hospitals, hotels, etc.).</p>
<b>Purpose</b>		<p><b>Commute:</b> The first trip to work of the day, usually from home, excluding trips to return to work. This also includes the first trip to a second job, if any.</p> <p><b>Work related business:</b> Work related trips away from respondent's usual work address. Also for respondents without a fixed work address e.g. a plumber, household interviewers, etc. who work at various locations.</p> <p><b>Education/Child care:</b> Trips by students to attend child care or educational institutions including primary and secondary school, technical college or universities.</p> <p><b>Personal business:</b> Transact personal business not involving "goods" e.g. bank, library, post office, hairdressers, etc.</p> <p><b>Serve passenger:</b> The purpose is to drop-off, pick-up or accompany another person e.g. Dad drops his children to school on the way to work, a young child "comes along for the ride" on a parent's trip to the bank, a woman takes an elderly parent to a medical appointment.</p> <p><b>Shopping:</b> Trips to a shop, defined as premises that sell "goods".</p> <p><b>Social/Recreation:</b> Includes social visits, entertainment, sporting activities, holidays, etc.</p> <p><b>Other:</b> Trips for purposes not identified above</p> <p>NOTE: 'Other' purpose category for some geographies for HTS 2020/21 onwards is not comparable to previous years as it includes the purposes of Education, childcare and work-related business which were previously reported separately. Please refer the Data Document for details.</p>
<b>Priority purpose</b>		<p>HTS collects data on a detailed list of trip purposes, including the purpose 'return to home'. 'Return home' makes up about 34% of unlinked trips on an average weekday.</p> <p>To give a better picture of what drives trip making, trips for the purpose of 'return home' in this data, are allocated to the main previous purpose. If a person is returning home from work this trip is defined as a commute FROM work rather than a trip TO home. Return home trips with multiple previous purposes are allocated based on a hierarchy or priority. If while returning home from work a person stopped off quickly at the shops, the main previous purpose is work not shopping.</p>
<b>Priority purpose hierarchy</b>		<p>Purpose categories in order of priority from highest to lowest are as follows:</p> <ol style="list-style-type: none"> <li>1. Work</li> <li>2. Work related business</li> <li>3. Education</li> <li>4. Purpose with the longest activity time</li> </ol>

5. Serve passenger

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<b>Statistical Area Level 3</b>	SA3	SA3s are built from aggregations of whole SA2 boundaries to represent regions of between approximately 30,000 people and 130,000 people to cover the whole of Australia. SA3 boundaries fit within whole SA4 boundaries.
<b>Greater Capital City Statistical Area</b>	GCCSA	Greater Capital City Statistical Areas (GCCSAs) are geographical areas that are designed to represent the functional extent of each of the eight state and territory capital cities. They replace the old Capital City Statistical Divisions and provide a stable definition for these cities which will be used for the output of a range of social and economic survey data (Source: ABS).
<b>Unlinked trip</b>		<p>An unlinked trip is a single trip leg. E.g. A person living in Parramatta and working in Sydney CBD, who travels by train with a walk trip at either end of the train trip, has made three unlinked trips as below:</p> <p><b>Trip 1:</b> Walk from Home to Parramatta Station. Purpose of this unlinked trip is to change mode of travel.</p> <p><b>Trip 2:</b> Train from Parramatta Station to Central Station. Purpose of this unlinked trip is also to change mode of travel</p> <p><b>Trip 3:</b> Walk from Central station to place of work. Purpose of this unlinked trip is Commute.</p> <p>The example above translates to ONE linked trip from Home to place of work, for the purpose of Commute, and by mode train.</p>
<b>Vehicles</b>		Number of registered vehicles usually garaged at the household overnight, whether privately or company owned.